WEST OXFORDSHIRE DISTRICT COUNCIL

Tuesday, 7 July 2026

Tel: 01993 861000
e-mail: democratic.services@westoxon.gov.uk

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, 15 July 2026 at 2.00 pm.**



Phil Martin
Chief Executive

To: Members of the Executive

Councillors: Andy Graham, Duncan Enright, Sandra Coleman, Liz Leffman, Andrew Prosser, Geoff Saul, Alaric Smith, Tim Sumner and Alistair Wray

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

Part I

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** (Pages 7 - 18)
   To approve the minutes of the previous meeting, held on 10 June 2026.

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 meets on 8 July 2026.

7. **Matters raised by Audit and Governance Committee**
   To consider any matters arising from the Audit and Governance Meeting on 25 June 2026.

8. **Thames Valley Spatial Development Strategy (SDS)** (Pages 19 - 36)

Purpose:

This report seeks Executive to note, to participate in, and help lead, a joint Thames Valley partnership with councils covering Oxfordshire, Berkshire and Swindon to progress the pre-inception phase of work for a Thames Valley Spatial Development Strategy (SDS).

Recommendations:

That the Executive resolves to:

1. Note the establishment of a partnership with the councils covering Oxfordshire, Berkshire and Swindon to develop a statutory Spatial Development Strategy (SDS) for the Thames Valley area (as detailed in section 4 of the report).
2. Note the draft indicative funding and resource allocations for the pre-inception programme
3. Note that Bracknell Forest Council will act as the accountable body for funds received/held on behalf of the partnership and will host any staff appointed for the Thames Valley SDS programme.
4. Note the interim governance and oversight, monitoring and assurance arrangements set out in this paper, including arrangements for the period before a statutory Strategic Planning Board (SPB) is established through secondary legislation.
5. Note the working arrangements for development of the SDS.
6. Delegate the detail agreements and working arrangements for pre-inception development of the SDS to the Director of Governance and Regulatory Services in consultation with the Executive Member for Planning and Infrastructure
7. Note that the Director of Governance and Regulatory Services will provide regular updates at key stages.

9. **Oxfordshire Infrastructure Strategy (OxIS)** (Pages 37 - 188)

Purpose:

This report introduces the completed Oxfordshire Infrastructure Strategy (OxIS) 2026 and seeks Executive endorsement of the final document, following its earlier endorsement by the Oxfordshire Leaders Joint Committee (OLJC) in April 2026.

The strategy outlines the critical, county-wide infrastructure necessary to support development and sustainable growth across Oxfordshire through to 2050.

It seeks to support rather than replicate the Infrastructure Delivery Plans developed by councils as part of their Statutory Development Plans by focussing upon large strategic infrastructure projects that span or influence a wider area than one district.

Recommendation:

That the Executive resolves to:

1. Endorse the final Oxfordshire Infrastructure Strategy (OxIS) which has already been endorsed by the Oxfordshire Joint Leaders Committee (OLJC) on 24th April 2026.

10. **Review and approval of updated Counter Fraud and Anti-Corruption Policy** (Pages 189 - 210)

Purpose:

To present Executive with a revised Counter Fraud and Anti-Corruption Policy ('The Policy') for approval and adoption.

The Policy has been reviewed to ensure the content reflects current legislation and the Council's Policies and Procedures.

Recommendations:

That the Executive resolves to:

1. Approve and adopt the Counter Fraud and Anti-Corruption Policy attached to this report as Annex A.
2. Delegate authority to the Director of Finance (s151) to approve future minor amendments to the Policy, in consultation with the Executive Member for Finance, Assistant Director Counter Fraud and Enforcement Unit, and the Assistant Director Legal Services.

11. **Review and approval of Grant Management Policy** (Pages 211 - 236)

Purpose:

To present the Executive with a new Grant Management Policy ('The Policy') for approval and adoption.

To provide an over-arching Policy that provides guidance to employees on the Council's governance and approach for administration and management of grant income, in order to ensure that we are maximising outcomes, minimising risk and delivering the greatest benefit to our communities.

Recommendations:

That the Executive resolves to:

1. Approve and adopt the Grant Management Policy attached to this report as Annex A.
2. Delegate authority to the Director of Finance (s151) to approve future minor amendments to the Policy, in consultation with the Executive Member for Finance, Assistant Director Counter Fraud and Enforcement Unit, and the Assistant Director Legal Services.

12. **Review and approval of updated Proceeds of Crime and Anti Money Laundering Policy** (Pages 237 - 250)

Purpose:

To present Executive with a revised Proceeds of Crime and Anti-Money Laundering Policy ('The Policy') for approval and adoption.

The Policy has been reviewed to ensure the content reflects current legislation and the Council's Policies and Procedures.

Recommendations:

That the Executive resolves to:

1. Approve and adopt the Proceeds of Crime and Anti-Money Laundering Policy attached to this report as Annex A.
2. Delegate authority to the Director of Finance (s151) to approve future minor amendments to the Policy, in consultation with the Executive Member for Finance, Assistant Director Counter Fraud and Enforcement Unit, and the Assistant Director Legal Services.

13. **Public Spaces Protection Order for Dog Fouling** (Pages 251 - 278)

Purpose:

To consider a proposal to consult on the adoption a Public Space Protection Order to prohibit Dog Fouling

Recommendation:

That Executive resolves to:

1. Approve the proposal to undertake a consultation on the Public Space Protection Order for Dog Fouling.

14. **Our House Funding Extension 2026-2030** (Pages 279 - 308)

Purpose:

To update members on the 'Our House' project with a recommendation that funding be extended from 1st November 2026 to 31st March 2030.

Recommendations:

That the Executive resolves to:

1. Approve a 4-year funding extension for the Our House project from 1 November 2026 to 31 March 2030;
2. Agree to continue with the current Support Provider via waiver;
3. Delegate authority to the Head of Housing Solutions, in consultation with the Executive Member for Housing and Social Welfare, to approve any minor amendments to this funding extension;
4. Agree to utilise Housing Projects Reserves as set out in the Proposal in section 4 of the report.

15. **Allocation of Capital Funding for Lift Replacement at Marriotts Walk** (Pages 309 - 314)
Purpose:
To request approval of the allocation of part of the building maintenance earmarked reserves for the replacement of the lifts at Marriotts Walk, Witney

Recommendations:
That the Executive resolves to:

1. Recommend to Council to allocate funding from earmarked reserves to replace the lifts at Marriotts Walk
2. Delegate authority to the Director Finance in consultation with the Executive Member for Finance to approve the final cost of works and use of contingency up to the full amount detailed at Annex A.

16. **Section 106 Spending Authorisation** (Pages 315 - 324)
Purpose:
The purpose of the report is to consider whether future decisions on the expenditure of Section 106 funds secured towards Witney Town Centre improvements should be delegated to the Chief Executive in consultation with the Director of Finance.

Recommendation:
That the Executive resolves to:

1. Delegate authority to the Council's Chief Executive, in consultation with the Director of Finance and the Executive Member for Planning and Infrastructure, for making future decisions on the expenditure of Section 106 developer contributions relating to the improvement of Witney Town Centre.

17. **Exclusion of Press and Public**
If the Executive wishes to exclude the press and public from the meeting during consideration of any of the items on the exempt from publication part of the agenda, it will be necessary for the Executive to pass a resolution in accordance with the provisions of the Paragraph 4(2)(b) of the Local Authorities ((Executive Arrangements) Access to Information) (England) Regulations 2012 on the grounds that their presence could involve the likely disclosure of exempt information as described in paragraph 3 of Schedule 12A of the Local Government Act 1972.

18. **Proposals for sale of land in Witney** (Pages 325 - 330)
Purpose:
To request approval for sale of land in Witney

Recommendations:
That the Executive resolves to:

1. Approve the sale of land in Witney
2. Delegate authority to the Director of Finance in consultation with the Executive Member for Finance to approve the final terms of the sale including sale price.

19. **Item 15 - Allocation of Capital Funding for Lift Replacement at Marriotts Walk - Exempt Annex A** (Pages 331 - 332)
Item 15 - Allocation of Capital Funding for Lift Replacement at Marriotts Walk - Exempt Annex A

Part 2 - Not to be taken before 3:00pm

20. **Approval of Regulation 19 Draft Submission Local Plan for Public Consultation** (Pages 333 - 820)
Purpose:
For Members to consider the proposed pre-submission draft West Oxfordshire Local Plan 2043 including the timetable for formally publishing the draft plan in accordance with legislative requirements.

Recommendations:
That the Executive resolves to:

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

(END).

This page is intentionally left blank

WEST OXFORDSHIRE DISTRICT COUNCIL

Minutes of the meeting of the
Executive
Held in the Council Chamber, Council Offices, Woodgreen, Witney, Oxfordshire OX28 1NB
at 2.00 pm on **Wednesday, 10 June 2026**

PRESENT

Councillors: Andy Graham, Duncan Enright, Sandra Coleman, Liz Leffman, Andrew Prosser, Geoff Saul, Tim Sumner and Alistair Wray

Officers: Andrea McCaskie (Director of Governance and Regulatory Services), Frank Wilson (Group Finance Director - Publica), Andrew Brown (Head of Democratic and Electoral Services), Maria Harper (Democratic Services Assistant), Mathew Taylor (Democratic Services Officer), Elise Chowdhury, Georgina Dyer (Head of Finance), Lucy Empson, Mandy Fathers (Business Manager - Environmental, Welfare & Revenue Service), Gemma Moreing (Business Information and Performance Lead), Ciaran Okane (Senior Business Partner – Procurement), Emma Peacock (Communications Officer), Ana Prelici (Senior Democratic Services Officer) and Si Pocock-Cluley (Environmental Services and Waste Transformation Lead)

Other Councillors in attendance: David Melvin

484 Apologies for Absence

Apologies were received from Councillor Alaric Smith, Executive Member for Finance.

485 Declarations of Interest

There were no declarations of interest.

486 Minutes of Previous Meeting

There were no amendments to the minutes of the previous meeting held on 11 March 2026.

Approval of the minutes was proposed by Councillor Andy Graham, Leader of the Council, and seconded by Councillor Duncan Enright, Deputy Leader of the Council.

The proposal was put to the vote and was agreed unanimously.

RESOLVED:

To approve the minutes of the previous meeting held on 11 March 2026.

487 Receipt of Announcements

Councillor Sandra Coleman, Executive Member for Stronger, Healthy Communities, stated that the Council had been working with Getting Oxfordshire Online and had recently made a donation of used laptops. These would be distributed to individuals who needed access to IT in their daily lives but did not have access to it.

There were no further announcements.

488 **Participation of the Public**

Sharone Parnes, who was also a Councillor on Woodstock Town Council, asked the following question:

"I am speaking today in my individual capacity as a local resident and user of our public infrastructure.

My question is directed to the Executive Member for Leisure. By way of brief context, during a recent visit to the Woodstock open-air pool, I personally observed that a permanent wooden boundary fence and an industrial construction haul road have been installed across the site. This development has permanently altered the layout, removing a vital area of public lawn space and drastically reducing the usable amenity footprint to approximately ten chairs and four picnic tables.

Despite this significant reduction in a public asset, WODC's official promotional updates and digital booking portals continue to present messaging that appears to suggest families still have full access to a large grassed area for sunbathing and garden games. Some of this messaging has also been endorsed and shared on social media by the District Council, alongside images of the pool grounds that may be misleading or confusing.

These omissions and potential misrepresentations are further compounded by a stark digital disconnect. Search engines and satellite mapping services, operating on historic update cycles, continue to display expansive green lawns that are no longer present. In the absence of any clear update notice or on-site warning, the public is left relying on outdated visual information and expectations, which runs contrary to the standard of transparency that residents would reasonably expect.

A number of residents have already expressed disappointment on seeing how the grounds are currently configured.

The issue of misrepresentation is not confined to online platforms. The operator has also erected what appears to be an unapproved promotional banner mounted on a makeshift frame on the verge of a public road. This is positioned dangerously close to traffic-calming measures, creating a potential highway obstruction and an apparent breach of advertising regulations.

Taken together, it appears that both factual accuracy and planning compliance have been overlooked. While I do not wish to pour cold water on the seasonal opening of the pool—particularly as it is, somewhat ironically, operating as a cold-water facility at present—endorsing promotional material that does not accurately reflect the current site, alongside the use of potentially unauthorised signage on highway verges, suggests a serious failure of contract management."

The Leader stated that a written answer would be provided to the speaker and included in the minutes of the meeting.

489 **Reports from the Overview and Scrutiny Committee**

The Executive noted that the Overview and Scrutiny Committee had met on 26 March 2026 and 3 June 2026.

The comments and recommendations made by the Overview and Scrutiny Committee had been circulated and published prior to the meeting. Full details could be viewed on the Council website.

Recommendations from the meeting held on 26 March 2026 had been made on Woodford Way and the Community Safety Partnership.

Councillor Geoff Saul thanked the Overview and Scrutiny Committee for their recommendations on the Woodford Way and Community Safety Partnership items, as referenced in the agenda papers. In relation to recommendations 1–4 on the Woodford Way report, Councillor Saul explained that, while the Council was undertaking much of the work related to these, it did not explicitly agree with them.

Councillor Saul stated that the Council was happy to take recommendations 5–7 forward, which were that the Executive agrees:

1. That additional parent and toddler parking spaces be incorporated into plans for the site.
2. That the Council updates the timings for parking in the Marriotts Walk multistorey car park to an all-day provision prior to commencement of the development.
3. That officers bring a further update report to the Committee prior to the planning application for the site.

Councillor Saul also explained that the Executive had agreed to the recommendations that the Committee had made on the Police and Crime Commissioner recommendations, which were to:

1. That officers assess which priority projects would be affected by the budget reduction from the Police and Crime Commissioner, and that the Executive consider whether any of these priority projects can be funded by the Council's own discretionary resources.
2. That officers' assessment of the impacts of the cuts to funding on priority projects detail the impact in terms of the loss of officer roles rather than just cash values.
3. That the Council writes to the Thames Valley Police and Crime Commissioner to request that they reinstate funding being cut from the CSP.

Councillor Graham explained that the further recommendations from the meeting held on 3 June 2026, as published in the supplementary papers, would be discussed under the substantive agenda items. These were the agenda items 'Supporting Community Services - Crowdfunder UK Approach' and item 11, '2025/26 Quarterly Service Review Q4'.

490 Matters raised by Audit and Governance Committee

There had been no meeting of the Audit and Governance Committee since the last meeting of the Executive.

491 Supporting Community Services - Crowdfunder UK Approach

Councillor Sandra Coleman, Executive Member for Stronger, Healthier Communities, presented the item, the purpose of which was to review the proposed application and assessment processes, criteria and eligibility of the new grants scheme, which was expected to be hosted by Crowdfunder UK, and to provide an update on the progress of commissioning Crowdfunder UK as the new host of the scheme.

In her presentation, the Executive Member made the following points:

- That the new platform would streamline decision-making and enable project decisions to be made quickly.
- The Council would provide a maximum pledge of £12,000 or 15%.
- There would be no platform fee, but transaction fees would apply.
- Projects would receive decisions more quickly under the streamlined process.

Councillor Andy Graham, Leader of the Council, stated that the new platform was more cost-effective for projects.

With regard to recommendations made by the Overview and Scrutiny Committee at its meeting held on 3 June 2026, the Leader stated that the Executive had considered, but did not agree with, the first recommendation. He recognised the importance of supporting projects,

but stated that creating a separate fund for start-up costs would raise the risk of projects being funded but not established. As this was not considered a significant barrier to projects, it was not deemed necessary to support their inception through a separate fund; instead, officers were available to provide advice.

The report noted that the development of the eligibility criteria had been informed by research into similar frameworks operated by other councils and grant-giving bodies. A loose framework could lead to uncertainty and inconsistency in decision-making. The decision to move to Crowdfunder UK from the previous platform provider had been approved by the Executive following a previous report. The open and transparent nature of a platform-based approach to the distribution of funds was considered a distinct advantage.

The Leader stated that the second recommendation, relating to notifying ward members, seemed reasonable and would help ward members to be aware of projects within their wards.

The recommendations in the report, alongside the additional recommendation from the Overview and Scrutiny Committee, were proposed by Councillor Andy Graham.

Councillor Sandra Coleman seconded the proposals.

The proposals were put to the vote and were agreed unanimously.

The Executive resolved to:

1. Approve the proposed application and assessment processes, criteria, eligibility and monitoring of the new grants scheme as set out in the report; and
2. Delegate authority for award decisions to the Director of Place, in consultation with the Executive Member for Stronger, Healthier Communities and the Executive Member for Arts, Culture and Sport; and

Agree that the Council notifies ward members when an application is submitted in their wards as part of the new grant process.

492 Publica Business Plan 2026-28

Councillor Andy Graham, Leader of the Council, presented the item, the purpose of which was to consider the Draft Publica Business Plan 2026-28, produced by the Publica Board in consultation with Directors and Shareholders, and to recommend that the Leader, as Shareholder Representative, approve the plan.

In his presentation, Councillor Graham made the following points:

- The majority of the Council's services were no longer within Publica, but Publica remained a key delivery partner, with a substantial number of services still delivered through it.
- Publica had undergone substantial change and the focus was on preparing staff and services for Local Government Reorganisation.
- The business plan and contract extension had sought to keep options open following Local Government Reorganisation.

Councillor Andy Graham proposed the recommendations in the report.

Councillor Duncan Enright seconded the recommendations and stated that the staff within Publica had been excellent, particularly thanking the Managing Director, Frank Wilson, and the Chair of the Board, Christine Gore, for their leadership. Councillor Enright stated that the Council had benefitted from Publica's delivery of services and that valuable learning had also emerged from shared working, which could be utilised for Local Government Reorganisation. He asked the Managing Director to pass on the Executive's thanks to the whole Publica workforce.

The Executive resolved to:

1. Endorse the Publica Business Plan 2026-2028; and

Request that the Leader, as Shareholder Representative, recommend its adoption to the Board.

493 **Ubico Business Plan**

Councillor Andy Graham, Leader of the Council, presented the item, the purpose of which was to consider the Ubico Business Plan 2026-27, which had been produced by Ubico in consultation with the Directors and Shareholders, and to recommend that the Leader, as Shareholder Representative, approve the plan.

Councillor Andy Graham proposed the recommendations in the report. Councillor Graham stated that the plan had shifted towards a more intelligent and targeted approach, aligning with the Council's 2030 net zero aspirations. The rural characteristics of the area, including narrow lanes and bridleways, presented inherent challenges. Despite this, the number of complaints remained very low—approximately a dozen—which reflected positively on the team and its management. There was also a clear commitment to resolving issues promptly and effectively when they did occur.

Another member of the Executive thanked Ubico, stating that West Oxfordshire was one of the top recycling areas in the country and that Ubico had helped to enable this. The Executive Member thanked Ubico and stated that the Council was fortunate to have such a good recycling service.

Alternative options considered as part of the decision included the Leader choosing not to approve the plan; however, this would risk the company's ability to deliver the savings identified in the Council's Medium-Term Financial Strategy (MTFS) and progress towards corporate priorities.

Councillor Alistair Wray seconded the proposals and stated that the business plan succeeded in achieving economies of scale, and commended Ubico for this.

The recommendations were agreed unanimously.

The Executive resolved to:

1. Note the Ubico Business Plan 2025-26; and

Note that, subject to feedback from the Executive, the Leader of the Council, as Shareholder Representative, will sign the written resolution to approve the Ubico Business Plan 2026-2027 in due course.

494 2025/26 Quarterly Service Review Q4

Councillor Andy Graham presented the item, the purpose of which was to provide details of the Council's operational performance at the end of Quarter Four (Q4) of 2025-26.

In his presentation, Councillor Graham made the following points:

- Overall performance was strong, with most services having met or exceeded targets and continued progress on corporate priorities.
- CIL implementation had progressed during the quarter.
- Regeneration schemes, including Salt Cross Garden Village and Carterton SDA, had continued to advance.
- Community support funding and youth initiatives were ongoing.
- Environmental investment had continued, including leisure decarbonisation and electric fleet upgrades.
- Recycling was below target this quarter due to seasonal factors, but remained in the top quartile nationally (c. 25th of 200+ councils).
- Leisure visits were below target; however, this was considered to be due to data capture issues, and annual figures showed an overall increase.

In discussing the report, other members raised the following points:

- Significant work had taken place across corporate priorities, delivered by officers in partnership with communities and external organisations.
- People and wildlife (environment priority) – Community-led nature recovery work had progressed in Carterton, alongside the Coronation and Community Orchards Scheme, now in its final delivery stage.

- Orchard scheme delivery – 190 trees were planted in the final round, bringing the total to 392 trees across 25 orchards district-wide, with ongoing support funded (e.g. Longmead Foundation pruning workshops).
- Climate emergency response – Major progress had been made on decarbonisation of Windrush Leisure Centre, with a new heating system installed and final connection pending.
- Carbon reduction impact – The project was expected to deliver a significant reduction in district carbon emissions, noting the complexity of works within a live leisure facility.
- Housing and Council Tax Support performance had improved significantly and was now back on track.
- Positive outcomes were highlighted across housing services, including the delivery of 252 affordable homes, which would have a positive impact for families across the district.
- The housing team had prioritised reducing homelessness pressures.
- Temporary accommodation use was decreasing, with a shift towards providing more self-contained units for those in need.
- A small increase in residual household waste was noted, reflecting the dip in recycling performance; the figures remained marginal but were identified as an area for improvement.
- Strong national performance in recycling was acknowledged, together with an ongoing commitment to high recycling performance across Oxfordshire.
- The Communications Team was working with officers and Executive Members on a coordinated communications plan for the financial year, including support for countywide initiatives.

The Overview and Scrutiny Committee's recommendation to include videos as part of the Council's communication strategy was partly agreed and accepted by the Executive, and the most appropriate method and channel for this communication would be considered based on best practice guidance and available resources.

Councillor Wray stated that West Oxfordshire was performing above average on waste collection and recycling figures compared with the national average. A slight increase in residual waste was noted. In response to comments from the Overview and Scrutiny Committee, it was recognised that the Council was one of the top performers nationally. The Communications Team was currently working with officers during this financial year, and the best method and channel, based on best practice guidance, would be considered. Evidence would be reviewed to determine the best way to communicate this.

Councillor Andy Graham proposed the recommendations in the report, which were seconded by Councillor Duncan Enright.

The Executive voted on these and agreed them unanimously.

There were no alternative options, as the report was for noting previous operational performance only.

The Executive resolved to:

1. Note the 2025/26 Q4 service performance report.

495 Financial Performance Report 2025/26 Year End

Councillor Andy Graham presented the item, the purpose of which was to report the financial performance of the Council in 2025/26.

In his presentation, Councillor Graham made the following points:

- The financial outturn had been better than initially budgeted, moving from an anticipated modest contribution to a £203,155 surplus.
- This improvement was attributed to strong income, notably from trade waste and development management, higher treasury returns (c. £800k additional income), and cost efficiencies, including lower one-off costs and partner refunds.
- Resources had been transferred into earmarked reserves to support the delivery of future priorities, including Local Government Reorganisation.
- There was a continued emphasis on housing delivery and climate objectives, recognising their importance to long-term community sustainability and affordability.
- The report demonstrated effective in-year financial management, proactive risk mitigation, and informed decision-making.

Councillor Andy Graham proposed the recommendations in the report.

There were no alternative options, as the report was for noting previous financial performance only.

Councillor Duncan Enright seconded the proposal.

The Executive voted on the recommendations, which were agreed unanimously.

The Executive resolved to:

1. Note the 2025/26 financial performance.
2. Recommend to Council that it carry forward the capital budget of £4,395,180 (paragraph 5.2).
3. Recommend to Council that it approve the transfers to and between earmarked reserves as detailed in the report (section 4).

Recommend to Council that it approve the necessary budget virements related to Publica Phase 2 (paragraph 2.27).

496 Discretionary Rate Relief Policy

Councillor Andy Graham presented the item, the purpose of which was to consider and approve amendments to the Discretionary Rate Relief Policy, reflecting recent Government announcements on 100% business rate relief for electric vehicle charging forecourts.

The report was taken as read, with no further discussion.

There were no alternative options considered in the report.

Councillor Duncan Enright seconded the proposals and stated that he was particularly pleased to see the support for live music venues.

The proposals were put to the vote and were agreed unanimously.

The Executive resolved to:

1. Approve the amendments to the Discretionary Rate Relief Policy ('the Policy') as detailed in the report; and

Delegate to the Director of Finance, in consultation with the Executive Member for Finance, any future amendments to the Policy in respect of electric vehicle charging points and electric vehicle forecourts.

497 **Procurement and Contract Management Strategy**

Councillor Andy Graham presented the item, the purpose of which was to present an updated draft Procurement and Contract Management Strategy.

In his presentation, Councillor Graham explained that the report set out how the Council delivered value for money, high-quality services, and broader social, economic and environmental outcomes, and that the strategy also responded to significant change, including the Procurement Act 2023 and upcoming Local Government Reorganisation. The purpose of the strategy was to ensure that the Council remained compliant, resilient and commercially effective.

There were no alternative options considered in the report.

Councillor Duncan Enright seconded the recommendations in the report and stated that the changes would allow the Council to further support the local economy.

The recommendations were put to the vote and were agreed unanimously.

Executive

10/June2026

The Executive resolved to:

Approve the updated Procurement and Contract Management Strategy.

498 Appointments to Outside Bodies 2026-28

Councillor Andy Graham, Leader of the Council, presented the item, the purpose of which was to provide a list of appointments to outside bodies for the civic year 2026/27.

In his presentation, Councillor Graham explained that the list represented the key bodies to which the Council wished to appoint a representative, or where the body had requested representation from the Council.

The report noted that the Leader was free to make such appointments as he considered appropriate in respect of executive functions.

Councillor Andy Graham proposed the recommendations in the report.

Councillor Duncan Enright seconded the proposals.

The Executive resolved to:

1. Note the appointments to outside bodies as set out in Annex A; and

Recommend that Council notes the appointments to outside bodies as set out in Annex A.

The Meeting closed at 3.00 pm

CHAIR

This page is intentionally left blank

WEST OXFORDSHIRE DISTRICT COUNCIL	**WEST OXFORDSHIRE DISTRICT COUNCIL**
Name and date of Committee	**EXECUTIVE – 15 JULY 2026**
Subject	**THAMES VALLEY SPATIAL DEVELOPMENT STRATEGY (SDS)**
Wards affected	All
Accountable member	Councillor Andy Graham - Leader of the Council Email: andy.graham@westoxon.gov.uk
Accountable officer	Phil Martin – Chief Executive Email: phil.martin@westoxon.gov.uk
Report author	Phil Martin – Chief Executive Email: phil.martin@westoxon.gov.uk
Summary/Purpose	This report seeks Executive to note, to participate in, and help lead, a joint Thames Valley partnership with councils covering Oxfordshire, Berkshire and Swindon to progress the pre-inception phase of work for a Thames Valley Spatial Development Strategy (SDS).
Annexes	Annex 1 – Draft indicative funding and finance Annex 2 – Draft high-level Programme and indicative timeline Annex 3 – Context diagram, resourcing and governance structure
Recommendation(s)	That the Executive resolves to: 1. Note the establishment of a partnership with the councils covering Oxfordshire, Berkshire and Swindon to develop a statutory Spatial Development Strategy (SDS) for the Thames Valley area (as detailed in section 4 of the report). 2. Note the draft indicative funding and resource allocations for the pre-inception programme. 3. Note that Bracknell Forest Council will act as the accountable body for funds received/held on behalf of the partnership and will host any staff appointed for the Thames Valley SDS programme. 4. Note the interim governance and oversight, monitoring and assurance arrangements set out in this paper, including arrangements for the period before a statutory Strategic Planning

	Board (SPB) is established through secondary legislation. 5. Note the working arrangements for development of the SDS. 6. Delegate the detail agreements and working arrangements for pre-inception development of the SDS to the Director of Governance and Regulatory Services in consultation with the Executive Member for Planning and Infrastructure. 7. Note that that the Director of Governance and Regulatory Services will provide regular updates at key stages.
Corporate priorities	• Putting Residents First • A Good Quality of Life for All • A Better Environment for People and Wildlife • Responding to the Climate and Ecological Emergency • Working Together for West Oxfordshire
Key Decision	YES
Exempt	NO
Consultees/ Consultation	Officers and Leaders from all the Councils across Oxfordshire and Berkshire.

1. EXECUTIVE SUMMARY

1.1 This paper seeks Executive to note, to participate in, and help lead, a joint Thames Valley partnership with councils covering Oxfordshire, Berkshire and Swindon to progress the pre-inception phase of work for a Thames Valley Spatial Development Strategy (SDS). The SDS is a new strategic planning statutory requirement and is intended to provide a high-level spatial framework setting the scale and distribution of growth, investment opportunities and supporting Place infrastructure across multiple local planning authority areas.

1.2 SDSs are new vision-led, sub regional strategies dealing with strategic and cross boundary issues. They will contain strategic policies for land use; the scale and distribution of housing and economic growth; key infrastructure; cross boundary priorities; and environmental objectives—incorporating nature recovery, sustainability, and climate change mitigation and adaptation. They will set the framework within which local plans operate, planning at a high-level across multiple local planning authority areas.

1.3 Work to date has focused on establishing a shared understanding of the SDS requirement, engaging with Government on the emerging geography as in the consultation in February 2026 and legislative timetable, and developing early programme outputs (including a pathway/statement of readiness and a strategic spatial baseline). Government grant funding has been made available to the Thames Valley area to support this early work, alongside defined expectations for transparency and quarterly monitoring and evaluation reporting.

1.4 As the statutory Strategic Planning Board (SPB) for the Thames Valley is expected to be established through secondary legislation due Autumn 2026, interim governance is required to provide clear decision-making, financial accountability and programme oversight during the pre-inception period. This paper proposes a joint partnership model with agreed monitoring, assurance and dispute resolution arrangements, with Bracknell Forest Council (on behalf of all authorities) as the accountable body and host authority for any dedicated staff resource.

2. BACKGROUND

2.1 The Planning and Infrastructure Act 2025 introduces a duty on designated strategic planning authorities to prepare a Spatial Development Strategy (SDS). SDSs are intended to be high-level strategic plans which set out, amongst other matters, the scale and broad distribution of development and associated infrastructure across multiple local planning authority areas. The Government is targeting all areas of the country to have an examined SDS in place by mid 2029.

2.2 Government consultation on SDS geographies has indicated a preferred Thames Valley SDS area including Bracknell Forest, Reading, Oxfordshire Slough, Swindon, West Berkshire, Windsor & Maidenhead, Buckingham and Wokingham (with the final geography to be confirmed summer/Autumn 2026). Government has also indicated that bespoke secondary legislation will establish a statutory Strategic Planning Board for the Thames Valley, with consultation expected in Autumn 2026 and the board intended to take on formal functions once established.

2.3 Partners authorities include Bracknell Forest Council, Reading Borough Council, Oxfordshire County Council, Slough Borough Council, Swindon Borough Council, West Berkshire Council, Royal Borough of Windsor & Maidenhead, and Wokingham Council. The option is available for Buckinghamshire Council to join but they have indicated they do not wish to work together at present. The partners authorities have progressed preparatory work to ensure the sub-region is ready to move quickly once the statutory framework is in place. Key activity has included:

- engagement with Government on the emerging Thames Valley SDS geography and the anticipated timetable for secondary legislation;
- submission of an expression of interest for SDS preparation funding and agreement in principle to quarterly monitoring and evaluation reporting;
- early development of draft governance and operational framework proposals for a shadow Strategic Planning Board, including work on a draft constitution and operating model;
- scoping of key pre-inception outputs, including a "Pathway to the Thames Valley SDS" (statement of readiness, programme plan and timetable) and a strategic spatial baseline (including mapping of planned growth, constraints and opportunities). Noting the programme plan and timetable is indicative pending clearer direction through further legislation and firming up governance arrangements, including the statutory Strategic Planning Board.

3. KEY BENEFITS OF PARTNERSHIP

3.1 Undertaking pre-inception work ahead of the statutory SDS duty will ensure the Thames Valley partnership is ready to mobilise at pace once secondary legislation establishes the Strategic Planning Board. By agreeing the programme plan, workstreams, decision points and engagement approach in advance, partners can reduce lead-in time, make early commissioning decisions efficiently and avoid duplication of effort across authorities.

3.2 Early joint working will also create a shared baseline and narrative for the SDS, including a statement of readiness and an initial strategic spatial baseline ("spatial portrait"). This provides a common understanding of what the SDS is intended to do, how it relates to local plans, and the key issues, opportunities and constraints across the area, supporting alignment between partners and clearer communication with communities and stakeholders.

3.3 Finally, collaborative pre-inception activity enables proportionate interim governance, financial accountability and assurance arrangements to operate transparently during the grant-funded period, including quarterly monitoring and evaluation reporting. Establishing these working arrangements now will strengthen relationships, improve risk management and provide an auditable platform for transition to the statutory board when it is constituted.

4. PROPOSED JOINT PARTNERSHIP (OXFORDSHIRE, BERKSHIRE AUTHORITIES AND SWINDON)

4.1 The partnership is proposed to comprise the strategic planning authorities across Oxfordshire, the Berkshire authorities and Swindon Borough Council (together, "the Partner Authorities"). For the avoidance of doubt, the expectation is to co-opt district councils (where relevant) and other stakeholders may be engaged through co-opted or consultative arrangements as set out under the interim governance arrangements up until the Local Government Reform in Oxfordshire has been completed. Moreover, other external stakeholders may also be engaged through co-opted or consultative arrangements.

5. OBJECTIVES AND DELIVERABLES FOR THE PRE-INCEPTION PERIOD

5.1 The partnership will oversee delivery of the pre-inception programme, including (subject to further scoping and agreement with Government):

a) a programme plan and timetable for development of the SDS, including workstreams, decision points and engagement approach;
b) a "Pathway to the Thames Valley SDS" / statement of readiness describing what the SDS is, why it is needed, governance arrangements, how it relates to local plans, and how it will be prepared and kept under review;
c) a Thames Valley growth vision and strategic spatial baseline ("spatial portrait"), including mapping of planned growth, constraints, opportunities and relationships to other strategies (e.g. infrastructure, economy, nature recovery);
d) draft governance and operating model proposals to inform the statutory secondary legislation and to enable a shadow SPB to operate effectively in advance of the statutory board;
e) procurement and commissioning activity needed to support the above (e.g. baseline mapping, specialist technical support), in compliance with procurement law and each authority's governance.

6. GOVERNANCE. MONITORING AND ASSURANCE ARRANGEMENTS

6.1 During the interim period (prior to establishment of the statutory Strategic Planning Board), it is proposed that governance is provided through a shadow partnership structure that mirrors the expected statutory arrangements as far as practicable, while remaining proportionate to the pre-inception scope. The model comprises:

- Thames Valley SDS Partnership Board: with Leader representation from each Partner Authority, responsible for oversight of the direction, endorsing the work programme and budget, and making recommendations within the scope of the pre-inception interim arrangements.
- The Chief Executive group made up of all constituent authorities along with the Place Directors / Directors of Planning of all councils to oversee the programme, delivery, manage risks and ensure alignment with each authority's governance.
- Programme Management Office / Strategic Planning Unit (hosted): the operational team responsible for day-to-day delivery, commissioning and coordination.

- Workstreams: time-limited workstreams (e.g. governance/legislation, spatial baseline/evidence, engagement/communications, programme planning), each with a lead authority/officer.
- Interim Accountable Body arrangements to hold regional funds granted by MHCLG to support this interim development phase and commission on behalf of the region.

6.2 Where decisions require formal authority (e.g. entering into contracts above delegated thresholds, committing expenditure, appointing staff, or approving material changes to scope), these will be agreed by the interim governance arrangements for the SDS prior to a formal Strategic Planning Board. The accountable authority will ensure these decisions and procurement comply with the accountable Authority's constitution and decision-making arrangements, supported by a clear recommendation and audit trail from the partnership bodies.

6.3 The interim arrangements will be in place until the formation of the legislated Strategic Planning Board. The Strategic Planning Board will become the Strategic Planning authority for the Thames Valley area on a geography set out by Central Government.

6.4 If a Foundation Strategic Authority (FSA) is established, the Strategic Planning Board will be dissolved, and its legal responsibilities will pass to the FSA.

6.5 If the geography of the SDS area and FSA footprint are misaligned, joint working and governance arrangements will be put in place.

7. MONITORING, PERFORMANCE REPORTING AND EVALUATION

7.1 The partnership will operate on a transparent "open book" basis for the use of Government grant and partner contributions. Monitoring and reporting in the interim period and formal arrangements will include:

- Quarterly reporting on progress against agreed milestones, key risks/issues, and a summary of expenditure;
- Interim updates between quarters where required (e.g. where Government requests updates, or where material risks emerge);
- Expenditure records maintained by the accountable body and made available to partner authorities for assurance purposes;
- Evaluation returns as required by Government, including completion of any end-of-grant evaluation summarising outcomes and expenditure.

8. ROLES, RESPONSIBILITIE, FUNDING AND RESOUNRCING

8.1 Accountable body and financial administration

8.1.1 Funding has already been received from the Ministry of Housing and Local Government (MHCLG) of £764,000 to fund the pre-inception work to develop governance and working arrangements for the next stage. Oxfordshire County Council is currently acting as the

accountable body and holding the first tranche of funding outlined in table Annex 1. MHCLG have indicated that there will be further tranches of funding and a 3-year settlement to fund the development and production of the SDS, which includes resources, evidence and studies.

8.1.2 All Oxfordshire councils are subject to the current round of local government reorganisation, and it is therefore recommended that a council not subject to these reforms takes on Accountable Body status for the next phase. Bracknell Forest Council has agreed to undertake this role if agreed by partners councils and will act as the accountable body for funds received/held on behalf of the partnership for the Thames Valley SDS programme. This will include responsibility for receiving grant and/or partner contributions, maintaining proper accounting records, administering payments in accordance with the agreed programme and budget, and providing the required financial and performance monitoring returns to Government and to partner authorities. This will be reviewed on an annual basis through the Strategic Planning Board.

8.1.3 Further funding sources are expected to include Government SDS preparation grant funding and where required, partner authority contributions (monetary and/or in-kind). An outlined draft budget, including the proposed allocation by workstream and the basis for partner contributions is attached as Annex 1. It should be noted that this may be subject to change as the final SDS legislation and guidance has not yet been issued.

8.2 Programme resourcing and hosting staff

8.2.1 To date Oxfordshire County Council has provided the majority of resource to develop the programme and fund strategic advisors with assistance from a core team of senior staff from Oxfordshire, Berkshire and Swindon authorities.

8.2.2 Going forward the partnership will require dedicated officer capacity to manage and deliver the pre-inception programme (including programme management, strategic planning and technical support). It is proposed that any dedicated staff funded through the programme will be hosted by Bracknell Forest Council as accountable body. Staffing may be delivered through direct recruitment, secondment, or inter-authority arrangements, subject to agreement by the partner authorities and compliance with each authority's HR, finance and governance requirements (see Annex 1 & 2). Any redundancies that arise as a result of Bracknell employing/hosting staff for the purposes of the programme and related costs that arise as a result of this, will be shared by all parties and this will be set out in any MOU.

8.3 Working arrangements and data sharing

8.3.1 The SDS pre-inception programme requires regular data sharing among authorities, including local plans, growth projections, constraints, opportunities, infrastructure, and demographic, economic, and environmental datasets. Data will be shared based on

necessity and proportionality, with aggregation used where possible. The partnership aims to establish unified data and digital standards for a common evidence baseline and efficient updates.

8.3.2 Partner Authorities are asked to agree to the principle of data sharing and joint use of data. An inter-authority agreement will detail the use and management of data and compliance with Freedom of Information and Environmental Information Regulations. When processing personal data, partners will conduct Data Protection Impact Assessments and adhere to UK GDPR and the Data Protection Act 2018.

9. ALTERNATIVE OPTIONS

9.1 The council could choose not to agree the recommendations in this report, or to not participate at the current time, however it is a requirement under the Planning and Infrastructure Act 2025 for strategic planning authorities to prepare a Spatial Development Strategy. If the council chose not to participate, Oxfordshire County Council would represent the whole of Oxfordshire and the council would have no representation or opportunity to input to the development of the Strategy. It will be a legal requirement for this work to be delivered under a new unitary council.

10. FINANCIAL IMPLICATIONS

10.1 The financial implications of participating in the partnership fall into three categories: (i) receipt and use of Government grant funding (where applicable), (ii) any partner authority contributions (cash and/or in-kind), and (iii) staffing and commissioning costs required to deliver the pre-inception outputs. It is proposed that participating Councils will make a contribution of up to £50,000 from April 2027 towards the costs outlined in Annex 1.

10.2 A detailed budget and resourcing plan will be maintained and reported through the partnership governance. Any financial commitments by the Council will be subject to approval through the Council's normal financial governance (including delegated authority limits) and will be captured within the formal inter-authority agreement(s) including provisions on payment schedules, treatment of underspends/overspends, liabilities, audit access and exit/termination arrangements.

10.3 The council has ring fenced £2.35 million to pay for LGR and devolution, which is where costs of this work would be funded from.

11. LEGAL IMPLICATIONS

11.1 The Local Government Acts 1972 and S1 of the Localism Act 2011, local authorities have the power to enter into joint arrangements with other local authorities, delegate functions to other local authorities and do anything that individuals may generally do (the general power of competence).

11.2 The interim partnership is intended to enable collaborative programme delivery and joint oversight during the pre-inception period. The legal mechanism(s) to give effect to this may include a memorandum of understanding, a collaboration agreement, and/or arrangements under the Local Government Act 1972/Local Government Act 2000 for the discharge of functions (including the establishment of a joint committee) where needed. The chosen

mechanism will reflect (i) whether any functions are being formally delegated, (ii) the extent of decision-making powers required during the interim period, and (iii) the anticipated transition to a statutory Strategic Planning Board established by secondary legislation.

11.3 As set out in paragraph 11.1 above, any redundancies that arise as a result of Bracknell employing / hosting staff for the purposes of the programme and the related costs that arise as a result of this, will be shared by all parties and this will be set out in any MOU / Agreement.

12. STAFF IMPLICATIONS

12.1 The SDS obligations and work are over and above what is currently resourced by the councils, this is putting pressure on strategic authorities to reprioritise time and resource. Currently resources from Oxfordshire County Council, Bracknell Forest and Swindon are being utilised to develop the programme. Once the permanent resource is recruited, there may be a change in staff attribution and responsibility. It is proposed that staff time will be given as work in kind to lead and develop areas of the SDS along with aligning with Local Plan evidence and development.

12.2 To augment officer capabilities and capacity, the SDS development will also require support from strategic advisors and consultancies with past senior regional planning experience to support the plan and develop the evidence base.

13. RISK ASSESSMENT

13.1 The key risks for the pre-inception programme for the SDS and the risks for the partnership are set out in the table below:

Risk	Impact	Mitigation
Uncertainty in final SDS geography and statutory arrangements	Partnership is based on draft structure and partnership may change	Maintaining flexibility in programme scope, continued engagement with Government, and ensuring interim governance can adapt.
Lack of off sign up to the partnership arrangements	Lack of joined up working, sight and information available for the development of the SDS	Understanding the issues in each authority, sharing information and working with senior officers.
Delays in establishing interim governance / agreements	Delays in progress of programme and oversight	Early legal/finance input, clear decision timetable, and use of standard inter-

		authority templates where possible.
Insufficient capacity or recruitment delays	Stretched resources, not being able to make progress on the programme	Early scoping, use of secondments, and prioritisation of critical-path activities.

14. EQUALITIES IMPACT

14.1 The pre-inception phase is primarily programme set-up and evidence development. Equalities considerations will be embedded in the design of the SDS programme and engagement approach, including ensuring inclusive consultation and assessing impacts as the SDS content develops. Further equality and inclusions assessments will be developed alongside the development of the SDS.

15. SUSTAINABILITY IMPLICATIONS

15.1 Sustainability considerations will be embedded through the SDS programme, including early agreement of sustainability objectives and the approach to assessment (including any statutory sustainability appraisal and related environmental assessment requirements), and through ongoing engagement with relevant partners and evidence holders. As the SDS content is developed, further detail will be provided on how proposed strategic approaches are expected to contribute to local and national climate and environmental commitments, and how potential adverse impacts will be avoided, mitigated or compensated.

15.2 The SDS is intended to provide the strategic framework to integrate housing and economic growth with the delivery of supporting infrastructure, climate mitigation and adaptation, and environmental enhancement across the Thames Valley. Developing and delivering the SDS therefore has positive sustainability implications by enabling partners to plan for sustainable patterns of development (including prioritising locations that support public transport, walking and cycling), set strategic expectations on energy efficiency and carbon reduction, and coordinate cross-boundary measures for green infrastructure, biodiversity and nature recovery.

15.3 The use of the Sustainability Impact Assessment Tool (SIAT) is not appropriate for the high-level strategy governance decision set out in this report. The climate and ecological impacts of the SDS will be considered within the relevant workstreams as the SDS is developed.

16. ENGAGEMENT AND CONSULTATION

16.1 Engagement with authorities has been integral to development of the SDS pre-inception programme and will continue once the partnership is formalised. There has been close working with Government on the emerging SDS geography, legislative timetable and grant expectations, and collaborative working between the Partner Authorities to agree the initial scope, deliverables, governance and resourcing proposals set out in this report. The Partner Authorities have already collaborated to respond to the SDS geography consultation and

the response to the NPPF consultation. As the programme progresses, the partnership will develop and implement a proportionate engagement and communications plan, including early engagement with key stakeholders (such as infrastructure providers, neighbouring authorities, statutory agencies and relevant sub-regional bodies) and arrangements for formal public consultation at the appropriate stages once the statutory SDS process is confirmed.

17. BACKGROUND PAPERS

None

This page is intentionally left blank

Annex 1 – Funding and Finance

TVSDS Projected Indicative Budget - Working Draft

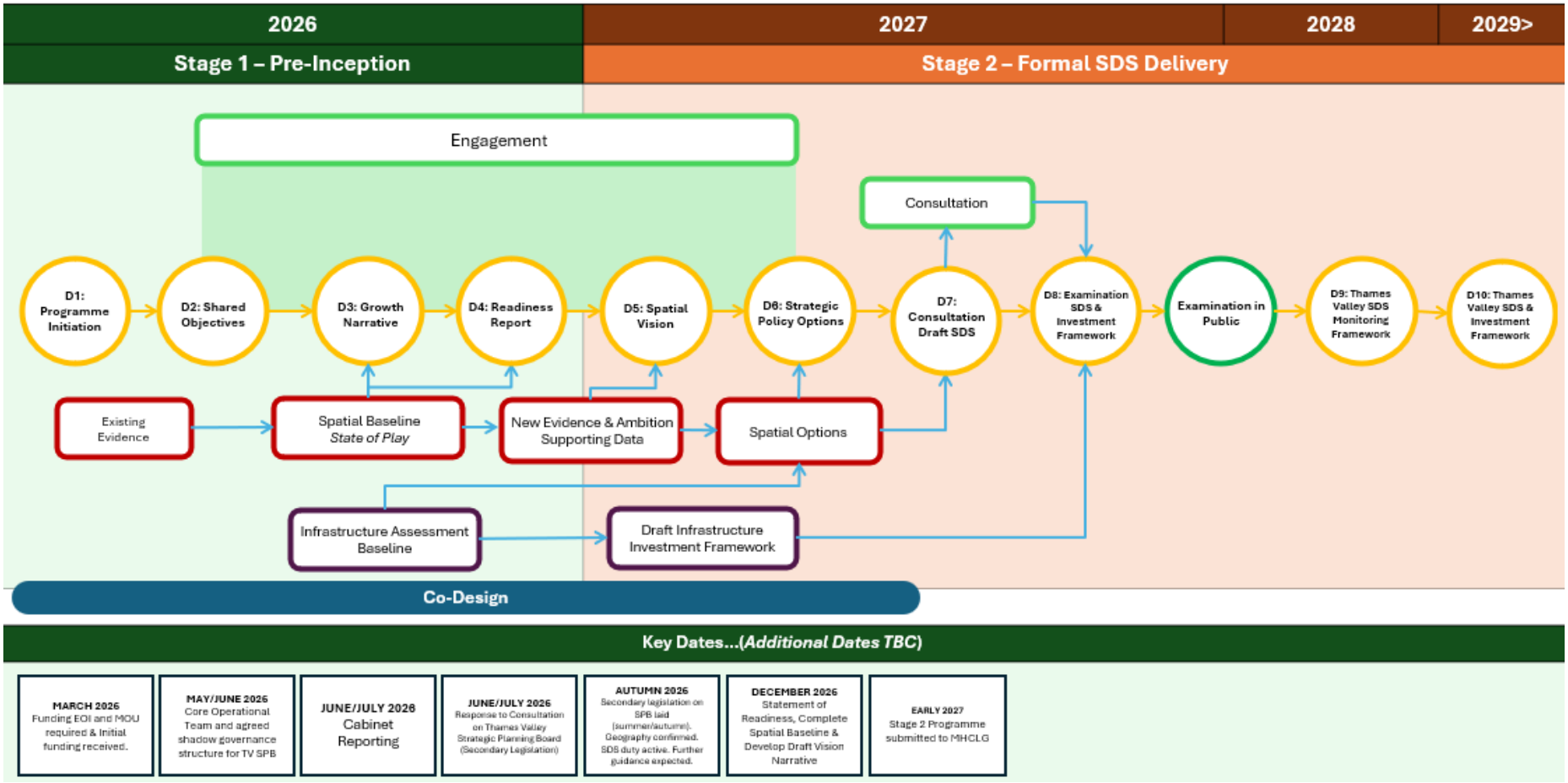
Costs								
Operations		**2026/27**	**Work In-Kind (WiK)**	**2027/28**	**Work In-Kind (WiK)**	**2028/29**	**Work In-Kind (WiK)**	**Total**
	Resources and Technical support	£307,600	£100,000	£724,000	£100,000	£755,000	£100,000	**2,086,600**
Commissions	**Studies/Evidence/Support**	£225,000		£830,000		£400,000		**1,725,000**
	Sub-Total							**£3,811,600**
	Contingency	**@15%**						**£571,740**
	Total					Estimated funding required:		**£4,383,340**
Revenue	MHCLG Grant Funding	£764,000		unknown		unknown		**£764,000**
	Work -in-Kind (WIK) Contributions	£150,000	£100,000		£100,000		£100,000	**£450,000**
	Local Contributions (see note 2)			£500,000		£500,000		**£1,000,000**
	Sub-Total							**£2,214,000**
	Proposed additional MHCLG Funds required							**£2,169,340**
Notes								
1. Assumes 30 month delivery programme								
2. Local contribution divided per council pre and post LGR - est. £50k per partner authority from April 2027.Oxfordshire paying £150k until LGR. WiK is flexible and may be shared between FSA workstreams and SDS.								
3. Technical study costs need verifying and are draft indicative cost. Evidence needed is unknown until further Government guidance. Savings possible if joint commissioning between SDS and Local Plans and with other SDS areas.								

DRAFT

This page is intentionally left blank

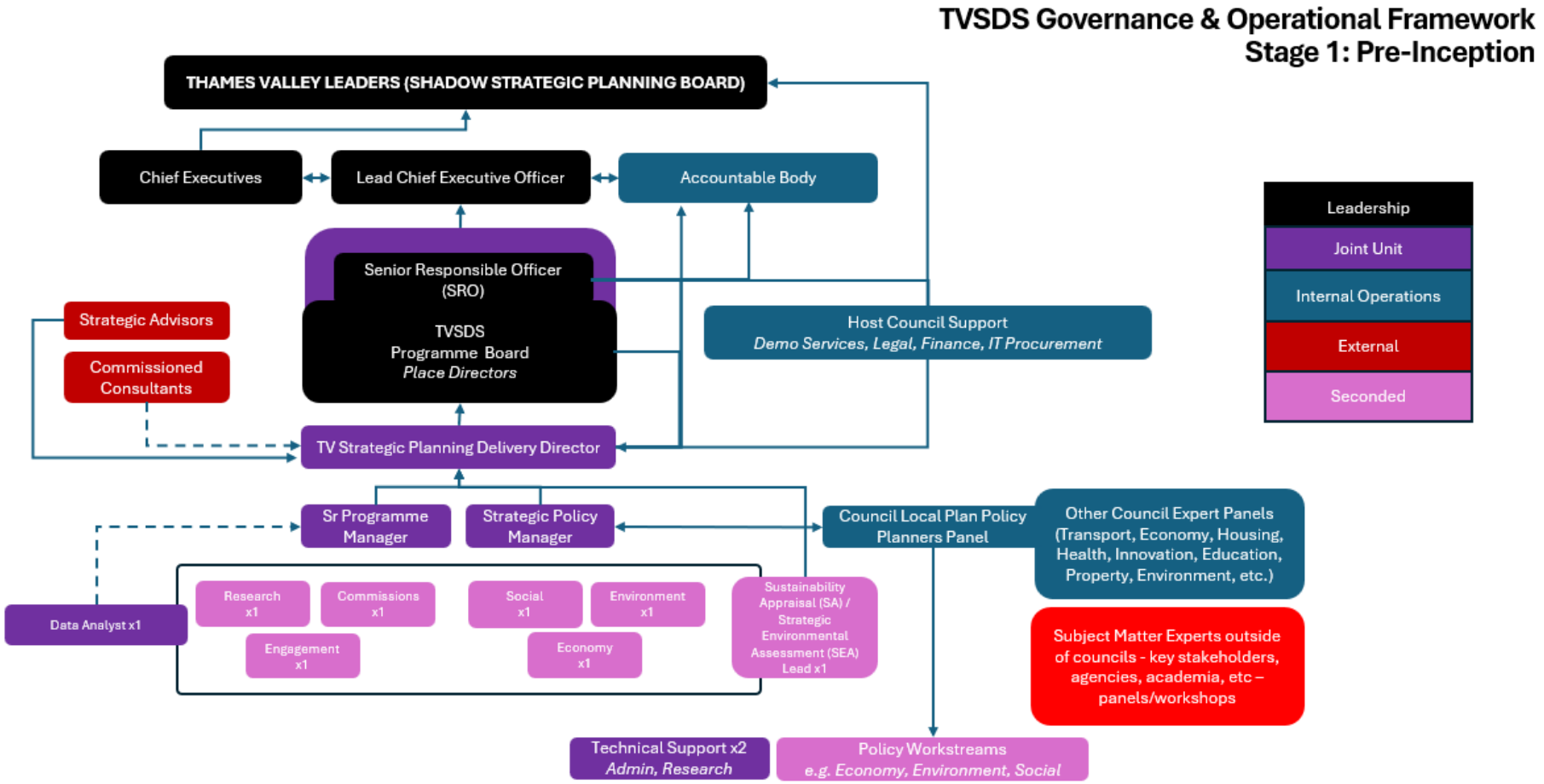
Annex 2 – High Level Programme & indicative timeline (working draft)

CRITICAL PATH TO A THAMES VALLEY SDS



This page is intentionally left blank

Annex 3 - Governance and resources



This page is intentionally left blank

WEST OXFORDSHIRE DISTRICT COUNCIL	**WEST OXFORDSHIRE DISTRICT COUNCIL**
Name and date of Committee	**EXECUTIVE - 15 JULY 2026.**
Subject	**OXFORDSHIRE INFRASTRUCTURE STRATEGY (OxIS)**
Wards affected	ALL
Accountable member	Councillor Liz Leffman - Executive Member for Planning and Infrastructure Email: liz.leffman@westoxon.gov.uk
Accountable officer	Phil Martin, Chief Executive Email: phil.martin@westoxon.gov.uk
Report author	Kim Hudson, Principal Policy Officer Email: kim.hudson@westoxon.gov.uk
Summary/Purpose	This report introduces the completed Oxfordshire Infrastructure Strategy (OxIS) 2026 and seeks Executive endorsement of the final document, following its earlier endorsement by the Oxfordshire Leaders Joint Committee (OLJC) in April 2026. The strategy outlines the critical, county-wide infrastructure necessary to support development and sustainable growth across Oxfordshire through to 2050. It seeks to support rather than replicate the Infrastructure Delivery Plans developed by councils as part of their Statutory Development Plans by focussing upon large strategic infrastructure projects that span or influence a wider area than one district.
Annexes	Annex A - OxIS Stage Two - Final Strategy Annex B - OxIS Stage Two - Final Strategy Appendices
Recommendation(s)	That the Executive resolves to:

	1. Endorse the final Oxfordshire Infrastructure Strategy (OxIS) which has already been endorsed by the Oxfordshire Joint Leaders Committee (OLJC) on 24th April 2026.
Corporate priorities	• A Good Quality of Life for All • A Better Environment for People and Wildlife • Working Together for West Oxfordshire
Key Decision	This is considered to be a key decision due to the significance of OxIS in terms of its effects on communities living or working in an area comprising two or more wards in the area of the authority.
Exempt	NO
Consultees/ Consultation	The Stage 1 Report was offered to stakeholders for review and comment in a technical consultation exercise running during August/September 2025, which gave all consultees the opportunity to review and refine the data set. Subsequently the Stage 2 Project Prioritisation Report was open to public consultation earlier this year which closed in March 2026.

1. EXECUTIVE SUMMARY

1.1 This report sets out the refreshed Oxfordshire Infrastructure Strategy (OxIS), establishing a clear, evidence-led framework to prioritise and promote the strategic infrastructure required to support sustainable growth across the county to 2050. It brings together a comprehensive and updated pipeline of infrastructure projects, refined through stakeholder input and aligned with the latest local plans, transport strategies, and wider regional priorities.

1.2 A key outcome of the work is the creation of a prioritised shortlist of strategic infrastructure schemes, reduced from an initial longlist of 377 projects to just over 100. These have been assessed using a multi-criteria "balanced scorecard" approach, which considers not only their role in supporting growth, but also their social, environmental and carbon impacts. This represents a significant evolution from previous, growth-led assessments and ensures that infrastructure investment supports the broader ambition of delivering sustainable and inclusive 'good growth'.

1.3 The refresh also addresses critical gaps in the evidence base, particularly in relation to energy, water resources, green infrastructure and health provision. Strengthened partnerships, including with the Local Area Energy Plan and Local Nature Partnership, have enhanced the overall quality and integration of the evidence.

1.4 OxIS positions itself as a practical investment tool, clearly articulating Oxfordshire's shared infrastructure priorities to Government and other stakeholders, particularly where delivery remains uncertain or funding is not yet secured. By estimating the scale of the infrastructure funding gap and providing a flexible, transparent framework for ranking and presenting projects, the strategy enables partners to tailor messages to different audiences and funding opportunities.

1.5 Overall, the report seeks to enable more coordinated, evidence-based decision-making and to strengthen Oxfordshire's case for investment, ensuring that infrastructure delivery keeps pace with planned growth while supporting wider environmental and social objectives.

2. BACKGROUND

2.1 The purpose of the Oxfordshire Infrastructure Strategy (OxIS) is to identify and understand the strategic infrastructure required to support development across the county to 2050. It serves as an evidence-based document to underpin the planning of sustainable growth.

2.2 The first iteration of OxIS produced in 2017 was considered to be a success for Oxfordshire. It demonstrated a proactive approach to strategic infrastructure planning that helped achieve the Oxfordshire Housing and Growth Deal and successful Housing Infrastructure Fund (HIF) bids.

2.3 However, both the first iteration and the second iteration of OxIS, prepared in 2021/22 differed in approach from this current, third iteration, in that they focused upon the examination of infrastructure through a narrow lens of housing numbers and growth. This perceived mismatch between the growth-related messaging of OxIS and the changing

political climate in Oxfordshire led to some councils not approving the second iteration of OxIS.

2.4 This third 'refresh' of OxIS was originally a commitment in the Housing and Growth Deal. This was part of the larger commitment to the development of the Oxfordshire Plan 2050 but with the decision to cease work on the Plan, OxIS was refocussed around four key principles. These were to identify and promote critical but uncertain infrastructure for Oxfordshire's growth, address key cross-district knowledge gaps, update the infrastructure evidence base, and ensure project prioritisation reflects current strategic ambitions and plans.

2.5 Funded by OLJC, a working group of officers drawn from across the councils have led the project from inception and all major milestones have been approved by the working group and, when appropriate, the Executive Officer group of OLJC.

3. PURPOSE OF THE OxIS

3.1 The Oxfordshire Infrastructure Strategy (OxIS) identifies the strategic infrastructure required to support development across the county to 2050 and it serves as an evidence-based document to underpin the planning of sustainable growth. In addition, it will act as a key investment framework and a vehicle for engagement and consultation.

3.2 The Strategy applies to all local authorities within Oxfordshire and also considers the county in its wider regional context. This includes key interrelationships with neighbouring authorities and strategic geographies such as England's Economic Heartland (EEH) and the Oxford-Cambridge Corridor.

3.3 OxIS seeks to support rather than replicate the Infrastructure Delivery Plans (IDPs) developed by councils as part of their statutory Development Plans by focussing upon large strategic infrastructure projects that span or influence a wider area than one district.

3.4 As outlined above, this third 'refresh' of OxIS was originally a commitment in the Housing and Growth Deal but with the decision to cease work on the Oxfordshire Plan 2050 Plan, OxIS was refocussed around four key principles as follows:

- To promote the strategically important pieces of infrastructure to government required by Oxfordshire's growth, but whose route to delivery was uncertain, either through lack of funding or other blockages to development.
- To fill the gaps in knowledge of infrastructure needs common across most districts, namely energy issues, health issues, water stress and quality, and the promotion of strategic environmental or green infrastructure.
- To ensure that the population of infrastructure projects is up to date. Since the last iteration of OxIS there have been more recent local plans and related Infrastructure Development Plans (IDP) published as well was the Local Transport and Connectivity Plan (LCTP).

- To ensure that the ranking or prioritisation matrix agreed in OxIS accurately reflects the full range of Oxfordshire's political ambitions, as set out in the Strategic Vision, Local Plans, and other relevant strategies.

3.5 OxIS is not strictly a strategy, in that it does not assess the infrastructure needs of Oxfordshire afresh and then consider how they could be actioned. Instead OxIS is a data set of the known strategic scale infrastructure requirements for planned or projected growth to 2050.

3.6 OxIS takes the data set of known infrastructure projects and does two things. Firstly, it applies an agreed framework or set of prioritisations or rankings to arrive at an agreed listing for the schemes, this with the intention of showing to government and others our agreed infrastructure requirements to enable planned 'good growth'. Secondly, it calculates, or to be precise, estimates the infrastructure funding deficit.

3.7 OxIS only considers strategic infrastructure projects not anticipated to be funded solely from developer contributions collected through S106 or CIL contributions. It is therefore in many respects an investment document designed to promote those strategic infrastructure projects that are collectively important for Oxfordshire to Government and other stakeholders.

4. PROJECT PREPARATION

4.1 The OxIS Project was split into two phases. The first phase concentrated on gathering a complete list of strategic infrastructure projects across Oxfordshire from a wide range of stakeholders. Alongside this data gathering exercise, OxIS developed a set of theoretical scenarios for growth based upon existing local plans and the government's Standard Method for assessing housing need. This was necessary to be able to understand future infrastructure requirements, although they were not decisions either on actual need or where that need arises.

4.2 A second phase was the filling of gaps in our infrastructure knowledge. The agreed brief for the project acknowledged that there were key gaps in our infrastructure knowledge that required filling to ensure a comprehensive infrastructure picture. The identified gaps prioritised were energy, water stress and quality, green infrastructure, and health. Addressing these knowledge gaps has highlighted real progress in partnership engagement since the last iteration of OxIS. For example, the Local Area Energy Plan (LAEP) Commission is closely aligned to OxIS, and both projects fed into each other to ensure a seamless set of conclusions. In addition, OxIS benefitted from active involvement of the Local Nature Partnership which has given green infrastructure a profile not seen in previous iterations of OxIS.

4.3 The first stage of OxIS was summarised in a Stage One Strategy. This report was offered to stakeholders for review and comment in a consultation exercise during August/September 2025, which gave consultees the opportunity to review and refine the data set.

4.4 The second stage of the OxIS took this long list of infrastructure projects (377 in total) and conducted two further exercises. The first was an initial sift to bring this list down to a

more manageable size, based upon a tightening of the definition of what constitutes a strategic infrastructure project. This reduced the list of strategic infrastructure projects to just over 100 which was then assessed using a multi criteria, needs based assessment process.

5. MULTI CRITERIA ASSESSMENT APPROACH

5.1 Each project within the short list was appraised through a Multi Criteria Assessment Process (MCA) to provide a 'balanced scorecard' approach rather than just examine each through the lens of how it enables housing development or other growth. For example, the balanced scorecard examines the social implications, the environmental impact or benefit and how the infrastructure project contributes to Oxfordshire's carbon reduction journey.

5.2 It is important to note that this 'balanced scorecard' approach inevitably means that some infrastructure projects do not receive the priority they would have received in previous, more growth focussed iterations of OxIS, whilst others will see a greater degree of promotion than previous. However, the Working Group felt that the greater level of complexity applied to assessment of infrastructure projects in this 'balanced scorecard' version of OxIS marks an advancement in our assessment methodology and offers a data set that promotes 'good growth' in Oxfordshire, as defined in the Strategic Vision.

5.3 The final OxIS that accompanies this report presents the balanced scorecard approach to the ranking of schemes and categorises them by scale, district, countywide and regional. It also demonstrates two further examples of how the shortlist of projects can be represented in the appendices, the overall 'balanced scorecard' methodology and a version adjusted to give priority to growth that aligns to previous OxIS. Finally, the appendices also present the projects by category.

5.4 This set of project rankings demonstrates how the data set that can be used to draw out a range of different ranked lists be it scale, type, score that can be used by councils, including West Oxfordshire, to promote different messages to different audiences, as required.

6. ALTERNATIVE OPTIONS

6.1 The Executive may choose not to endorse the OxIS, however, this is not recommended as it could undermine the development of the Council's Local Plan Infrastructure Delivery Plan (IDP) and weaken the Council's ability to secure future funding for strategic infrastructure that supports the county as a whole.

7. CONCLUSIONS

7.1 The Oxfordshire Infrastructure Strategy (OxIS) provides a comprehensive and collaborative framework to identify, prioritise and promote the strategic infrastructure needed to support sustainable growth to 2050.

7.2 By compiling and refining an evidence-led dataset of projects, addressing key knowledge gaps, and applying a balanced multi-criteria assessment methodology, OxIS strengthens the

county's ability to advocate for investment and coordinate delivery across council boundaries.

7.3 Ultimately, it serves as a tool for aligning infrastructure planning with Oxfordshire's broader strategic ambitions, helping to enable well-managed, inclusive and environmentally responsible growth.

8. FINANCIAL IMPLICATIONS

8.1 There are no financial implications arising from this report.

9. LEGAL IMPLICATIONS

9.1 There are no legal implications arising from this report.

10. RISK ASSESSMENT

10.1 No significant risks have been identified with the preferred approach, particularly as this is a jointly developed strategy supported by all councils across the county.

10.2 As outlined above, choosing not to approve the OxIS would present risks, including potential impacts on the delivery of the Council's Local Plan Infrastructure Delivery Plan (IDP) and a reduced ability to secure future funding for strategic infrastructure.

11. EQUALITIES IMPACT

11.1 The Council must legally consider and demonstrate due regard to eliminating discrimination, promoting equality across protected characteristics, fostering good relations, and respecting human rights, and the Strategy is not expected to have any adverse impacts on these groups.

This page is intentionally left blank

Oxfordshire Infrastructure Strategy

Stage 2 Project Prioritisation Report

Prepared for the Oxfordshire Leaders Joint Committee

January 2026 (Revised April 2026)

Executive Summary

The Oxfordshire Infrastructure Strategy (OxIS) has been prepared on behalf of the Oxfordshire Leaders Joint Committee (OLJC) to provide a comprehensive understanding of the key strategic infrastructure necessary to support future development to 2050.

The Strategy builds upon previous iterations to align with the Strategic Vision for Sustainable Development, focusing on nine key outcomes that include carbon neutrality, enhanced natural environments, and transformed connectivity. As a high-level strategy, it identifies the critical systems, facilities, and services required to enable long-term growth across the county.

The Strategy functions as both a statement of ambition and a tool for engagement, intended to inform local plans and guide investment priorities for local authorities, government bodies and infrastructure providers.[1]

Responding to Growth

Oxfordshire is planning for substantial growth by 2050, with its population forecast to grow by approximately 221,000 to 250,000 people, a 29% to 33% increase that will see the total number of residents reach one million.

To support this rising population, the Strategy outlines theoretical scenarios projecting between 123,000 and 134,000 additional homes across the county by 2050.

This residential growth is matched by significant economic ambitions, driven by Oxfordshire's role in the Golden Triangle and the Oxford-Cambridge Growth Corridor, with major developments planned, including the UK's first AI Growth Zone at Culham, approximately 400,000 sqm of data centre floorspace in the Science Vale Enterprise Zones and a potential New Town in Heyford Park.

This future development represents a transformative scale of change for the county and a significant infrastructure delivery challenge across sectors.

Key Infrastructure Challenges facing Oxfordshire

With regards to **transport infrastructure,** the Stage 1 Report highlights a significant expansion of services, specifically a 70% increase in rail passenger services and improved calling patterns by 2028 to meet rising demand. Key regional projects such as East West Rail and the Oxford Rail Corridor Phase 2 are essential for enhancing connectivity and supporting planned housing and job growth. Furthermore, the analysis highlights a critical need to address bus depot capacity, which is already operating at capacity due to additional space requirements of transitioning to electric fleets. To support modal shift, the Strategy highlights the important development of Strategic Active Travel Networks (SATN) and the continued rollout of Local Cycling and Walking Infrastructure Plans (LCWIPs) across major settlements.

Energy and digital infrastructure requirements are driven by Oxfordshire's status as a global innovation hub and its net-zero commitments. The Strategy identifies significant electricity network constraints, particularly in Bicester and Oxford City, where connection times currently hinder development. Total electricity demand is estimated to rise by at least 966 MWh by 2050, requiring changes in the energy system that will be further detailed in the upcoming Oxfordshire Local Area Energy Plan (OxLAEP) and related strategic reinforcements to the electricity network that will be set out annually by the

1 Since the publication of the Stage 2 report, the Government has made announcements about the Greater Oxford Development Corporation as well as further funding. More information can be found here: https://www.oxford.gov.uk/news/article/1829/statement-on-greater-oxford-development-corporation and here: https://www.gov.uk/government/news/oxford-cambridge-corridor-to-be-uks-silicon-valley

Distribution Network Operators. Additionally, energy demand from the newly announced AI Growth Zone at Culham and a surge in data centre, which currently totals approximately 637 MW, present challenge to Oxfordshire's energy infrastructure. For digital connectivity, the goal is to achieve 99% gigabit-capable coverage by 2030 while overcoming the heritage-related engineering challenges that have left Oxford City with only 27% full-fibre coverage.

Water and environmental management recommendations focus on resilience against climate change and resource scarcity, with a projected supply-demand deficit of -90 Ml/d by 2045. In terms of wastewater, major upgrades to Oxfordshire's Sewage Treatment Works, including Oxford Sewage Treatment Works, are critical to unlocking planned housing development from 2027 onwards. The Strategy also identifies the Oxford Flood Alleviation Scheme as a priority for protecting existing homes and key transport corridors. Green infrastructure needs are similarly substantial, with a theoretical requirement for over 280 hectares of formal outdoor playing fields and 420 hectares of natural greenspace to support the growing population.

Social and health infrastructure planning is increasingly focused on the needs of an ageing population and rising student numbers. The Strategy estimates that Oxfordshire will require approximately twelve additional 10-form-entry secondary schools and nearly 1,900 additional SEND places by 2050. In healthcare, the focus is on consolidating services into primary healthcare hubs to achieve better efficiencies. Engagement with the ICB has highlighted primary healthcare projects being hindered by reimbursement mechanisms proposed by developers not aligning with national Premises Cost Directions. While there are plans for a major new mental health hospital at Warneford Park, the renewal of Horton General Hospital remains a challenge after a bid for central government funding was rejected. Addressing the £370 million funding gap for this facility is a key concern for maintaining acute care capacity in the north of the county.

Infrastructure Funding Gap

Delivering the necessary infrastructure to support growth from 2025 to 2050 is estimated to cost at least £9 billion in capital alone, excluding ongoing revenue, maintenance, and land costs; of which currently identified secured funding is limited to £1.4 billion, highlighting a remaining funding gap of over £7.6 billion. It is important to note that this funding gap is a gross figure and does not account for future developer contributions, utility company investment, or other funding sources not yet confirmed.

Infrastructure Project Schedule

The Strategy identifies over 550 strategic infrastructure projects required to support future development to 2050. This highlighted the need to undertake a logical, consistent and transparent sifting process to reduce the number of projects for inclusion in the focused prioritisation framework. Chapter 2 provides details on how this process was undertaken.

Following the project sifting, a remaining schedule of 115 projects were taken forward for further consideration through the Prioritisation Framework Multi-Criteria Assessment (MCA). The full list of Infrastructure projects as recorded prior to sifting is included in Appendix A3.

The Strategy has identified a number of key infrastructure delivery dependencies and synergies, including:

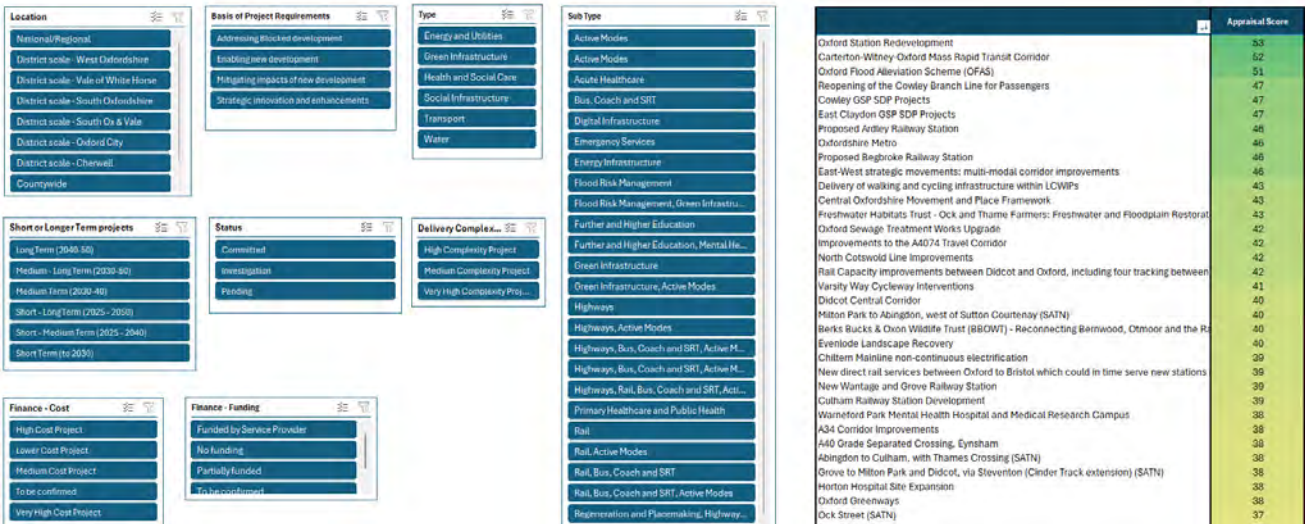
- Oxfordshire's ability to deliver sustainable development depends on addressing electricity network constraints, notably in Bicester and Oxford City, wastewater treatment capacity upgrades, water supply resilience, and improved digital and transport connectivity. These systems are critical foundations for a sustainable future, including enabling grid connections for rail electrification and EVs, unlocking stalled housing schemes, and supporting the economic ambitions for Oxfordshire's innovation ecosystem, including the AI Growth Zone at Culham.
- There are identified cross-sector benefits from delivering an integrated blue and green infrastructure network alongside other sectors' infrastructure investment to address sub-regional greenspace needs and nature recovery. This includes nature-based solutions to flood mitigation and the delivery of active travel networks. Landscape-scale projects such as the Evenlode Landscape Recovery Project and Ock and Thame Freshwater and Floodplain Restoration, as well as countywide active travel network delivery through LCWIPs and SATN, illustrate how coordinated investment can create a resilient blue and green infrastructure network that supports health, biodiversity and climate adaptation. Further opportunities for nature recovery are also identified through Oxfordshire's Local Nature Recovery Strategy.
- Cross-sector and joint infrastructure planning is also critical to help identify delivery interdependencies. For example, the Oxford Flood Alleviation Scheme is critical to reducing flood risk to residential, commercial and strategic transport assets, and enables the reopening of the Cowley Branch Line to passenger services by providing necessary mitigation. This however requires the parallel delivery of the A423 Kennington Improvements to allow flood water to flow back into the Thames. In combination with East West Rail and Oxford Station Redevelopment, this integrated package, alongside key priorities set out in OxRAIL 2040: Plan for Rail, underpins rail-capacity growth and wider connectivity across the Oxford-Cambridge Growth Corridor.
- In addition to opportunities to strengthen Oxfordshire's life sciences sector, including investment in the Warneford Park Mental Health Hospital and Research Campus, there is substantial need to address significant estate, funding and procurement challenges in primary and acute healthcare.
- The Strategy also highlights potential for coordinated infrastructure delivery to support regeneration opportunities in Banbury, Bicester and Oxford West End, as well as ambitions for the Science Vale area.

How to use the Prioritisation Framework Most Effectively

The Prioritisation Framework as developed provides the OLJC and partners with a tool and not just a set of fixed outcomes.

While this Strategy has chosen to present one set of base case outcomes as a demonstration to reflect the balanced score card approach across all themes and criteria, the Framework can be further used to present more refined outcomes according to the thematic, spatial or temporal interest of the user. Utilising the implementation filters, the following focused outcomes can be generated:

- Thematic/Geography – The Project Schedule can be filtered to show one or a group of specified infrastructure types. This would enable the priority infrastructure projects for a specific type to be presented for any scale/geography.
- Project Basis – The Project Schedule is also categorised according to whether these projects unlock stalled development, mitigate impacts of development or are proposed for other reasons (i.e. strategic innovation).
- Project Status and Timing – Categorisation by project status and also the likely delivery timing provide further potential filters. For example, the OLJC and partners can use the Framework to focus on projects grouped as committed and pending short term priorities. Alternatively, the Framework could be used to focus on projects grouped as longer term project currently being investigated.
- Project Finances – Whilst the project finance information held within the OxIS project list requires further development it does contain cost and current funding positions where possible. This provides additional options for framework use to focus attention on project lists according to those with considerable funding challenges or alternatively projects close to fully funded and would require a smaller effort to complete project finances and enable delivery.



Example screenshot of the OxIS Prioritisation Framework Dashboard, illustrating the available implementation filter options

Contents

01

Introduction
Provides an overview of the methodology used to produce the strategy, including the methodology implemented to produce the prioritisation framework

1.1	Introduction	5
1.2	Project Methodology	10
1.3	Growth Context	16
1.4	Stage 1 Key Findings	19

02

Prioritisation Framework
Presents the outcome from applying the prioritisation framework, in particular highlighting the priority projects identified at a national/regional scale, at a countywide scale and at the district scale for each local authority

2.1	Introduction to Framework	23
2.2	Framework Scales	24
2.3	Project Sifting	25
2.4	Multi- Criteria Assessment	27

03

Prioritisation Outcomes
Provides an overview of the complex landscape of infrastructure provision in Oxfordshire

3.1	Introduction	37
3.2	National and Regional Infrastructure	38
3.3	Countywide Infrastructure	42
3.4	District Scale Infrastructure	46

04

Infrastructure Delivery and Funding
Provides an overview of existing infrastructure delivery and funding routes and specifically identifies options that could be explored through the implementation of the OxIS

4.1	Introduction	67
4.2	Infrastructure Delivery Challenges	68
4.3	The Funding Challenge	73
4.4	Delivery and Funding Opportunities	74

05

Recommendations and Next Steps
Provides recommendations to the OLJC reflecting the outcomes of the prioritisation framework

5.1	Recommendations	85

A1

Glossary
Lists the abbreviations and acronyms used in this report

A2

Stage 2 Prioritisation Framework MCA
Provides Prioritisation Framework MCA details at project level

A3

OxIS Full Project Schedule
Provides complete project list pre-Stage 2 sifting exercise

01

Introduction

1.1 Introduction

The Oxfordshire Infrastructure Strategy (OxIS) has been prepared on behalf of the Oxfordshire Leaders Joint Committee (OLJC) (formerly the Future Oxfordshire Partnership) to provide a comprehensive understanding of the strategic infrastructure necessary to support future sustainable development to 2050.

It aims to deliver the Strategic Vision for Sustainable Development in Oxfordshire, first published in May 2021 and adopted by all six councils.

The Oxfordshire Leaders Joint Committee (OLJC) is a joint committee of the six councils of Oxfordshire, including:

- Cherwell District Council
- Oxford City Council
- Oxfordshire County Council
- South Oxfordshire District Council
- Vale of White Horse District Council
- West Oxfordshire District Council

This third iteration of the Oxfordshire Infrastructure Strategy builds upon previous versions prepared in 2017 and 2021.

The Strategy functions as both a statement and technical evidence base of Oxfordshire's ambition for sustainable infrastructure development that both enables planned growth but recognises and seeks, where necessary, to mitigate its impacts on the environment. It will form part of the evidence base sitting beneath the Oxfordshire Strategic Vision but will not be a statutory policy document.

This document presents Stage 2 of the OxIS and should be read in conjunction with the Stage 1 Baseline Report.

The Strategy is intended for the following audiences:



Members and officers of Oxfordshire County Council and the five District and City Councils

To inform and be informed by individual Local Plans, planning policies, decisions and supporting studies



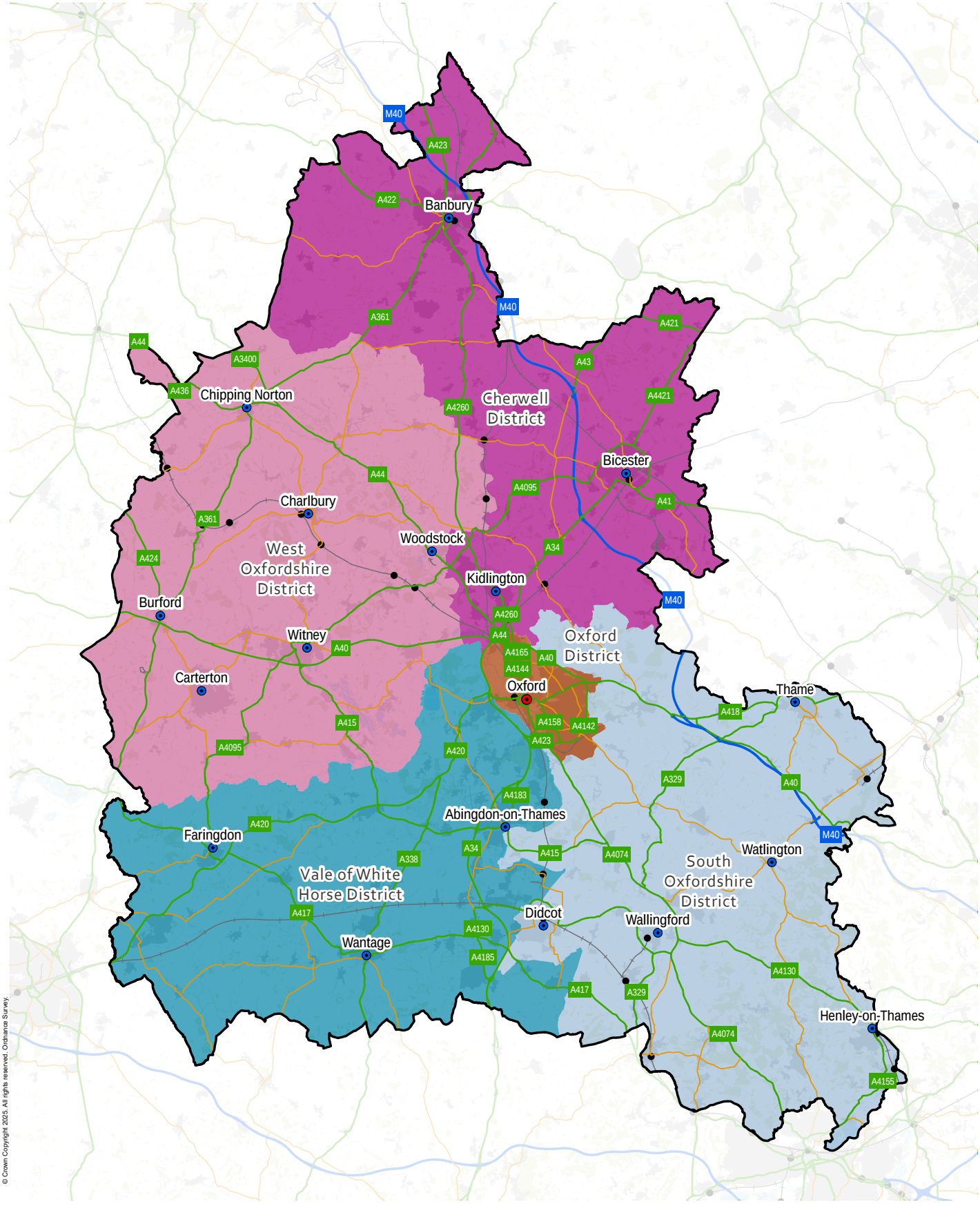
Government and infrastructure providers

To demonstrate potential infrastructure requirements and their associated delivery and funding opportunities and barriers, and to help ensure a coordinated approach to the delivery of strategic infrastructure across Oxfordshire and in the wider region to 2050 and beyond



Oxfordshire's business community and residents

To inform investment priorities, provide a county-wide view of strategic infrastructure needs, and highlight both the challenges and opportunities associated with infrastructure delivery in Oxfordshire



© Crown Copyright 2025. All rights reserved. Ordnance Survey.

Legend

- Oxfordshire County Boundary
- City
- Town/Large Village
- Railway Station
- Railway
- Motorway
- A Road
- B Road
- Built Up Area
- Waterbody
- Woodland
- Local Authority
- Cherwell District
- Oxford City
- South Oxfordshire District
- Vale of White Horse District
- West Oxfordshire District

NORTH

0 4 8

km

Oxfordshire Infrastructure Strategy Study Area

Note 1: The mapped railway features at Chinnor and Wallingford correspond to the Chinnor & Princes Risborough Railway and the Cholsey & Wallingford Railway, both of which operate as heritage railways providing leisure and tourism services rather than scheduled public transport. Their inclusion is intended solely to reflect the physical infrastructure and should not be taken to imply the availability of regular passenger rail services.

Note 2: The settlement labels shown on this map (City and Town/Large Village) are derived from the Ordnance Survey Towns Data and are provided for mapping reference only. They do not represent formal settlement hierarchy classifications which are determined and reviewed individually through each local planning authority's Local Plan process.

Strategy Scope

The Strategy focuses on six key strategic infrastructure areas and over 20 sub-topics identified by and agreed with the Oxfordshire Leaders Joint Committee, including transport, energy and utilities, green infrastructure, water, social infrastructure, as well as healthcare and social care.

The Strategy applies to all local authorities within Oxfordshire and considers the county in its wider regional context. This includes key interrelationships with neighbouring authorities and strategic geographies such as England's Economic Heartland (EEH) and the Oxford-Cambridge Corridor.

The Strategy does not seek to duplicate existing Infrastructure Delivery Plans prepared to support current and emerging Local Plans. Rather, it focuses on identifying and prioritising infrastructure of strategic importance at the county-wide level.

It sets out strategic infrastructure requirements up to 2050, aligning with the Strategic Vision for Oxfordshire. These requirements are assessed across three time horizons:

- **Short term (2025-2030):** Immediate infrastructure priorities within the next five years
- **Medium term (2030-2040):** Emerging infrastructure needs to 2040, aligned where possible with Local Plan periods which ends between 2040 and 2045
- **Longer term (2040-2050):** Future infrastructure requirements beyond current Local Plan timeframes, looking ahead to 2050

Drawing on comparable studies and stakeholder engagement, this Strategy defines strategic infrastructure as '**critical systems, facilities and services enabling sustainable growth and development across a larger than local area**'.

The following criteria are considered when sifting out non-strategic infrastructure projects:

- If the project is addressing a localised issue, i.e. if the project is addressing an issue which is confined to a single settlement area
- If the project is likely to be directly delivered by developers building a new housing or employment site
- If the project is to enable specific development(s), is likely to be delivered off-site, and wholly funded by developer contributions
- If the project is required as ongoing maintenance or refurbishment of infrastructure
- If the project has a notably small capital cost to deliver

TRANSPORT





Highways



Rail



Bus, Coach and Strategic Rapid Transit



Active Modes

ENERGY & UTILITIES





Energy Infrastructure



Digital Infrastructure



Waste Infrastructure

GREEN INFRASTRUCTURE





Green Infrastructure

WATER





Flood Risk Management



Water Supply



Wastewater Treatment

SOCIAL INFRASTRUCTURE





Secondary Education



Special Education Needs and Disabilities



Further and Higher Education

*For the purposes of OxIS, community facilities are classified as non-strategic infrastructure projects in line with the identified criteria.

HEALTH AND SOCIAL CARE





Primary Healthcare and Public Health



Acute Healthcare



Mental Healthcare



Social Care



Emergency Services

1.2 Project Methodology

Stage 1 Project Approach

The Stage 1 Baseline Report was produced and published for consultation in August 2025, **and should be read in conjunction with this Report.**

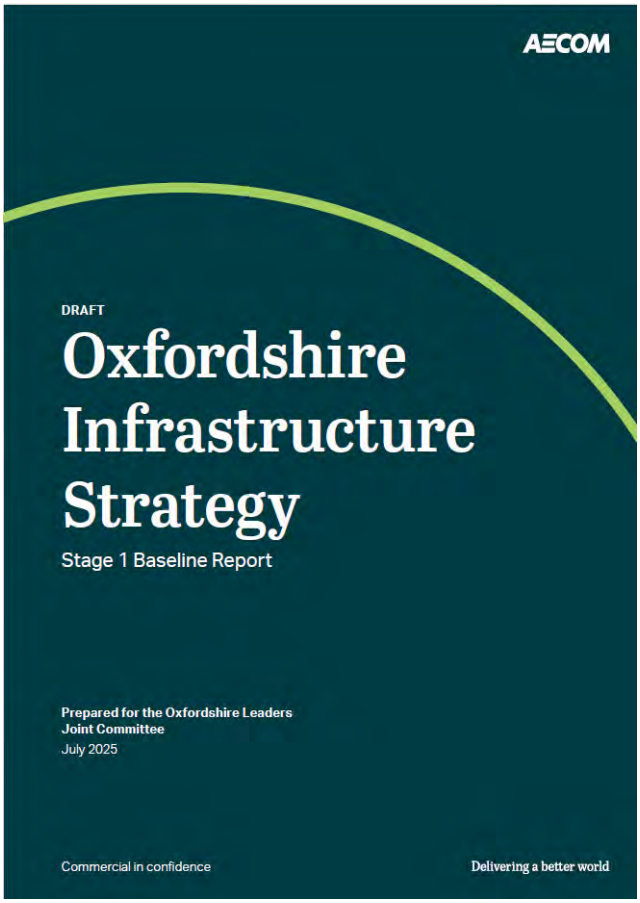
The Stage 1 Baseline Report focused on building a comprehensive understanding of the baseline infrastructure delivery and future strategic infrastructure requirements to support development to 2050, at a County wide level, structured as follows:

- Chapter 2 introduced the study area and sets out the housing and economic growth context in Oxfordshire, including the theoretical growth scenarios that underpin the infrastructure analysis;
- Chapter 3 provided an overview of how infrastructure is planned and delivered across Oxfordshire;
- Chapter 4 presented a topic-by-topic assessment of strategic infrastructure needs across the County, focusing on existing capacity and future strategic requirements to support growth to 2050;
- Chapter 5 summarised the Stage 1 draft Project Schedule which collates infrastructure investments required to support Oxfordshire's growth ambitions, including indicative costs and funding assumptions;
- Chapter 6 explored the potential risks and barriers to delivering infrastructure. These are examined further at Stage 2, along with potential mitigation strategies;
- Chapter 7 outlined the next steps for Stage 2 of this Strategy's development, which will include further refinement of the strategic infrastructure project pipeline and prioritisation of future strategic infrastructure projects through a structured framework.

This phase of work was also informed by a series of thematic Stage 1 Technical Stakeholder Engagement Workshops with over 35 targeted stakeholders.

These focused on validating the defined parameters for strategic infrastructure and strategic baseline findings on key challenges and opportunities.

They were also used to seek stakeholder views on the infrastructure project pipeline to 2050, including committed and planned investments, as well as to facilitate discussion on strategic infrastructure requirements to support growth to 2050 as well as key Drivers of Change which may impact the quantum and type of future requirements.



Stage 1 Technical Consultation

The Stage 1 Baseline Report was published for technical consultation between August 2025 to September 2025 through the AECOM Virtual Consultation Room.

Over 110 technical stakeholders were invited to review and provide feedback on the baseline analysis and initial Project Schedule of strategic infrastructure projects. The report was also made publicly available through the Oxfordshire Joint Leaders Committee website for feedback.

The Stage 1 Technical Consultation generated more than 400 comments from a variety of technical stakeholders including:

- Representatives from each local authority
- Innovate Oxfordshire
- Anglian Water
- Oxford Health NHS Trust
- National Highways
- East West Rail
- Thames Water
- Sport England
- Natural England
- BOB ICB
- Road Haulage Association (RHA)

Headline findings from the consultation are summarised over the following pages.



Strategy Purpose, Structure and Governance

- Strong support for the continued commitment to shaping infrastructure planning and delivery across Oxfordshire with clarity and ambition;
- Suggestion to consider 'Drivers of Change', particularly to reflect the importance of embedding adaptability and innovation in infrastructure investment;
- Suggested opportunity to align OxIS with broader innovation governance initiatives, ensuring future decisions are informed by emerging technologies, behavioural insights, and real-time data;
- Challenges highlighted in planning infrastructure for the 2041–2050 period due to uncertainty around future growth locations.

Need for Infrastructure Prioritisation

- Clear support for the need and overall approach to infrastructure prioritisation;
- Importance of considering the combined impacts of less strategic infrastructure schemes;
- Importance of illustrating critical infrastructure requirements with a sequenced timeline to support future Growth Plans;
- Considering the interrelationships between schemes, including their sequencing, interdependencies and cross-sectoral benefits, to deliver optimal impacts;
- Careful consideration to be given to long term and theoretical projects which may play important roles in enabling OxIS objectives;
- Prioritising infrastructure schemes with most significant impacts in unlocking growth and amplifying national infrastructure investment.

Topic-by-Topic Strategic Infrastructure Assessment

- Recommendation to consider emerging mobility technologies, such as autonomous vehicles, drones and other emerging mobility solutions. Innovate Oxfordshire highlighted its work on AV trials, sensor harmonisation and regulatory learning;
- RHA suggested recognising the local logistics sector as a strategic priority, and recommended planning for ultra-rapid charging infrastructure HGVs, associated grid access improvements and land allocation for lorry parking and motorway service areas;
- Funding for local maintenance was highlighted as a strategic issue, given that a significant proportion of the population will continue to rely on road-based travel by car or public transport;
- Retrofit was identified as a critical infrastructure gap. Although diffuse in nature, it is considered a strategic underpinning to other investments, minimising the need for grid reinforcement and reducing the scale of solar investment required. The PaZCO report references an estimated £1.5 billion investment need;
- Timely grid connection was highlighted as a key challenge to enabling growth;
- Further considerations suggested in relation to the National Grid and UKPN network;
- Electrification of transport infrastructure was highlighted as a key challenge to energy infrastructure;

- Agreement from water supply and wastewater infrastructure providers on the delivery barriers and risks highlighted, particularly in relation to skills and construction, and the water sector's capacity to frontload infrastructure delivery;
- Particular concerns were raised around swimming pool provision, with a need for new facilities or strategic extensions at the regional level identified. Opportunities were also noted to co-locate swimming pool facilities with infrastructure that generates heat, such as data centres and hospitals;
- Health stakeholders supported the production of a comprehensive infrastructure strategy to ensure health infrastructure can be appropriately planned in response to population growth across Oxfordshire;
- Key challenges in primary care were highlighted, including the lack of suitable funding or suitable sites for new or redeveloped GP facilities; complexity of the existing service contract systems within GPs and how GPs are funded by the NHS; and, increasing pressure on services in Banbury, Berinsfield and Eynsham in addition to those identified through the report;
- Improved connectivity for staff and patients, particularly within Oxford and through enhanced bus links, was highlighted as a key enabler of effective health infrastructure;
- Stakeholders expect increasing infrastructure investment focused on improving access to community healthcare including neighbourhood-level health infrastructure, particularly in South Oxfordshire and Banbury, aligning with the NHS Long Term Plan;
- Adult social care requirements, including the provision of bed spaces, were also identified as important. Greater focus was suggested on the role of new infrastructure across all sectors in addressing deprivation and reducing health inequalities;
- A number of additional areas of importance, not currently included within the project scope, have been suggested. These include libraries, parks, leisure centres, museums, sports facilities, the historic environment, housing, and funding for regeneration schemes.

The comments received during the Stage 1 consultation have been addressed and incorporated in the Stage 2 project methodology and report where appropriate. It is acknowledged that some suggestions proposed fall outside the current project scope, and these have been noted for consideration in future work.

Stage 2 Project Approach

Stage 2 of the project encompassed the following tasks which took place between August 2025 to December 2025[1]:

- Technical Consultation of Draft Stage 1 Baseline Report
- Stage 2 Stakeholder Engagement
- Prioritisation Framework Development
- Project Sifting and Prioritisation
- Infrastructure Funding and Delivery Review
- Strategy Development

This document presents the Stage 2, structured as follows:

- Chapter 2 provides an overview of the methodology used to produce the strategy, including the methodology implemented to produce the prioritisation framework;
- Chapter 3 presents the outcome from applying the prioritisation framework, in particular highlighting the priority projects identified at a national/regional scale, at a countywide scale and at the district scale for each local authority;
- Chapter 4 provides an overview of existing infrastructure delivery and funding routes and specifically identifies options that could be explored through the implementation of the OxIS;
- Chapter 5 provides recommendations to the OLJC reflecting the outcomes of the prioritisation framework.

A number of relevant strategies and evidence bases are being or have been developed in parallel with this Strategy for Oxfordshire. The outputs of this study has been shared throughout the strategy development process with key stakeholders including through regular alignment meetings and engagement.

Key strategy and evidence workstreams are summarised below and on the facing page.

Oxfordshire's Local Nature Recovery Strategy (LNRS)

The Oxfordshire Local Nature Recovery Strategy (LNRS) is a tool to help conserve and restore nature across the county. It is part of a wider national ambition to create strategies covering the whole of England to help deliver the 2021 Environment Act.

A series of documents, including a Local Habitat Map, Statement of Biodiversity Priorities, Species Priorities List and a Description of the Strategy, was published in November 2025. These documents describe and map important nature-recovery actions developed through local engagement.

The strategy is intended to act as a tool to help inform decisions about nature recovery actions and help landowners, conservation groups, and local communities to target their coordinated efforts to create a stronger and more connected natural landscape.

1 Since the publication of the Stage 2 report, the Government has made announcements about the Greater Oxford Development Corporation as well as further funding. More information can be found here: https://www.oxford.gov.uk/news/article/1829/statement-on-greater-oxford-development-corporation and here: https://www.gov.uk/government/news/oxford-cambridge-corridor-to-be-uks-silicon-valley

Oxfordshire Local Area Energy Planning (OxLAEP)

The OLJC is supporting the six Oxfordshire councils to develop Local Area Energy Plans (LAEPs) for Oxfordshire. Local Area Energy Planning (LAEP) provides an action plan that takes into account energy and infrastructure plans at the national level. It incorporates technical evidence on the whole energy system, wider non-technical factors, and engagement with stakeholders. Emerging findings from OxLAEP has been considered to date and has continued to inform the development of OxIS across both Stage 1 and Stage 2.

OxRAIL 2040: Plan for Rail

The OxRAIL 2040: Plan for Rail was published in December 2025 by Oxfordshire County Council that sets out a long-term vision for the development of rail across the county. It sits around three key themes including improving connectivity and enhancing infrastructure, climate action, and rail as a place-shaper. The plan sets out how key priority projects such as Oxford Railway Station, the Reopening of Cowley Branch Line to passenger services, East West Rail and new trains will help transform rail travel in Oxfordshire and beyond, supporting improved public transport access to housing and jobs.

Wider government ambitions including the Oxford-Cambridge corridor, the Oxford Growth Commission and the New Towns Programme

In early 2025, ambitions for major investment into the Oxford-Cambridge corridor were announced. The Government aims to anchor fields including AI, life sciences and semiconductors in the Corridor, creating wider investment opportunities across the UK. The Oxford Growth Commission has been established to accelerate the growth potential of Oxfordshire, with a focus upon Oxford and the surrounding areas. The Interim Report of the Oxford Growth Commission was published in December 2025.

In addition, the Government confirmed in September 2025 that it will progress work on a new generation of new towns across England, following publication of the New Towns Taskforce's report, which recommends 12 locations as potential new towns. Redevelopment of the former airbase at Heyford Park in Cherwell is identified as one of the twelve recommended locations and is expected to connect to Oxford and build on the existing progress and commitment to high-quality placemaking, referencing the area's past and supporting its future in innovative technology industries. A New Towns Unit will be established by the government to progress development of the new towns.

1.3 Growth Context

The Stage 1 Baseline Report set out the growth context for Oxfordshire which is summarised here:

Economic growth

The context for economic growth in OxIS is a baseline trajectory that suggests that employment growth could increase by around 100,000 jobs by 2050. These are however high-level estimates to 2050 intended to support long-term infrastructure planning and are not presented as evidence of employment need. Specifically this doesn't mean that emerging or new local plans will plan for this figure, and OxIS does not intend to set binding targets (explicitly or implicitly) for employment or housing growth across Oxfordshire. That is the remit of comprehensive, statutory, local plan process.

Looking to 2050, there is a growing emphasis on sustainable and inclusive economic growth, with a vision that sets the foundational economy gaining prominence alongside high-growth sectors. This shift is supported by the Oxfordshire Strategic Economic Plan and a stronger focus on the infrastructure investment required across transport, digital, water and energy systems to sustain Oxfordshire's position as a globally significant innovation ecosystem.

A resilient and thriving natural environment is also recognised as critical to a functioning economy. Within this context, a Local Nature Recovery Strategy has recently been prepared, and the Oxfordshire Local Nature Partnership is working to enhance nature across the county through innovative financing.

Some of the key growth sectors across Oxfordshire include digital technologies, life sciences, clean energy, advanced manufacturing, defence, and creative industries. AI development and data centres are also a key area of growth. These key growth sectors are associated with a number of key growth sites that are planned or committed across Oxfordshire including the Culham AI Growth Zone, the Begbroke Science Park, and the Didcot Growth Accelerator Enterprise Zone amongst others.

Housing growth

For the purposes of OxIS, three theoretical scenarios were used to estimate housing growth. This work does not replace housing and economic needs assessments. The Growth Scenarios are not indicative of housing need and should not be used or interpreted as such.

These have estimated between **approximately 123,000 and 134,000 additional homes across Oxfordshire by 2050** (annual average of between approximately 4,730 and 5,190 homes). This compares to average annual completions of 3,638 homes per annum (15-year horizon).

The figure overleaf illustrates key committed and planned strategic housing growth across Oxfordshire. These identified housing sites do not equal the total number of homes planned for each local authority, as it is focused on strategic sites, and additionally, not all Local Plans are at a stage where site allocations have been identified or confirmed for inclusion.

Population growth

OxIS-specific housing-led population projections have been modelled based on the three theoretical growth scenarios set out in the Stage 1 Report. These projections estimate **population growth of 221,000 to 250,000 people by 2050** (+29% to +33%), reaching **over 1 million by 2050**.

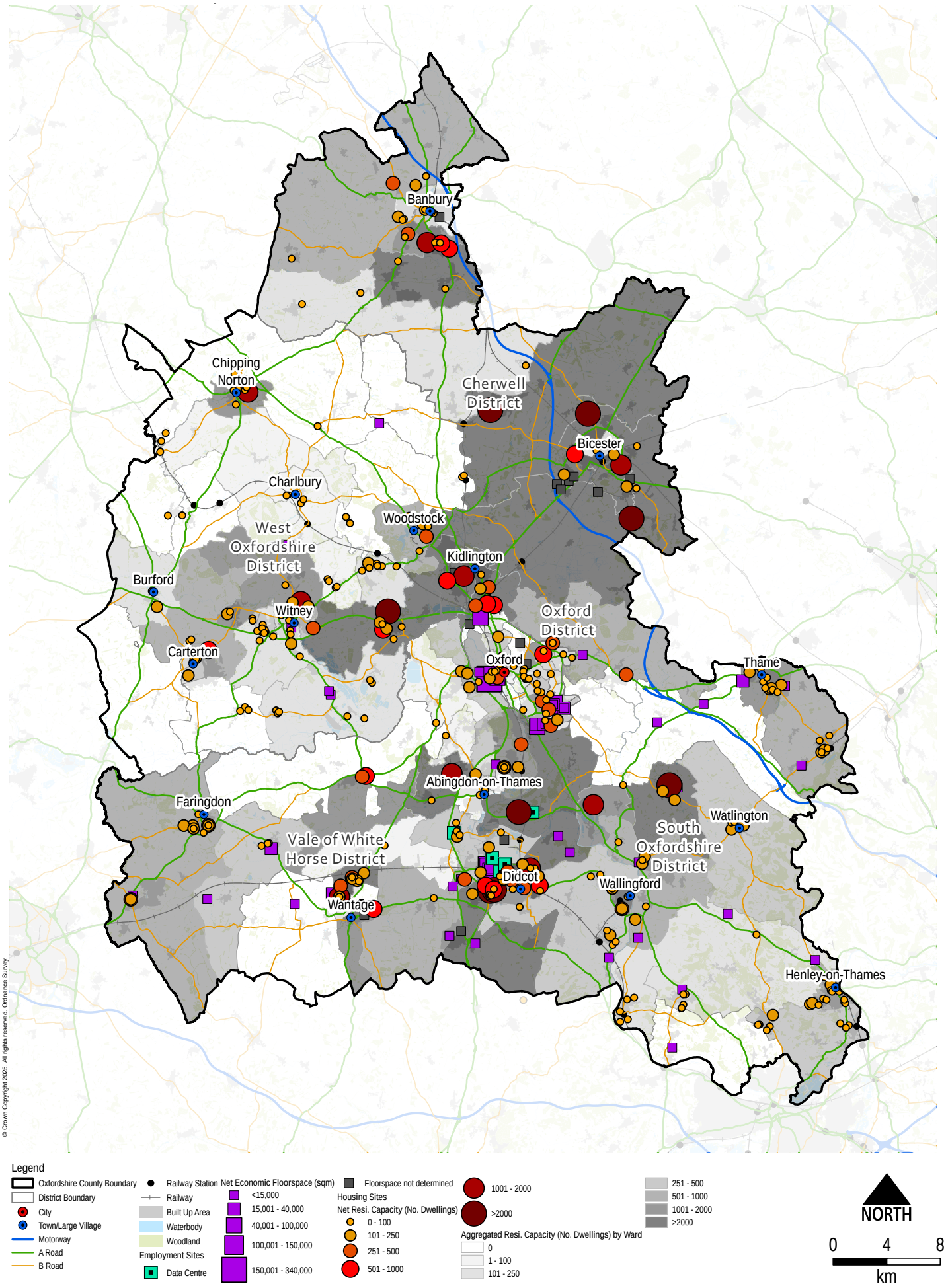
Oxfordshire County Council analysis of 2021 Census data shows a trend of ageing in the county with a 25% increase in the number of people aged 65 and over, and a 27% increase of people aged over 50, while the number of young children aged 0-4 was in decline by 8%. This indicates an ageing population across the County which entails an increasing need for healthcare, social care and age-friendly infrastructure.

+123-134k

Estimated housing growth to 2050 based on theoretical scenarios

+221-250k

Projected population growth based on OxIS housing growth scenarios



Committed and Planned Strategic Housing and Economic Growth across Oxfordshire

Note: The figure illustrates key committed and planned strategic housing and economic growth across Oxfordshire. These identified development sites do not equal the total number of homes or economic floorspace planned for each local authority, as it is focused on strategic sites, and additionally, not all Local Plans are at a stage where site allocations have been identified or confirmed for inclusion.

1.4 Stage 1 Key Findings



TRANSPORT

Key Findings

- Congestion hotspots on A34, A43, M40, Oxford Ring Road and city/ town centres, with improvements necessary on the A40, A420, A41, A44, A4074 and M40/A34
- ORCS identified the need for a **70% increase in passenger services** and calling patterns and service coverage by 2028
- East West Rail presents opportunities for improved regional and national connectivity and increased freight capacity
- All Oxford based bus depots are at full capacity which may hinder network growth going forward
- Existing active travel infrastructure falls short of latest design standards, with **poor walking and cycling links to key destinations** such as rail stations
- Need for inter-urban active travel routes
- Delays to the Road Investment Strategy 3 (RIS 3) programme have created **uncertainty over the delivery of strategic road schemes**, posing risks to meeting long-term capacity needs and aligning transport upgrades with other infrastructure investment and planned growth.
- Realising the benefits of planned and future rail investment will require **coordinated planning for supporting infrastructure,** including interchange hubs, enhanced electricity supply and network reinforcements, and improved digital connectivity such as 5G mobile coverage.



ENERGY & UTILITIES

Key Findings

- Oxfordshire faces **significant constraints on its electricity network**, with exceptionally long connection times for new housing development in Bicester due to the need for reinforcements at the Grid Supply Point (GSP). The SSEN Network Capacity Map indicates that **electrical infrastructure is constrained** in parts of the county, which could **limit development before 2030 until scheduled reinforcement upgrades are completed.**
- Additional demand is anticipated from **Oxfordshire's AI Growth Zone and data centre developments**, reflecting its position as a global innovation hub. There are also **opportunities to capture waste heat** from data centre operations through a whole energy systems approach, for example, by supplying it to nearby housing developments or large heat users via district heating networks.
- Oxfordshire authorities are developing Local Area Energy Plans (LAEP) to shape a coordinated energy transition. Emerging analysis indicates rising electricity demand from rail and heat electrification and increasing battery electric vehicles including bus fleet.
- Only **62% of premises in Oxfordshire currently have access to full-fibre connectivity**, with Oxford City having the lowest coverage (27%) despite its status as a global innovation and economic hub. Most local authority areas in Oxfordshire have **5G coverage below 10%**.



GREEN INFRASTRUCTURE

Key Findings

- A large proportion of Oxfordshire does not meet any of the Accessible Greenspace Standards, with **over 50 urban neighbourhoods identified as areas of concern or priority.**
- There are **no existing publicly accessible green spaces large enough to meet the sub-regional Accessible Greenspace Standard.**
- Significant green infrastructure delivery will be required to support planned and future housing growth in Oxfordshire. While relevant open space and biodiversity requirements can be partially delivered through individual sites, **strategic investments such as the Evenlode Landscape Recovery Project and the Oxfordshire Nature Recovery Fund will be needed to meet sub-regional needs** and enhance connectivity.
- Integrated infrastructure planning presents an **opportunity to maximise the role of green infrastructure in enhancing health and wellbeing outcomes and providing natural** solutions for flood risk mitigation.



WATER

Key Findings

- There are 4,500 properties in Oxford at a 1% or higher annual risk of flooding. This figure could rise to nearly 6,000 by the year 2080 with the predicted effects of climate change.
- By 2050, **7% of properties will be at risk of hydraulic flooding internally from the sewerage system** for up to 1 in 50-year storm event.
- Thames Water forecasts **supply-demand deficit of -90Ml/d by 2045** and may no longer routinely meet potable water demand of non-residential development, such as data centre development, which would require investment in water management.
- Of the 501 waterbodies in the River Thames basin, 94% are at less than good ecological status.
- **77% of Sewage Treatment Works catchments were vulnerable** to the risks of growth and climate change
- There is currently no statutory obligation for infrastructure providers or developers to construct assets aimed at reducing flood risk in already-developed areas. This limits the ability to address **legacy flood risk** issues through planned infrastructure investment.
- There are no further identified **strategic natural flood management (NFM) or nature-based solutions (NBS) projects** in Oxfordshire beyond those already in progress, although partial opportunity modelling has been undertaken.

SOCIAL INFRASTRUCTURE

Key Findings

- **Limited long-term projections:** Education planning currently **operates on a five-year cycle**, and there are no available projections to estimate infrastructure needs beyond 2027/28.
- **Condition and accessibility of existing facilities:** While much of the projected demand could be met through new developments, there are ongoing challenges relating to the condition of existing school buildings and the adequacy of walking, cycling, and public transport links to them, which will need holistic consideration.

HEALTH AND SOCIAL CARE

Key Findings

- Oxfordshire's **healthcare estate is ageing**, with limited space to expand in response to housing growth or increased staffing needs.
- This is combined with a **significant investment backlog**. A number of existing GP practices are in poor condition, but there is a lack of funding or suitable sites to support redevelopment or provision of a new facility. The ICB also does not have any dedicated funding for new primary care estate development and is faced with **financing and procurement challenges**.
- Primary healthcare services are already under pressure in **Oxford City, Bicester, Didcot, Wantage, Banbury, Berinsfield and Eynsham**.
- The NHS 10-Year Health Plan proposes the introduction of **neighbourhood health centres** to deliver more personalised, community-based care, alongside the creation of neighbourhood service providers to support this new approach to healthcare delivery.
- Opportunities for **world class life sciences and healthcare** infrastructure
- Health and care infrastructure planning in Oxfordshire is **generally focused on the short term**, with some estate strategies not extending beyond the current year. There are currently **no confirmed updates to address longer-term needs** arising from population growth and demographic change.

02

Prioritisation Framework

2.1 Introduction to Framework

This chapter of the Strategy sets out the Prioritisation Framework and specifically the criteria taken into account during this process as part of the second stage of the study.

As has been demonstrated through the Stage 1 Baseline Report, a wide range of infrastructure issues and opportunities exist across Oxfordshire. The Strategy has identified a large number of infrastructure projects required in order to support the economic, social and environmental development of Oxfordshire. As the Strategy is taken forward and used as a tool by the OJLC and its partners, a focus is required on which projects represent a priority in order to:

- Meet the OJLC objectives for OxIS and to align with the Outcomes of the Oxfordshire Strategic Vision
- Identify and promote the infrastructure investment supporting sustainable growth of Oxfordshire
- Demonstrate clear investment priorities to government, the Oxford Growth Commission, and funding providers, having been established through an evidence based process and consulted with stakeholders.
- Extract the most value and efficiencies from limited funding available, in the context of competition for increasingly limited public sector funding and the limitations of developer contributions to fund large scale infrastructure projects.

It should be noted that OxIS is based upon a snapshot in time. As development sites, infrastructure projects and policies continue evolve, more information may become known about projects over time. The assessment of projects and subsequent prioritisation will similarly not be fixed and will continue evolving, but provides a useful reference point to help inform decisions at this point in time. The comprehensive project schedule and GIS mapping generated through this Strategy will provide an invaluable tool for future revisions to infrastructure needs and opportunities across Oxfordshire.

The process has been two staged which will be explained in further detail in this chapter:

1. Project Sifting
2. Multi Criteria Assessment

The development of this process has included a review of the approach employed on previous iterations of the OxIS work in 2017 and 2020 to ensure any lessons learnt have been incorporated. Alongside this, a benchmarking process was undertaken to consider comparable infrastructure strategies and assessments and the prioritisation methods employed on those. Alongside, stage 1 stakeholder engagement feedback on prioritisation was also factored in for consideration.

2.2 Framework Scales

The Strategy has identified a large number of strategic infrastructure projects that are needed to 2050. In order to identify, sift and appraise these projects in a logical way, a set of geographic scales have been employed, to which each of the projects have been assigned. This approach has been adopted from previous OxIS frameworks and is designed so as not to favour one geographical area or project over another. The three scales are summarised here and used to present the outcomes of the approach throughout the remainder of the document.

National/Regional Infrastructure

Projects have been categorised as national or regional where they satisfy one of the following criteria:

- Project is of national or regional importance
- Project crosses through or adjoins Oxfordshire

Countywide Infrastructure

Projects have been categorised as countywide where they satisfy one of the following criteria:

- Project is of countywide importance
- Project crosses more than one local authority within Oxfordshire

District Scale Infrastructure

Projects have been categorised as District scale where they are required to deliver or safeguard specific sites (or group of sites) within a local authority of Oxfordshire.

- Oxford City
- West Oxfordshire
- Cherwell
- South Oxfordshire*
- Vale of White Horse*

** Infrastructure investment covering the Harwell-Milton-Didcot area, along with network-related infrastructure supporting Abindgon and Culham, appears under both South Oxfordshire and Vale of White Horse categories to reflect its cross-boundary relevance.*



2.3 Project Sifting

Project Sifting

The Stage 1 Project Schedule has been reviewed with stakeholders post publication and refined further. This process has led to some projects being removed and other projects being added to the schedule. The review process has enabled further information and details to be recorded although gaps in information remain. At the point of prioritisation the Stage 1 schedule included 550 projects (Appendix A3).

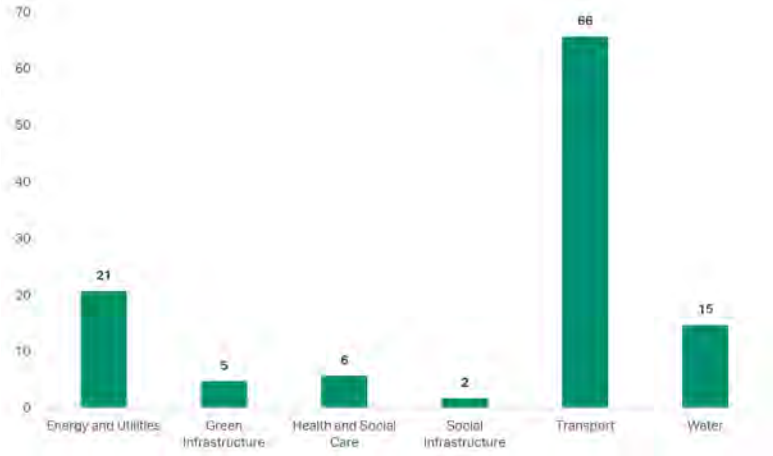
For the purposes of a prioritisation process the project schedule required sifting to enable an appropriate number of projects to be reviewed in more detail. The sifting criteria employed are set out in the table on the following page.

If any projects were categorised to match one of the 'sift out' decisions in the table, these projects were not taken forward to the Multi-Criteria Assessment.

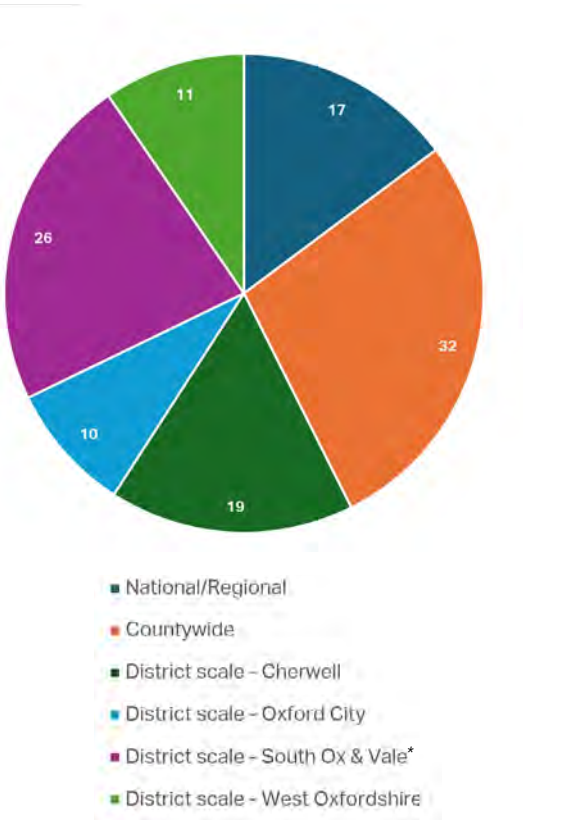
It is important to stress that this does not relegate the importance of these projects and as such they remain important components of the overarching OxIS Project Schedule.

The diagram below illustrates the number of projects sifted through the assessment stage according to project type and scale / geography.

Following the Project Sifting, a remaining schedule of 115 projects were taken forward for further consideration through a Multi-Criteria Assessment (MCA) tool.



Number of projects sifted through the assessment according to project type and scale



**Including projects in South Oxfordshire (5), Vale of White Horse (14), and cross-boundary infrastructure schemes (7).*

Sifting Categorisation	Considerations	Sift In	Sift Out
Project Scope	Check to exclude projects not within scope of OxIS Prioritisation Framework	• In Scope	• Duplicate • Out of Scope
Spatial Scale	Check to exclude projects not of strategic scale (i.e. Addressing localised issue / directly delivered by developers)	• National/ Regional Scale • Countywide Scale • District Scale	• Non-strategic
Basis of Project Requirement	Check to exclude projects not supporting good growth in Oxfordshire	• Addressing blocked Development • Enabling new development • Mitigating impacts of new development • Strategic innovation and enhancements	• Addressing existing shortfalls • Maintenance or refurbishment
Project Status	Check to exclude projects already in development	• Committed • Pending • Investigation	• Completed • Under construction • Ambition
Cost and Funding Status	Check to exclude projects already fully funded or expected to be funded by development	• No Funding • Partially Funded	• Fully Funded* • Developer Direct Delivery or Contributions
Confidence in Information	To check potential limitations to knowledge and whether additional research is required to improve the basis of categorisation	• Comprehensive Information • Partial Information	• Poor Level of Information • No Information

Sifting criteria used to determine projects taken forward

*This excludes energy and water projects which have a recognised funding route but no clear commitments to funding

2.4 Multi Criteria Assessment

Multi-Criteria Assessments can vary in complexity and this assessment has been designed to be as logical and transparent as possible.

The assessment has been organised under broad themes to ensure a holistic approach and a number of sub criteria to ensure specific elements are incorporated. In compiling these themes and criteria, the Oxfordshire Strategic Vision has been taken into account to ensure alignment as far as possible.

The Strategic Vision Outcomes have influenced the themes and criteria to ensure that the appraisal of projects takes into account the protection of the environment, a carbon neutral / negative future, health and well-being, strengthening of the local economy, fairness and equality, the historic and cultural offer, improved connectivity and the delivery of affordable and efficient homes.



The Oxfordshire Strategic Vision, Future Oxfordshire Partnership (2025)

Themes and Criteria

The MCA Themes include:

- Environment
- Place
- Social
- Productivity
- Connectivity

The MCA Criteria which support each of these themes are set out over the following pages.

All criteria impacts are scored between negative/negligible (0), low positive (1), medium positive (2), high positive (3), and very high positive (4).

The weighting of scores across the five themes is based on a balanced score card approach which represents the broad remit of the OxIS scope and intended objectives of the strategy. Therefore, the importance of one theme is not elevated above another.

The MCA criteria and scoring could be adapted for specific parallel assessment exercises, but the OxIS MCA should be seen as a baseline assessment, from which bespoke prioritisation exercises can be produced for specific purposes using the incorporated implementation filters.

Environment

- E1 - Protecting and enhancing environment and biodiversity
- E2 - Contribution to reduction in emissions
- E3 - Contribution towards climate change resilience
- E4 - Contribution towards sustainable water systems

Place

- Pl1 - Numbers of new homes directly unlocked by the project
- Pl2 - Scale of homes supported by the project
- Pl3 - Contribution towards priority Regeneration and Place Making schemes
- Pl4 - Contribution towards wider infrastructure projects (Unlocking interdependent schemes)

Social

- S1 - Supporting Health and Well-being
- S2 - Supporting access to social and cultural infrastructure
- S3 - Addressing social deprivation and exclusion

Productivity

- Pr1 - Number of new jobs directly unlocked by the project
- Pr2 - Scale of jobs supported by the project
- Pr3 - Contribution towards an inclusive existing economy
- Pr4 - Enabling new/priority economic growth sectors

Connectivity

- C1 - Supporting sustainable connectivity between settlements
- C2 - Supporting sustainable connectivity within settlements
- C3 - Supporting sustainable digital connectivity of Ox-shire
- C4 - Supporting sustainable energy network across Ox-shire

Criteria	Consideration	Score 0	Score 1	Score 2	Score 3	Score 4
Environment						
Protecting and enhancing environment and biodiversity	To what extent could the project positively protect and enhance environment and biodiversity	Negligible	Low	Moderate	High	Very High
Contribution to reduction in emissions	To what extent could the project positively contribute to a reduction in emissions	Negligible	Low	Moderate	High	Very High
Contribution towards climate change resilience	To what extent could the project positively contribute towards climate change resilience	Negligible	Low	Moderate	High	Very High
Contribution towards sustainable water systems	To what extent could the project positively contribute towards sustainable water systems	Negligible	Low	Moderate	High	Very High

Multi-Criteria Assessment Framework - Environment Theme

Criteria	Consideration	Score 0	Score 1	Score 2	Score 3	Score 4
Place						
Numbers of new homes directly unlocked by the project	To what extent could the project have a direct impact in terms of enabling or unlocking housing growth. Based on recorded data on committed and planned development sites linked to an infrastructure project.	<100 Homes	100 - 500 Homes	500 - 1000 Homes	1,000 - 2,500 Homes	>2,500 Homes
Scale of homes supported by the project	To what extent could the project support homes generally across the study area. Informed by GIS spatial analysis based on scale of associated homes for project using GIS analysis of local plan housing sites and proximity to infrastructure projects	<1,000 Homes	1,000 - 2,500 Homes	2,500 - 5,000 Homes	5,000 - 10,000 Homes	>10,000 Homes
Contribution towards priority Regeneration and Place Making schemes	To what extent could the project positively contribute towards supporting or enabling a priority Regeneration and Place Making scheme/s.	Negligible	Low	Moderate	High	Very High
Contribution towards wider infrastructure projects (unlocking interdependent schemes)	To what extent could the project positively contribute towards supporting wider infrastructure projects. This relates to highlighting the importance of interdependent schemes which are necessary in order to allow associated infrastructure projects to take place.	Negligible	Low	Moderate	High	Very High

Multi-Criteria Assessment Framework - Place Theme

Criteria	Consideration	Score 0	Score 1	Score 2	Score 3	Score 4
Social						
Supporting Health and Wellbeing	To what extent could the project positively contribute towards supporting health and wellbeing	Negligible	Low	Moderate	High	Very High
Supporting access to social and cultural infrastructure	To what extent could the project positively contribute towards supporting access to social and cultural infrastructure	Negligible	Low	Moderate	High	Very High
Addressing social deprivation and exclusion	To what extent could the project positively contribute towards addressing social deprivation and exclusion	Negligible	Low	Moderate	High	Very High

Multi-Criteria Assessment Framework - Social Theme

Criteria	Consideration	Score 0	Score 1	Score 2	Score 3	Score 4
Productivity						
Numbers of new jobs directly unlocked by the project	To what extent could the project have a direct impact in terms of enabling or unlocking job growth? Based on recorded data on committed and planned development sites linked to an infrastructure project.	< 100 Jobs	100 - 500 Jobs	500 - 1,000 Jobs	1,000 - 2,500 Jobs	> 2,500 Jobs
Scale of jobs supported by the project	To what extent could the project support jobs generally across the study area. Informed by GIS spatial analysis based on scale of associated jobs for project using GIS analysis of local plan employment sites and proximity to infrastructure projects.	< 1,000 Jobs	1,000 - 2,500 Jobs	2,500 - 5,000 Jobs	5,000 - 10,000 Jobs	> 10,000 Jobs
Contribution towards an inclusive existing economy	To what extent could the project positively contribute towards supporting an inclusive existing economy at the local, regional and or national scale.	Negligible	Low	Moderate	High	Very High
Contribution towards priority economic growth sectors	To what extent could the project positively contribute towards supporting priority economic growth sectors (supporting inclusive and green economy)	Negligible	Low	Moderate	High	Very High

Multi-Criteria Assessment Framework - Productivity Theme

Criteria	Consideration	Score 0	Score 1	Score 2	Score 3	Score 4
Connectivity						
Supporting sustainable connectivity between settlements	To what extent could the project positively support sustainable connectivity between settlements across Oxfordshire and the wider sub region	Negligible	Low	Moderate	High	Very High
Supporting sustainable connectivity within settlements	To what extent could the project positively Support sustainable connectivity within settlements within Oxfordshire	Negligible	Low	Moderate	High	Very High
Supporting sustainable digital connectivity of Ox-shire	To what extent could the project positively support sustainable digital connectivity across Oxfordshire	Negligible	Low	Moderate	High	Very High
Supporting sustainable energy network across Ox-shire	To what extent could the project positively support the sustainable energy network across Oxfordshire	Negligible	Low	Moderate	High	Very High

Multi-Criteria Assessment Framework - Connectivity Theme

Project Appraisals

The appraisal of projects within the MCA is informed through three processes which are explained below:

1. Project typology benchmarking

Benchmarking scores have been developed for all qualitative-based MCA criteria. These benchmarks ensure a consistent approach is applied across projects of the same typology, providing a logical and transparent basis for scoring where project-specific information is limited. In effect, they offer a default fallback position that supports robust and consistent MCA scoring whenever detailed assessments are not yet possible.

2. Project location-based analysis

Six of the criteria have also been informed by GIS based spatial analysis. This is summarised in the table on the following page.

3. Project line-item information review and sense checking

The third process employed for the appraisal was to undertake a sense check and review of the MCA outcomes. This required each project entry and its associated project details to be checked across each thematic criteria consideration and benchmark score. Where GIS spatial analysis or protect details recorded for a project provided evidence to suggest a divergence from the typology based benchmark score this was applied manually.

Theme	Criteria	Project location-based analysis
Environment	Protecting and enhancing environment and biodiversity	Spatial analysis of proximity of infrastructure project to the following sensitive sites: Special Protection Areas, Special Areas of Conservation, RAMSAR, National Nature Reserves, Site of Special Scientific Interest, Ancient Woodland, Priority Habitats, Local Nature Reserves, National Parks, National Landscape
Place	Scale of homes supported by the project	Spatial analysis of planned housing sites from Stage 1. Catchment buffers applied to all applicable infrastructure projects. Analysis records scale of planned homes potentially supported by the infrastructure project. Not assumed to directly unlock sites (different criteria) but to support.
	Contribution towards priority Regeneration and Place Making schemes	Spatial analysis of proximity of infrastructure project to the following regeneration areas: Welch Way (Witney), Banbury, Bicester, Kidlington, Berinsfield Garden Village, Blackbird Leys / Greater Leys, West End and Botley Area, Marston Road and Old Road Area, Cowley Branch Line and Littlemore
Social	Addressing social deprivation and exclusion	Spatial analysis of proximity of infrastructure project to identified communities with high levels of deprivation as defined through 2025 Index of Multiple Deprivation (top 3 deciles)
Productivity	Scale of Jobs supported by the project	As above for Scale of Homes Supported by the Project' but analysis of Stage 1 employment sites to record scale of planned employment sites and associated Jobs supported by project.
	Contribution towards priority economic growth sectors	Spatial analysis of proximity of infrastructure project to the sites associated with Oxfordshire economic growth sectors including for example Upper Heyford Creative City, Motorsport Valley, Oxford City Science Area, Culham AI Growth Zone, Milton Park / Didcot Garden Town, Williams Innovation & Technology Campus, Harwell Campus, Begbroke Science Park, University of Oxford, Activate Learning Campuses, Didcot Growth Accelerator Enterprise Zone

Criteria considered in the location-based analysis

Implementation Filters

Project deliverability is an important consideration but has been separated out from the MCA. This is because many of these factors do not fit a scoring approach in the same way that the thematic criteria of the MCA do and are more subjective as to whether they result in a positive or negative outcome. For example, a project that has a high level of complexity could be scored negatively as the implementation will be challenging but equally the project could be scored positively to attract a greater level of intervention and support.

Instead, the deliverability of the schemes has been grouped alongside other practical categorisations of the projects under an 'implementation' umbrella. The intention being that the Prioritisation Framework includes these implementation filters to allow the outcomes of the MCA to be filtered according to the needs of the user. This enables the framework to be used as a tool to, for example, provide spatially relevant project lists, temporal and status-based lists, or funding related lists. The implementation filters are shown in the table on the following page.

Engagement and Refinement

The development and application of the Prioritisation Framework followed a collaborative process with ongoing involvement from the project steering group, Oxfordshire Local Authorities and OCC service leads. This has followed an iterative process as set out below:

1. Stage 2 Project Schedule refinement following stakeholder engagement at the conclusion of Stage 1
2. Sifting criteria development with the project steering group and application to the draft Stage 2 Project Schedule
3. Sifted project schedule review and finalisation by project steering group, Oxfordshire Local Authorities and OCC service leads
4. MCA core component, including infrastructure scales, assessment themes and criteria, drafted by OxIS Project Team and reviewed by project steering group
5. Infrastructure scales, assessment themes and criteria refinement and finalisation based on feedback from project steering group
6. MCA tool application to the sifted project schedule to generate draft outcomes. Draft MCA outcomes presented to project steering group and shared with Oxfordshire Local Authorities and OCC service leads for review.
7. Project partner's feedback consolidation, review and consistency sense-check undertaken by the OxIS project team
8. Draft MCA outcome presentation within the Stage 2 Report for consideration by the OxIS EOG.

Filters	Consideration	Filter Options
Scale / Location	Filters to focus project list relevant to specific area (useful for district scale basket of projects to differentiate LPAs)	National / Regional
		Countywide
		District scale - Oxford City
		District scale - West Oxfordshire
		District scale - Cherwell
		District scale - South Oxfordshire
		District scale - Vale of White Horse
Project Basis	Filtering projects based on their rationale*	Addressing blocked development
		Enabling new development
		Mitigating impacts of new development
		Strategic innovation and enhancements
Project Status	Filtering projects on the level of existing commitment and readiness to progress forward	Investigation
		Committed
		Pending
		Partially completed
Project Delivery Timeframe	Filtering projects on the envisaged timing of project delivery	Short Term (to 2030)
		Short - Medium Term (2025 - 2040)
		Short - Long Term (2025 - 2050)
		Medium Term (2030 - 40)
		Medium - Long Term (2030 - 2050)
		Long Term (2040 - 2050)
Delivery Complexity & Risks	Filtering projects on the envisaged complexity of project (typology and project specifics based) and potential level of risk	Very High Complexity Project
		High Complexity Project
		Medium Complexity Project
		Low Complexity Project
Finance - Cost	Filtering projects based on the estimated cost of delivery (i.e. selecting low cost projects or alternatively big ticket items)	Very High Cost
		High Cost
		Medium Cost
		Lower Cost
		To be confirmed
Finance - Funding	Filtering projects based on the funding status (focusing on projects in need of assistance to address funding gaps)	Funded by Service Provider
		Partially funded
		No funding
		To be confirmed

Implementation filters

* This assessment is based on high level understanding of each project's scope and assumptions. It should be noted that the identification of scale and spatial distribution of growth should be established through individual Local Plan process. OxIS does not seek to identify growth requirements or locations.

03

Prioritisation Outcomes

3.1 Introduction

This section sets out the results of the prioritisation of strategic infrastructure projects required to support planned growth across Oxfordshire to 2050.

It focuses on projects currently at the planning or investigation stage, where additional intervention may be required to accelerate delivery or unlock future infrastructure provision. The prioritisation methodology is described in Chapter 2.

A total of 115 strategic infrastructure projects were initially appraised. Through further consolidation and grouping of some related projects the final project list as presented in this chapter totals 103 projects.

These have been presented according to the scale of impact (National/Regional, Countywide and District Scale).

For each project, the following information is provided:

- Thematic project scoring based on the multi-criteria assessment framework as summarised in the tables overleaf
- Ranking based on the Multi-Criteria Assessment (MCA) score
- Indicative delivery phasing between 2025 and 2050

It is important to note that the order in which these infrastructure projects are presented reflects only the scores they achieved in the OxIS Multi-Criteria Assessment. This ordering does not necessarily indicate the sequence in which investment should be prioritised. Rather, it provides an evidence-based platform from which future investment decisions can be developed and refined. The recommendations set out within Chapter 5 include guidance on how to use the Prioritisation Framework most effectively.

It is also recognised that specific project impacts may be refined as individual schemes progress through later stages of design and development, which may in turn identify specific enhancement and mitigation opportunities.

Appendix A2 details the full appraisal results of the Oxfordshire Infrastructure Strategy prioritisation framework.

3.2 National and Regional Infrastructure

The table overleaf presents the outcomes of the prioritisation analysis for strategic infrastructure projects required to support sustainable growth. Appendix A2 provides further detail on each project, including delivery status, organisation, risks, dependencies, complexity, cost and funding and the respective MCA score.

This grouping comprises projects of national or regional significance, as well as those that pass through or adjoin the County.

The analysis focuses on schemes currently at the planning or investigation stage, where further intervention may be required to accelerate delivery or enable future infrastructure provision. Other key infrastructure projects*, such as those that are fully funded or at an ambition stage, are set out in Appendix A3.

Project Spotlight

Enabling Oxfordshire's Growth through Rail including East West Rail and Reopening of the Cowley Branch Line to passenger services

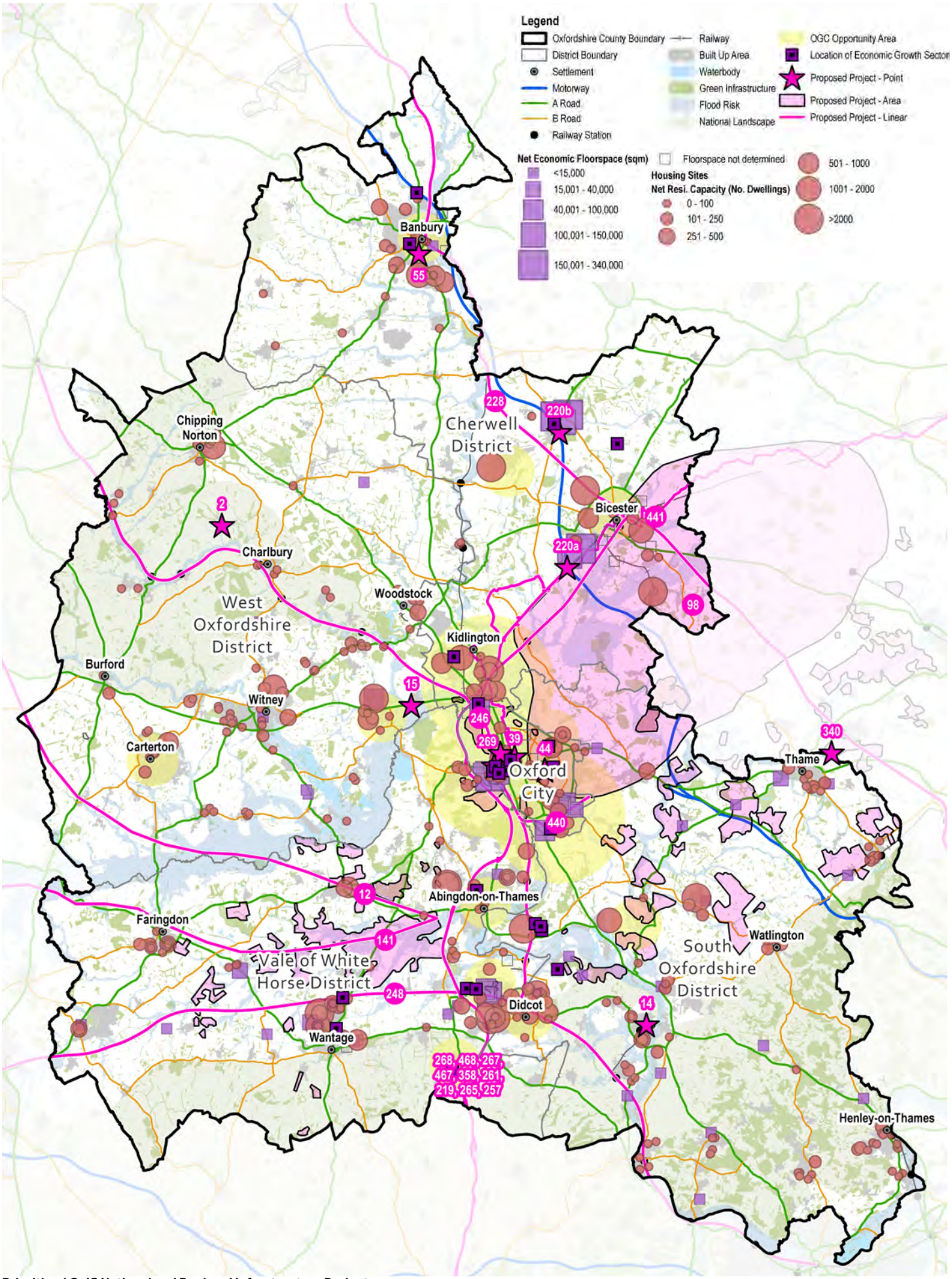
Rail infrastructure is identified as critical to enable growth in Oxfordshire, to drive the regional economy and to connect with other growth locations in the South East.

East West Rail will improve the County's links to Milton Keynes, Bedford and Cambridge and underpin the Government's ambitions for growth across the Ox-Cam Corridor.

Reopening of the Cowley Branch Line to passenger services will increase access to sustainable mobility within and to/from Oxford through construction of new stations at Oxford Littlemore and Oxford Cowley on the existing Cowley Branch Line.

As a priority for OxRAIL 2040: A Plan for Rail, the redevelopment of Oxford Station will increase rail capacity to enable more frequent services, unlock new homes and jobs and is key to the success of other rail projects including, East West Rail and the Reopening of the Cowley Branch Line to passenger services.

*This includes East West Rail and the South East Strategic Reservoir Option (SESRO) Abingdon Reservoir, which are not included in the Stage 2 Sifted Project List owing to their advanced funding position. Further details on these projects are provided in Appendix A3.



Prioritised OxIS National and Regional Infrastructure Projects

**The numbered labels shown on the map correspond directly to the strategic infrastructure project reference numbers listed in the subsequent table.*

*** The interim Oxford Growth Commission's Opportunity Areas shown are indicative and provided for contextual purposes only. Decisions regarding growth quantum and locations will be established through future Local Plan processes.*

National and Regional Infrastructure Projects

No	Infrastructure Type	Project	2025-2030	2031-2040	2041-2050
2	Green Infrastructure	**Evenlode Landscape Recovery**			
12	Water	**Severn to Thames Transfer**			
14	Water	**Improvements to Moulsford groundwater source output**			
15	Water	**Development of Oxford Canal - Transfer from Dukes Cut to Farmoor**			
39	Social Infrastructure	**University of Oxford Additional Teaching and Research Facilities**			
44	Health and Social Care	**Warneford Park Mental Health Hospital and Medical Research Campus**			
55	Health and Social Care	**Horton Hospital Site Expansion**			
98	Green Infrastructure	**Berks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Bernwood, Otmoor and the Ray (RBOR)**			
228	Transport	**Chiltern Mainline non-continuous electrification**			
246	Transport	**North Cotswold Line Improvements**			
248	Transport	**New direct rail services between Oxford to Bristol which could in time serve new stations along the line**			
269, 324	Transport	**Oxford Station Redevelopment**			
340	Green Infrastructure	**Thame to Haddenham Greenway**			
440	Transport	**Reopening of the Cowley Branch Line for Passengers**			
441	Transport	**Varsity Way Cycleway Interventions**			
220a	Transport	**M40 Improvements: Safety and Capacity Improvements at Junction 9 Wendlebury Interchange**			
220b	Transport	**M40 Improvements: Safety and Capacity Improvements at Junction 10 Padbury Roundabout and Banyards Green roundabout**			
268, 468, 267	Transport	**A34 Corridor Improvements**			
141	Green Infrastructure	**Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Landscape Recovery**			

Project Spotlight

Warneford Park Mental Health Hospital and Medical Research Campus

Development of a world class, state-of-the-art medical research campus focused on mental health at the Warneford Hospital site in Headington. This includes a new mental health hospital which will provide Warneford Hospital in modern form and consolidation of other mental health wards in Oxford City; a new home for the University of Oxford Department of Psychiatry and other related academic disciplines, with additional space for biotech, pharmaceutical and start up companies; and a new graduate college for the University of Oxford focused on medical sciences, bioengineering and related disciplines.

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score
4	2	4	4	0	1	2	1	3	3	2	0	0	3	3	2	2	0	1	40
0	0	4	4	0	4	0	0	0	0	0	0	4	0	1	0	0	0	1	18
0	1	3	4	0	4	0	0	0	0	0	0	0	0	1	0	0	0	1	14
0	0	4	4	0	4	0	0	0	0	0	0	4	0	1	0	0	0	1	18
1	0	2	2	3	1	3	0	2	3	1	3	1	2	4	0	1	3	2	36
1	1	2	1	1	1	4	0	4	3	3	1	1	3	4	0	1	2	2	38
1	0	2	1	0	4	4	0	4	3	2	0	2	3	4	0	1	2	2	38
4	2	4	4	0	3	2	1	3	3	2	0	0	3	1	2	2	0	1	40
1	3	2	1	0	4	3	3	2	2	0	0	4	2	4	3	1	1	2	39
1	3	2	1	0	4	3	3	2	2	2	0	4	2	4	3	1	1	2	42
1	3	2	1	0	4	3	0	2	2	2	0	4	2	4	3	1	1	2	39
0	3	2	0	3	4	4	4	2	3	2	4	4	3	4	4	3	1	1	53
3	3	3	2	0	0	3	2	3	2	0	0	0	2	1	3	4	0	1	34
1	3	2	1	4	1	3	3	2	2	3	4	4	2	3	2	2	1	2	47
2	3	1	1	0	4	3	3	3	2	0	0	4	2	3	2	4	1	1	41
0	0	0	0	4	2	1	2	0	1	0	0	3	1	1	1	1	1	0	18
0	0	0	0	3	1	1	2	0	1	0	0	3	1	1	1	1	1	0	16
1	3	2	0	2	4	2	3	3	1	2	0	4	1	3	3	1	1	0	38
4	3	4	4	0	3	2	1	3	3	2	0	0	3	3	2	2	0	1	43

Project Spotlight

Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Landscape Recovery

A landscape recovery project to deliver landscape-scale restoration and connect the Freshwater Network across the Ock and Thame lowland catchments. The project supports climate resilience, enhances protected environmental sites and strengthens biodiversity, while also supporting sustainable food production. The project spans 8,500 hectares of farmland, arable and pastures, including 5,000 hectares of floodplain and ten protected sites.

3.3 Countywide Infrastructure

The table overleaf presents the outcomes of the prioritisation analysis for strategic infrastructure projects required to support sustainable growth. Appendix A2 provides further detail on each project, including delivery status, organisation, risks, dependencies, complexity, cost and funding and the respective MCA score.

This category comprises projects of countywide significance and those that cross more than one local authority area.

The analysis focuses on schemes currently at the planning or investigation stage, where further intervention may be required to accelerate delivery or enable future infrastructure provision. Other key infrastructure projects, such as those that are fully funded or at an ambition stage, are set out in Appendix A3.

Project Spotlight

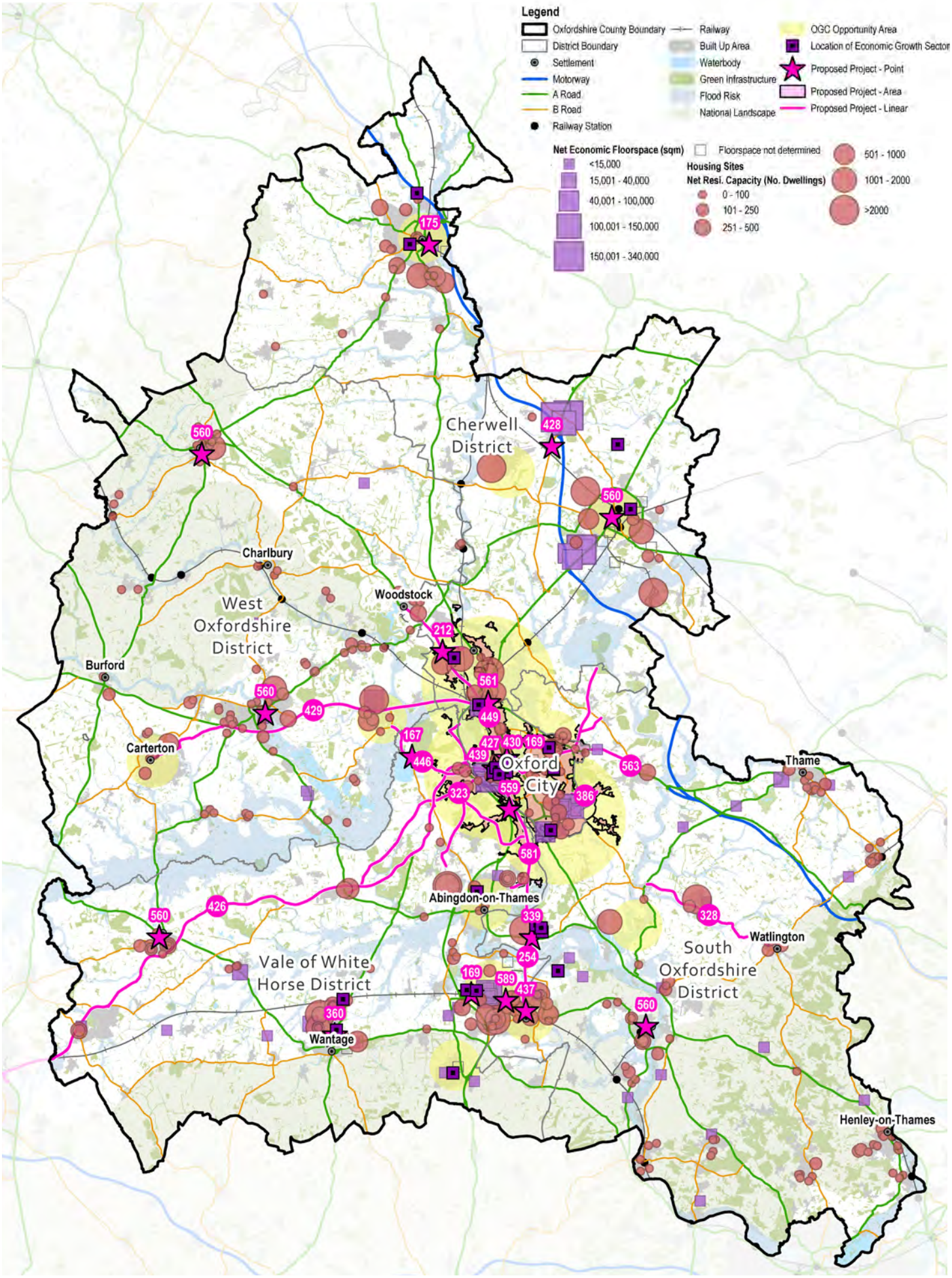
Energy infrastructure as critical foundation for Sustainable Growth

SSEN is developing Strategic Development Plans (SDPs) for key Grid Supply Points (GSPs) including Cowley and East Claydon to map future network needs for net zero, integrating local plans and the Oxfordshire Local Area Energy Plan (OxLAEP) to guide investment in new infrastructure for increased demand from homes, jobs, and energy generation across Oxfordshire.

Project Spotlight

Oxfordshire's Local Cycling and Walking Infrastructure Plans

Oxfordshire's LCWIPs serve as strategic blueprints to transform active travel across the county, as part of the Local Transport and Connectivity Plan. Several LCWIPs have been adopted or are in final development stages including Oxford, Bicester, Kidlington, Abingdon, Witney, Thame, Banbury, Didcot, Carterton, Chipping Norton and Woodstock. The LCWIPs are critical enablers for sustainable growth locations across the County.



Prioritised OxIS Countywide Infrastructure Projects

**The numbered labels shown on the map correspond directly to the strategic infrastructure project reference numbers listed in the subsequent table.*

*** The interim Oxford Growth Commission's Opportunity Areas shown are indicative and provided for contextual purposes only. Decisions regarding growth quantum and locations will be established through future Local Plan processes.*

Countywide Infrastructure Projects

No	Infrastructure Type	Project	2025-2030	2031-2040	2041-2050
1	Water	**Oxford Flood Alleviation Scheme (OFAS)**			
17	Water	**Oxford Sewage Treatment Works Upgrade**			
167	Energy and Utilities	**Proposed new Farmoor GSP**			
169	Energy and Utilities	**Low Carbon Hub - Solar Rooftop Pipeline**			
170	Energy and Utilities	**Mobile Digital Twin Platform**			
175	Transport	**Improvements to Banbury Station**			
212	Transport	**Proposed Begbroke Railway Station**			
254	Transport	**Rail Capacity improvements between Didcot and Oxford, including four tracking between Radley and Oxford**			
323	Green Infrastructure	**Oxford Greenways**			
328	Transport	**B480 improvements for buses, pedestrians and cyclists**			
339	Transport	**Culham Railway Station Development**			
360	Transport	**New Wantage and Grove Railway Station**			
386	Transport	**Improving NCN57 between Horspath and Littleworth**			
426	Transport	**A420 Corridor Improvements**			
427	Transport	**Oxfordshire Metro**			
428	Transport	**Proposed Ardley Railway Station**			
429	Transport	**Carterton-Witney-Oxford Mass Rapid Transit Corridor**			
430	Transport	**Delivery of walking and cycling infrastructure within LCWIPs**			
437	Transport	**Didcot Parkway Station upgrades, including additional platform and grade separation south of the station**			
439	Transport	**The Electrified Railway: A zero-carbon railway for Oxfordshire**			
446	Transport	**Eynsham to Botley Community Path Walking and Cycle Route via B4044**			
449	Transport	**A40-A44 Link Road**			
559	Transport	**A423 Kennington Improvements**			
560	Health and Social Care	**Oxfordshire Fire and Rescue Service Improvements: Creation of 5 day shift stations through existing on-call stations at Bicester, Chipping Norton, Faringdon, Wallingford or Crowmarsh and Witney**			
561	Health and Social Care	**Oxfordshire Fire and Rescue Service Improvements: New Fire Station at north of Oxford**			
450, 453, 454	Energy and Utilities	**Cowley GSP SDP Projects**			
499, 523, 524	Energy and Utilities	**East Claydon GSP SDP Projects**			
563	Transport	**Wheatley to Oxford (SATN)**			
581	Transport	**Abingdon to Oxford via Radley and Kennington (SATN)**			
589	Energy and Utilities	**New Didcot GSP**			

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score
4	2	4	4	0	1	4	4	3	2	2	3	4	2	4	1	3	0	2	51
2	1	3	4	4	4	3	3	2	0	2	4	3	1	4	0	0	0	1	42
1	3	3	0	0	4	0	4	0	0	0	1	3	1	3	2	2	2	4	33
1	4	3	1	0	1	2	1	2	1	3	0	1	2	2	0	0	0	4	30
0	1	1	1	0	0	1	1	0	1	1	0	0	1	1	1	1	3	1	16
0	3	1	0	0	3	3	3	1	2	2	0	2	2	3	2	2	1	1	33
1	3	1	1	3	1	4	3	2	3	1	4	3	3	4	3	2	1	1	46
1	3	2	1	0	4	3	3	2	2	2	0	4	2	4	3	1	1	2	42
3	3	3	2	0	2	3	1	3	2	3	0	0	2	1	2	4	0	1	38
0	3	1	0	0	2	2	2	2	2	3	0	2	3	3	3	3	1	2	36
0	3	1	0	4	2	3	2	1	2	2	4	2	2	3	2	2	1	1	39
1	3	1	1	0	2	1	4	2	3	1	3	1	3	4	3	2	1	1	39
2	3	1	1	0	0	0	1	4	2	2	0	0	3	2	2	4	1	1	32
1	3	2	0	2	4	2	3	3	1	1	0	4	1	2	3	1	1	0	36
0	4	2	0	0	4	3	2	3	3	3	0	4	3	3	3	3	1	2	46
1	3	1	1	4	3	1	4	2	3	1	4	2	3	4	3	2	1	1	46
1	4	2	1	4	3	4	1	3	3	3	0	3	4	4	4	2	1	2	52
2	3	1	1	0	4	3	2	4	2	3	0	1	3	3	2	4	1	1	43
0	3	1	0	4	4	2	2	1	2	0	0	2	2	3	2	2	1	1	33
1	4	2	1	0	1	0	3	2	0	0	0	4	2	3	3	1	1	4	33
2	3	1	1	0	2	3	1	4	2	0	0	0	3	3	2	4	1	1	35
1	0	0	0	1	3	2	1	0	1	0	3	3	1	1	1	1	1	0	20
0	3	3	2	0	1	2	4	0	1	2	2	4	2	3	2	2	0	0	34
0	0	2	1	0	4	1	0	3	1	0	0	3	1	0	0	0	0	0	17
0	1	2	1	0	4	1	0	3	1	0	0	4	1	1	0	0	0	0	20
0	3	3	0	4	4	3	4	0	0	2	4	4	1	4	2	2	2	4	47
0	3	3	0	4	4	3	4	0	0	2	4	4	1	4	2	2	2	4	47
2	3	1	1	0	0	0	1	4	2	3	0	0	3	2	2	4	1	1	33
2	3	1	1	0	2	0	1	4	2	3	0	1	3	2	2	4	1	1	36
1	3	3	0	1	4	0	4	0	0	0	2	4	1	4	2	2	2	4	37

3.4 District-Scale Infrastructure

Oxford City

The table overleaf presents the outcomes of the prioritisation analysis for strategic infrastructure projects required to support sustainable growth at the city scale in Oxford City. This category covers strategic projects beyond those considered in detail through existing and/or emerging Infrastructure Delivery Plans.

Appendix A2 provides further detail on each project, including delivery status, organisation, risks, dependencies, complexity, cost and funding and the respective MCA score.

The analysis focuses on schemes currently at the planning or investigation stage, where further intervention may be required to accelerate delivery or enable future infrastructure provision. Other key infrastructure projects, such as those that are fully funded or at an ambition stage, are set out in Appendix A3.

Project Spotlight

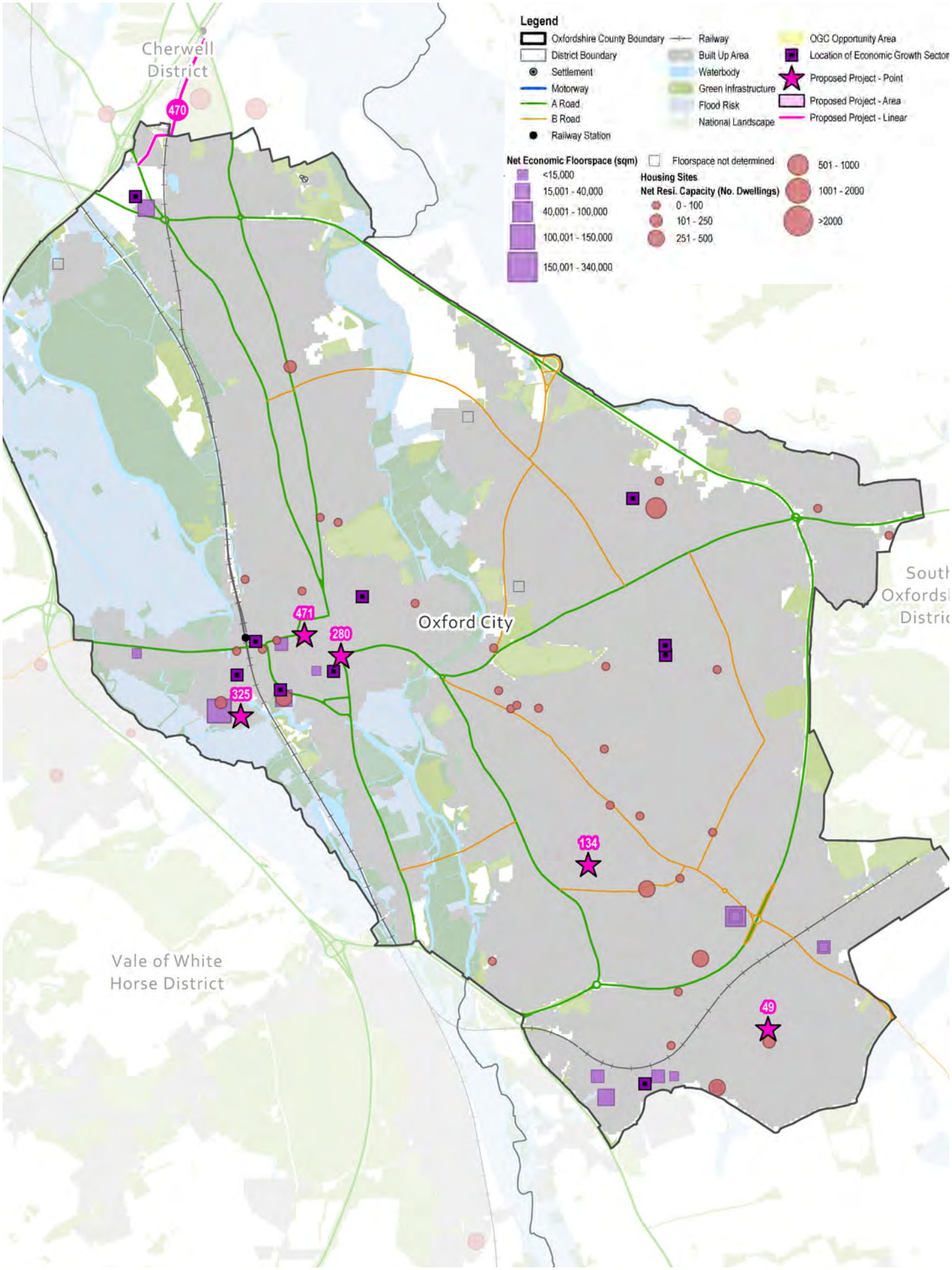
Oxford Flood Alleviation Scheme

Delivery of a two-stage channel within the floodplain west of Oxford to improve water flow and reduce flood risk to developed areas. The scheme will create a new stream and wetland corridor, spanning approximately 5 km from north of Botley Road to the River Thames south of the A423 Kennington Railway Bridge. It adopts a nature-based design, delivering over 20 hectares of new wetland habitat and 16 hectares of floodplain meadow, linking existing wildlife sites.

The scheme will reduce the risk of flooding to over 1000 residential and commercial properties, 3 schools, health and community centres, plus water, electricity and telecommunications infrastructure. Estimated damages avoided over the life of the scheme are over £1.8billion. Delivery of the scheme will also enable reopening of the Cowley Branch Line to passenger services by flooding mitigation.

The parallel delivery of the A423 Kennington Improvements along the scheme is critical, as the new bridge design allows flood water to flow back into the Thames.

As of May 2025, the Secretary of State has approved the Compulsory Purchase Order enabling procurement of land needed for the project. Planning application of the project has been approved subject to the S106 legal agreement between the Environment Agency and the Council. Upcoming stage of the project includes Full Business Case to be approved by HM Treasury. The project has been identified as part of the UK infrastructure Pipeline.



Prioritised OxIS District-Scale Infrastructure Projects (Oxford City)

**The numbered labels shown on the map correspond directly to the strategic infrastructure project reference numbers listed in the subsequent table.*

*** The interim Oxford Growth Commission's Opportunity Areas shown are indicative and provided for contextual purposes only. Decisions regarding growth quantum and locations will be established through future Local Plan processes.*

District-Scale Infrastructure Projects (Oxford City)					
No	**Infrastructure Type**	**Project**	**2025-2030**	**2031-2040**	**2041-2050**
49	Health and Social Care	**South City Community Healthcare Hub**			
134	Water	**Lye Valley Catchment Flow Reduction and Florence Park SuDS**			
280	Transport	**Central Oxfordshire Movement and Place Framework**			
325	Transport	**Provision of a pedestrian and cycle bridge from Oxpens to Osney Mead**			
470	Transport	**Oxford North / Oxford Parkway Pedestrian and Cycle Route**			
471	Energy and Utilities	**Oxford Heat Network**			

Project Spotlight

Oxford Sewage Treatment Works Upgrade

The Oxford Sewage Treatment Works is undergoing a major upgrade to deliver a significant increase in treatment capacity, larger storm tanks, and a higher quality of treated effluent discharged to the river. This will enable the works to accommodate population growth projections to 2040, including previously stalled housing schemes. Phases 1 and 2, focusing on inlet works improvements and process optimisation, commenced in January 2026 and are currently progressing.

A key project risk identified relates to inadequate power capacity on site to support the STW upgrade. Thames Water has confirmed that upgrades to both National Grid and SSE electricity network infrastructure will be critical. Stakeholders are currently exploring interim additional power supply options ahead of the main power upgrade works, while also seeking to mitigate the risk of delayed delivery of the additional power required for Phase 4 of the project.

Further investigations into the additional infrastructure investment required beyond 2040 are ongoing. Thames Water will also be producing a long-term strategic plan to 2075 for the Sewage Treatment Works.

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score
1	1	1	1	0	0	4	0	3	3	4	0	1	3	2	0	0	1	1	29
3	0	4	4	0	0	1	0	2	1	2	0	0	2	1	0	1	0	0	23
2	3	2	1	3	1	4	1	2	4	2	0	4	3	2	0	4	1	1	43
2	3	1	1	0	0	0	1	4	2	0	0	2	3	2	2	4	1	1	31
2	3	1	1	0	0	3	1	4	2	0	0	3	3	3	2	4	1	1	36
0	4	3	1	0	4	3	0	1	0	3	0	4	2	3	0	0	0	4	33

Growth Area Spotlight

Oxford West End

Oxford's West End is one of the most significant city-centre regeneration opportunities in the UK. Comparable in scale and ambition to King's Cross, Cambridge's CB1 and Bristol's Temple Quarter, it has the potential to deliver more than 5.3 million sq ft of commercial space, over 800 new homes, around 2,500 construction jobs, 14,000 direct new jobs and at least £7.8bn in additional GVA for the UK.

Key infrastructure projects supporting Oxford West End include:

- Oxford Station Redevelopment
- Central Oxfordshire Movement and Place Framework
- Botley Road bus and cycle enhancements
- The Energy Systems Accelerator
- Oxford Flood Alleviation Scheme
- Delivery of Core Traffic Schemes (including Traffic Filters)
- Oxpens River Bridge

Cherwell

The table overleaf presents the outcomes of the prioritisation analysis for strategic infrastructure projects required to support sustainable growth at the district scale in Cherwell. This category covers strategic projects beyond those considered in detail through existing and/or emerging Infrastructure Delivery Plans.

Appendix A2 provides further detail on each project, including delivery status, organisation, risks, dependencies, complexity, cost and funding and the respective MCA score.

The analysis focuses on schemes currently at the planning or investigation stage, where further intervention may be required to accelerate delivery or enable future infrastructure provision. Other key infrastructure projects, such as those that are fully funded or at an ambition stage, are set out in Appendix A3.

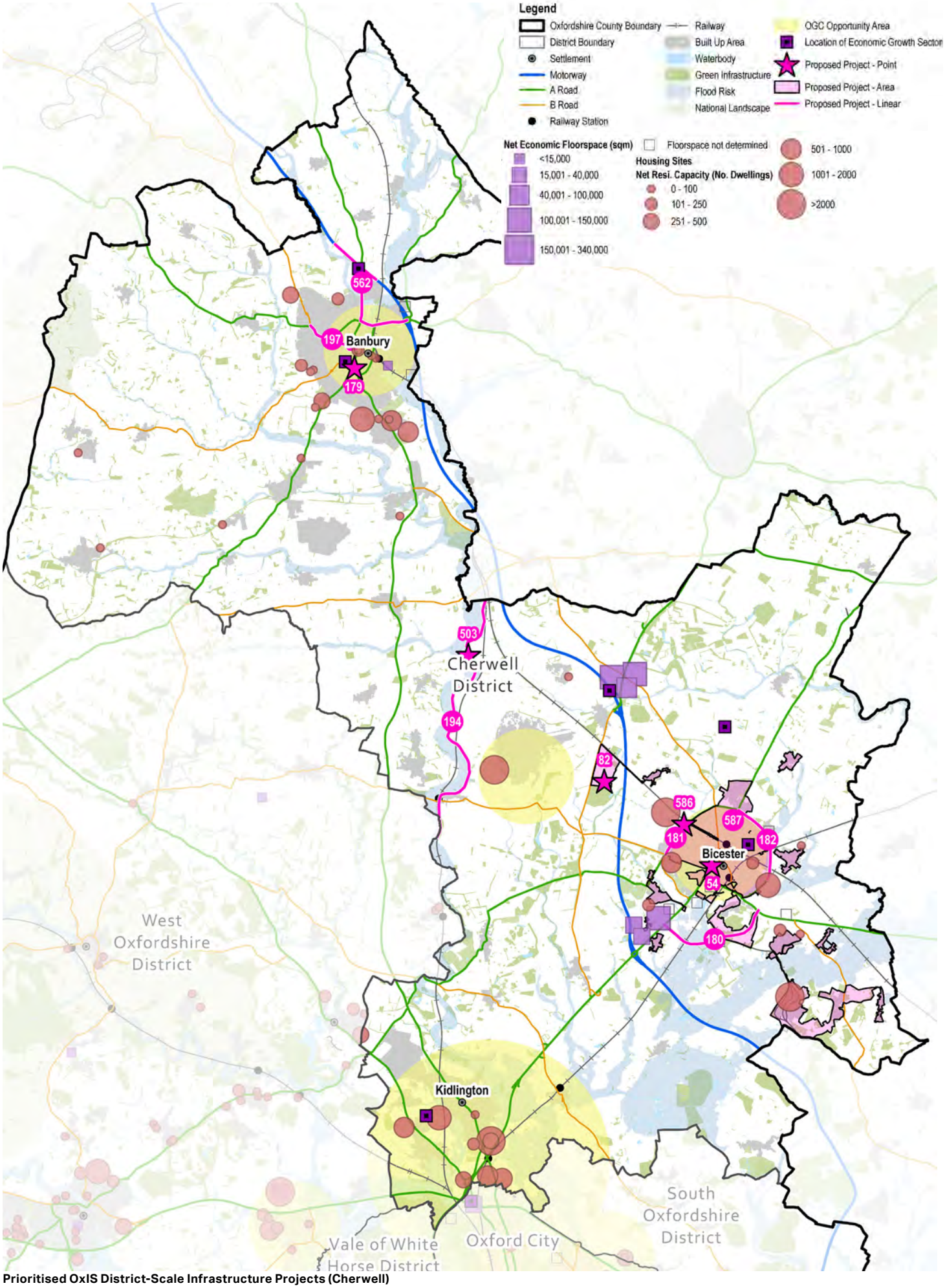


Growth Area Spotlight

Bicester Growth

A number of key infrastructure projects featured in the Countywide and District Priority lists are required to support substantial growth at Bicester including:

- Bicester Sewage Treatment Works
- Bicester Community Hospital Extension
- Extension of North West Bicester District Heating Network
- Highway capacity improvements (peripheral routes, southern corridor, and eastern corridor).



Prioritised OxIS District-Scale Infrastructure Projects (Cherwell)

**The numbered labels shown on the map correspond directly to the strategic infrastructure project reference numbers listed in the subsequent table.*

*** The interim Oxford Growth Commission's Opportunity Areas shown are indicative and provided for contextual purposes only. Decisions regarding growth quantum and locations will be established through future Local Plan processes.*

District-Scale Infrastructure Projects (Cherwell)					
No	**Infrastructure Type**	**Project**	**2025-2030**	**2031-2040**	**2041-2050**
54	Health and Social Care	**Bicester Community Hospital Extension**			
82	Energy and Utilities	**Extension of North West Bicester district heating network and potential connection to Ardley ERF**			
179	Transport	**East-West strategic movements: multi-modal corridor improvements**			
180	Transport	**A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)**			
181	Transport	**Highway capacity improvements to peripheral routes in Bicester area**			
182	Transport	**Highway capacity improvements to eastern corridor around Bicester**			
194	Green Infrastructure	**River Cherwell Waterway Park**			
197	Transport	**East-west strategic movements: Warwick Road Corridor**			
503	Water	**Cherwell Natural Flood Management**			
562	Transport	**Banbury Access to the Strategic Road Network**			
586	Transport	**A4095 SLR Howes Lane**			
587	Water	**Bicester Sewage Treatment Works**			

Growth Area Spotlight

Banbury Growth

A number of key infrastructure projects featured in the Countywide and District Priority lists are required to support substantial growth at Banbury including:

- East Claydon GSP SDP Projects (energy capacity)
- Improvements to Banbury Station
- East-West strategic movements: Multi-modal Corridor improvements
- East-west strategic movements: Warwick Road Corridor
- Banbury Access to the Strategic Road Network
- Horton Hospital Site Expansion

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score
1	0	2	1	0	2	3	0	3	3	2	0	2	3	3	0	1	1	1	31
0	4	3	1	0	3	2	0	1	0	1	0	4	2	1	0	0	0	4	27
2	3	2	1	4	3	3	3	2	3	3	0	0	3	2	2	4	1	2	46
1	0	0	0	4	3	2	3	0	1	2	0	3	1	2	1	1	1	0	26
1	0	0	0	4	3	2	3	0	1	0	0	2	1	2	1	1	1	0	22
1	0	0	0	4	3	2	3	0	1	0	0	0	1	2	1	1	1	0	20
3	1	3	3	0	1	2	1	3	2	2	0	0	2	0	2	3	0	1	31
1	0	0	0	4	2	1	3	0	1	2	0	0	1	2	1	1	1	0	21
3	2	4	4	0	2	1	2	2	1	0	0	0	2	0	0	1	0	0	25
0	0	0	0	4	2	1	2	0	1	2	0	0	1	1	1	1	1	0	18
1	0	0	0	4	3	1	0	0	1	0	4	2	1	2	1	1	1	0	22
2	1	3	4	4	3	2	0	2	0	1	4	3	0	2	0	0	0	1	33

South Oxfordshire

The table overleaf presents the outcomes of the prioritisation analysis for strategic infrastructure projects required to support sustainable growth at the district scale of South Oxfordshire. Appendix A2 provides further detail on each project, including delivery status, organisation, risks, dependencies, complexity, cost and funding and the respective MCA score.

Cross-boundary infrastructure investment associated with the Harwell-Milton-Didcot area, as well as network-based infrastructure serving Abingdon and Culham are presented collectively for both South Oxfordshire and Vale of White Horse.

This category covers strategic projects beyond those considered in detail through existing and/or emerging Infrastructure Delivery Plans.

The analysis focuses on schemes currently at the planning or investigation stage, where further intervention may be required to accelerate delivery or enable future infrastructure provision. Other key infrastructure projects, such as those that are fully funded or at an ambition stage, are set out in Appendix A3.

Project Spotlight

Great Western Park Health Centre

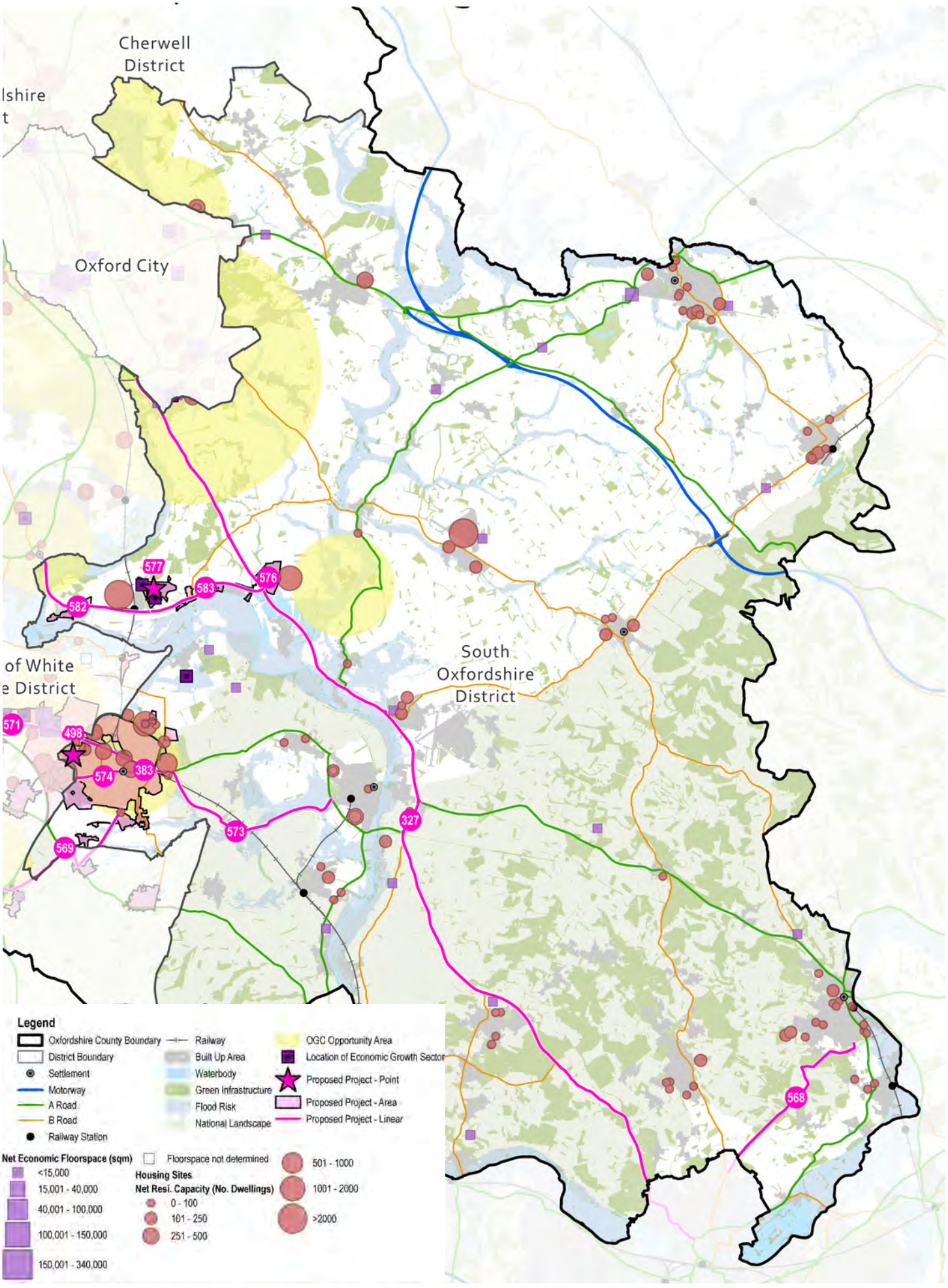
In addition to the identified strategic healthcare infrastructure projects, Oxfordshire has also experienced ongoing challenges in the funding and delivery of primary healthcare facilities.

An example includes the ongoing delays in delivering the committed Great Western Park Health Centre in Didcot, which was originally planned in 2008, with revised plans receiving planning permission in April 2025.

Historical delays in delivery have been identified as being due to the legal complexities of developer contributions, multi-agency involvement, and challenging economic circumstances. The project is now identified as a top priority by the Integrated Care Board.

However, the identification of a suitable reimbursement mechanism has been challenging, with recent reimbursement proposals by the developer partner not aligning with the national Premises Cost Directions and found to not represent value for money.

Wider factors include increasing costs of delivering healthcare facilities and the need to identify a mechanism through which future providers of the GP services can be appropriately reimbursed.



Prioritised OxIS District-Scale Infrastructure Projects (South Oxfordshire)

**The numbered labels shown on the map correspond directly to the strategic infrastructure project reference numbers listed in the subsequent table.*

*** The interim Oxford Growth Commission's Opportunity Areas shown are indicative and provided for contextual purposes only. Decisions regarding growth quantum and locations will be established through future Local Plan processes.*

District-Scale Infrastructure Projects (South Oxfordshire)

No	Infrastructure Type	Project	2025-2030	2031-2040	2041-2050
327	Transport	**Improvements to the A4074 Travel Corridor**			
568	Transport	**Henley-on-Thames to Caversham in Reading (SATN)**			
573	Transport	**Didcot to Wallingford, via Hithercroft (SATN)**			
576	Water	**Culham Sewage Treatment Works**			
577	Energy and Utilities	**Culham Campus Heat Network**			

District-Scale Infrastructure Projects (South and Vale)

No	Infrastructure Type	Project	2025-2030	2031-2040	2041-2050
383	Transport	**Didcot Central Corridor**			
569	Transport	**Harwell Campus to Didcot, via Hagbourne Hill (SATN)**			
571	Transport	**Grove to Milton Park and Didcot, via Steventon (Cinder Track extension) (SATN)**			
574	Water	**Didcot Sewage Treatment Works**			
582	Transport	**Abingdon to Culham, with Thames Crossing (SATN)**			
583	Transport	**Abingdon to Berinsfield via A415 (SATN)**			
498	Health and Social Care	**Great Western Park Health Centre, Didcot**			

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score
0	3	1	0	4	3	3	2	2	2	3	0	2	3	3	3	3	1	2	42
2	3	1	1	0	0	0	1	4	2	0	0	0	3	2	2	4	1	1	29
2	3	1	1	0	2	0	1	4	2	0	0	3	3	2	2	4	1	1	34
2	1	3	4	4	3	2	0	2	0	0	4	2	0	3	0	0	0	1	32
0	4	3	1	0	2	2	0	1	0	3	0	1	2	3	0	0	0	4	27

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score
2	3	2	1	3	4	1	1	3	4	0	0	4	3	1	0	4	1	1	40
2	3	1	1	0	3	0	1	4	2	0	0	4	3	3	2	4	1	1	37
2	3	1	1	0	4	0	1	4	2	0	0	4	3	3	2	4	1	1	38
2	1	3	4	4	4	0	0	2	0	0	4	2	0	3	0	0	0	1	31
2	3	1	1	0	4	0	1	4	2	3	0	0	3	3	2	4	1	1	38
2	3	1	1	0	3	2	1	4	2	0	0	1	3	3	2	4	1	1	36
1	1	1	1	4	4	2	1	3	3	3	0	0	3	2	0	0	1	1	34

Vale of White Horse

The table overleaf presents the outcomes of the prioritisation analysis for strategic infrastructure projects required to support sustainable growth at the district scale of Vale of White Horse. Appendix A2 provides further detail on each project, including delivery status, organisation, risks, dependencies, complexity, cost and funding and the respective MCA score.

Cross-boundary infrastructure investment associated with the Harwell-Milton-Didcot area, as well as network-based infrastructure serving Abingdon and Culham are presented collectively.

This category covers strategic projects beyond those considered in detail through existing and/or emerging Infrastructure Delivery Plans.

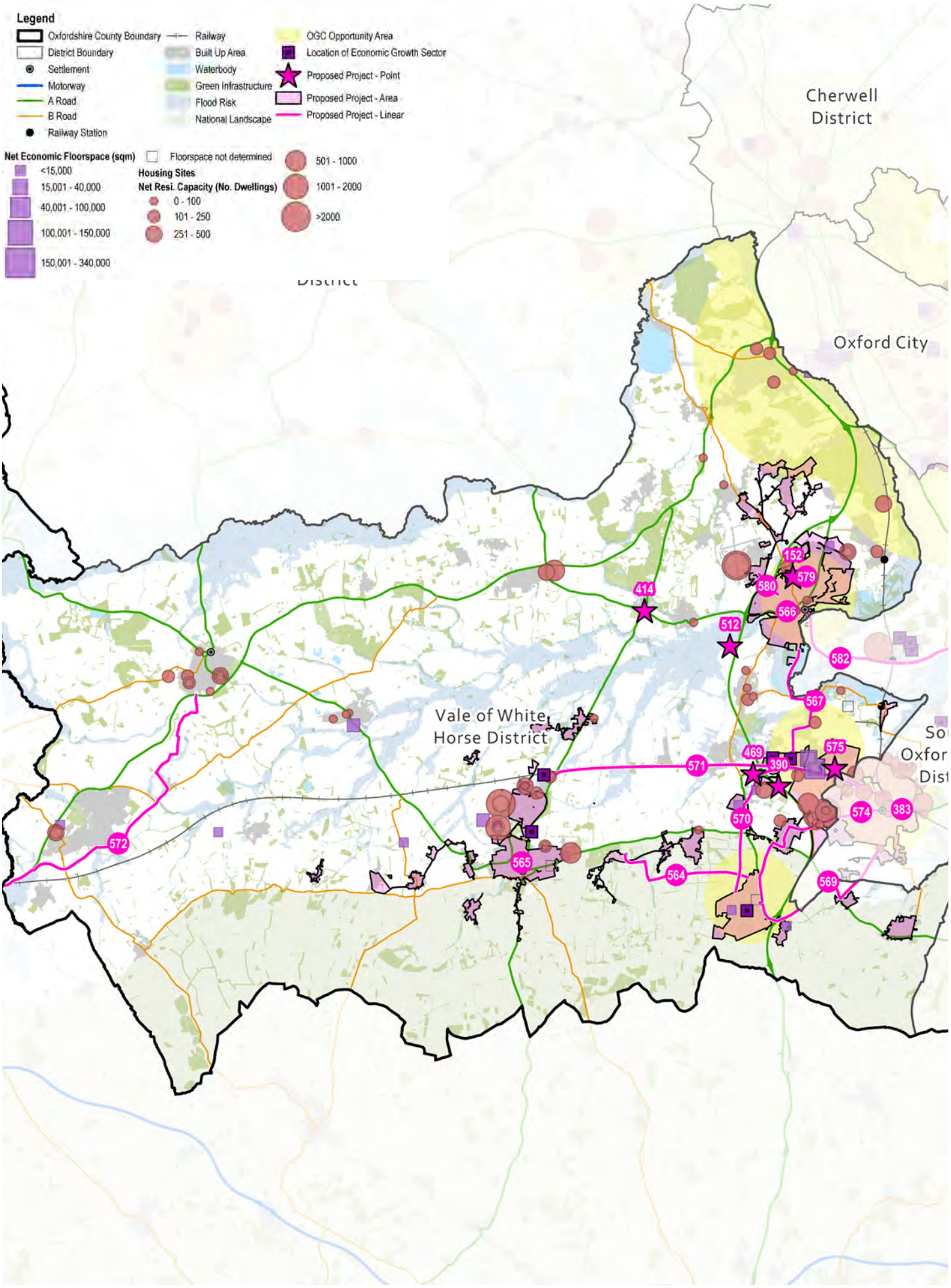
The analysis focuses on schemes currently at the planning or investigation stage, where further intervention may be required to accelerate delivery or enable future infrastructure provision. Other key infrastructure projects, such as those that are fully funded or at an ambition stage, are set out in Appendix A3.

Growth Area Spotlight

Oxfordshire is progressing a programme of next-generation digital connectivity infrastructure to strengthen its innovation economy in R&D, advanced manufacturing and engineering and education. Two physical 5G infrastructure deployments have recently been delivered through the England's Connected Heartland programe, funded by the Department for Science, Innovation and Technology (DSIT).

The programme has established a secure, business grade 5G network at the Harwell Science and Innovation Campus, and a trackside 5G system along the Bicester-Bletchley section of the East West Rail. This creates the platform for improved passenger and transport infrastructure's digital connectivity along the Oxford-Cambridge Growth Corridor, with the added benefit of addressing persistent mobile 'not-spots' affecting rural communities.

The Science Vale Enterprise Zone and the UK's first AI Growth Zone in Culham present wider opportunities to establish a digitally enabled innovation corridor, integrating advanced wireless networks with research campuses, transport infrastructure and energy systems. Oxfordshire County Council is further examining enabling infrastructure including the Mobile Digital Twin Platform and Small Cells in urban areas to support 5G expansion.



Prioritised OxIS District-Scale Infrastructure Projects (Vale of White Horse)

**The numbered labels shown on the map correspond directly to the strategic infrastructure project reference numbers listed in the subsequent table.*

*** The interim Oxford Growth Commission's Opportunity Areas shown are indicative and provided for contextual purposes only. Decisions regarding growth quantum and locations will be established through future Local Plan processes.*

District-Scale Infrastructure Projects (Vale of White Horse)

No	Infrastructure Type	Project	2025-2030	2031-2040	2041-2050
152	Social Infrastructure	**Green Construction Skills Centre**			
390	Transport	**Milton Heights Active Modes Bridge**			
414	Transport	**Frilford/ Marcham Lights and Junction Improvements**			
469	Transport	**Rowstock Area Transport Improvements**			
512	Water	**Abingdon-on-Thames Flood Alleviation Scheme (AFAS)**			
564	Transport	**Wantage to Harwell Campus (SATN)**			
565	Water	**Wantage Sewage Treatment Works**			
566	Transport	**Ock Street (SATN)**			
567	Transport	**Milton Park to Abingdon, west of Sutton Courtenay (SATN)**			
570	Transport	**Harwell Campus to Didcot via Milton Heights and Milton Park (SATN)**			
572	Transport	**Faringdon to Swindon via Shrivenham and Watchfield (SATN)**			
575	Energy and Utilities	**Didcot Power Station Heat Network**			
579	Water	**Abingdon-on-Thames Sewage Treatment Works**			
580	Transport	**Abingdon to Shippon via A34 pedestrian bridge (SATN)**			

District-Scale Infrastructure Projects (South and Vale)

No	Infrastructure Type	Project	2025-2030	2031-2040	2041-2050
383	Transport	**Didcot Central Corridor**			
569	Transport	**Harwell Campus to Didcot, via Hagbourne Hill (SATN)**			
571	Transport	**Grove to Milton Park and Didcot, via Steventon (Cinder Track extension) (SATN)**			
574	Water	**Didcot Sewage Treatment Works**			
582	Transport	**Abingdon to Culham, with Thames Crossing (SATN)**			
583	Transport	**Abingdon to Berinsfield via A415 (SATN)**			
498	Health and Social Care	**Great Western Park Health Centre, Didcot**			

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score
1	2	1	1	0	0	0	0	1	2	3	0	0	4	4	0	0	1	2	24
2	3	1	1	0	4	0	1	4	2	0	0	4	3	2	2	4	1	1	37
0	1	0	0	2	1	1	2	1	2	1	0	0	1	0	2	1	1	0	17
0	2	0	0	3	2	2	1	1	1	0	0	4	2	2	2	3	1	1	28
1	0	4	4	0	0	1	0	2	1	0	0	0	2	0	0	1	0	0	17
2	3	1	1	0	3	0	1	4	2	0	0	4	3	3	2	4	1	1	37
2	1	3	4	4	4	0	0	2	0	0	4	2	0	2	0	0	0	1	30
2	3	1	1	0	2	0	1	4	2	3	0	1	3	3	2	4	1	1	37
2	3	1	1	0	3	0	1	4	2	3	0	3	3	3	2	4	1	1	40
2	3	1	1	0	3	0	1	4	2	0	0	4	3	3	2	4	1	1	37
2	3	1	1	0	0	0	1	4	2	0	0	0	3	2	2	4	1	1	29
0	4	3	1	0	4	2	0	1	0	2	0	2	2	3	0	0	0	4	29
2	1	3	4	4	2	0	0	2	0	1	4	2	0	2	0	0	0	1	29
2	3	1	1	0	2	0	1	4	2	0	0	1	3	3	2	4	1	1	33

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score
2	3	2	1	3	4	1	1	3	4	0	0	4	3	1	0	4	1	1	40
2	3	1	1	0	3	0	1	4	2	0	0	4	3	3	2	4	1	1	37
2	3	1	1	0	4	0	1	4	2	0	0	4	3	3	2	4	1	1	38
2	1	3	4	4	4	0	0	2	0	0	4	2	0	3	0	0	0	1	31
2	3	1	1	0	4	0	1	4	2	3	0	0	3	3	2	4	1	1	38
2	3	1	1	0	3	2	1	4	2	0	0	1	3	3	2	4	1	1	36
1	1	1	1	4	4	2	1	3	3	3	0	0	3	2	0	0	1	1	34

West Oxfordshire

The table overleaf presents the outcomes of the prioritisation analysis for strategic infrastructure projects required to support sustainable growth at the district scale of West Oxfordshire. Appendix A2 provides further detail on each project, including delivery status, organisation, risks, dependencies, complexity, cost and funding and the respective MCA score.

This category covers strategic projects beyond those considered in detail through existing and/or emerging Infrastructure Delivery Plans.

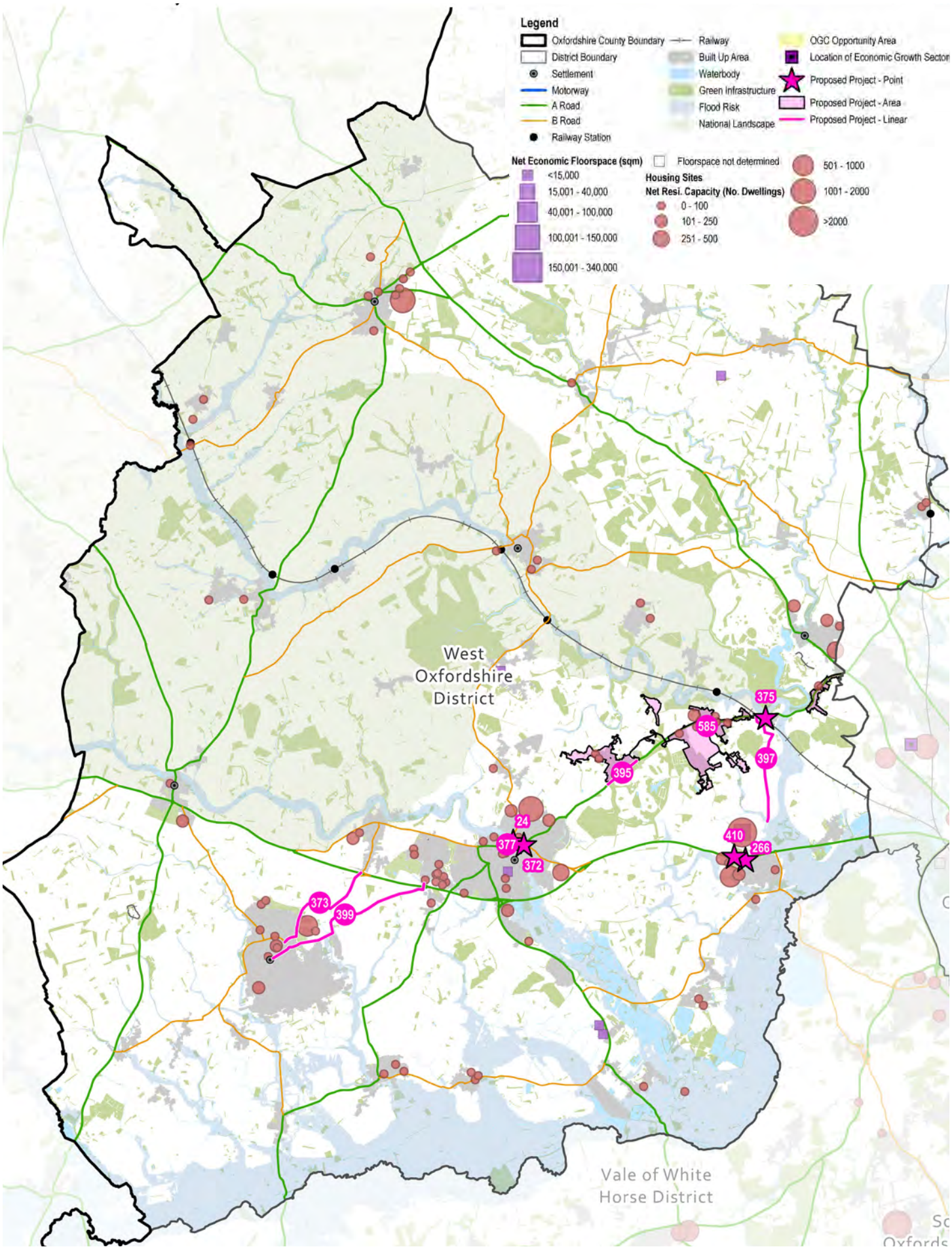
The analysis focuses on schemes currently at the planning or investigation stage, where further intervention may be required to accelerate delivery or enable future infrastructure provision. Other key infrastructure projects, such as those that are fully funded or at an ambition stage, are set out in Appendix A3.

Project Spotlight

Infrastructure to Unblock Stalled Development in West Oxfordshire

The following infrastructure projects have been identified as critical to unblock stalled development within West Oxfordshire:

- Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management
- West End Link Road
- A40 Grade Separated Crossing, Eynsham
- Phases 2–5 A40 Eynsham P&R to Wolvercote
- Upgrades of STW at Church Hanborough
- West End Link Flood Storage Area



Prioritised OxIS District-Scale Infrastructure Projects (West Oxfordshire)

**The numbered labels shown on the map correspond directly to the strategic infrastructure project reference numbers listed in the subsequent table.*

*** The interim Oxford Growth Commission's Opportunity Areas shown are indicative and provided for contextual purposes only. Decisions regarding growth quantum and locations will be established through future Local Plan processes.*

District-Scale Infrastructure Projects (West Oxfordshire)					
No	**Infrastructure Type**	**Project**	**2025-2030**	**2031-2040**	**2041-2050**
24	Water	**River Windrush (Witney) Flood Storage Area**			
266	Transport	**Phases 2-5 A40 Eynsham Park & Ride to Wolvercote**			
372	Transport	**Witney Bridge Street Area: Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management**			
373	Transport	**Access to Carterton: safety enhancements to the B4477 including junction improvements**			
375	Transport	**Hanborough Station Improvements**			
377	Transport	**West End Link (WEL2), Witney**			
395	Transport	**A4095 Cycle Route Gap at North Leigh**			
397	Transport	**Salt Cross to Hanborough Active Modes Routes - Lower Road Corridor**			
399	Transport	**Carterton to Witney Cycle Route**			
410	Transport	**A40 Grade Separated Crossing, Eynsham**			
585	Water	**Church Hanborough Sewage Treatment Works**			

Project Spotlight

Accelerating infrastructure delivery to unblock stalled development: Church Harborough Sewage Treatment Works

Current capacity constraints at several Sewage Treatment Works (STWs) in West Oxfordshire are considered critical to resolve in order to unlock the delivery of committed and planned housing and employment development.

A programme of upgrades is either under way or planned through Thames Water's current AMP8 investment cycle, particularly at Carterton, Cassington, Chipping Norton, Witney and Church Hanborough. These improvements will also need to be designed with long-term resilience in mind to accommodate additional growth to 2050, including potential site allocations and evidence from the Water Cycle Study emerging through the West Oxfordshire Local Plan 2043.

At Church Hanborough STW, the planned upgrade is expected to unblock at least 500 dwellings linked to proposed developments at North Leigh and Long Hanborough, where occupations cannot proceed until the necessary wastewater improvements have been delivered.

E1	E2	E3	E4	PI1	PI2	PI3	PI4	S1	S2	S3	Pr1	Pr2	Pr3	Pr4	C1	C2	C3	C4	Appraisal Score
3	0	4	4	3	1	2	3	2	1	0	0	0	2	0	0	1	0	0	27
1	2	1	1	0	2	2	3	1	2	1	0	1	1	1	2	2	1	2	27
1	2	2	1	3	2	2	0	2	2	2	0	0	3	0	0	2	1	1	28
0	0	0	0	3	1	0	0	1	1	0	0	0	1	0	1	1	1	0	11
0	3	1	0	0	0	2	2	1	2	1	0	2	2	0	2	2	1	1	23
0	1	0	0	3	2	2	3	1	1	2	0	0	1	0	1	1	1	0	20
2	3	1	1	0	0	0	1	3	2	0	0	0	2	0	2	4	1	1	25
2	3	1	1	3	1	0	2	4	2	0	0	3	3	0	2	4	1	1	35
2	3	1	1	0	1	0	1	3	2	0	0	0	2	0	2	4	1	1	26
1	3	1	0	4	2	1	2	3	3	0	0	4	3	0	3	4	1	1	38
2	1	3	4	4	2	0	0	2	0	0	4	2	0	1	0	0	0	1	27

04

Infrastructure Delivery and Funding

4.1 Introduction

This chapter of the Strategy identifies the challenges which are associated with delivering infrastructure, in order to set out the context and drivers for implementation of the strategy. This includes consideration of changes to infrastructure delivery that could be expected in the future and the drivers for these changes.

This chapter then considers the need to review the costs and potential funding of infrastructure, effectively establishing how much the infrastructure required to support growth in Oxfordshire will cost and how it will be funded and delivered. It will provide a critical step along the pathway towards implementation.

4.2 Infrastructure Delivery Challenges

Cost of infrastructure

There is growing demand for infrastructure. Infrastructure is typically expensive, and cost as well as complexity of both providing new infrastructure and maintaining existing infrastructure have increased in recent years due to:

- Inflationary pressures caused by recent worldwide events such as Covid-19 and disruptions to the global energy market;
- A particularly sharp increase in the cost of materials resulting in higher costs to the construction industry;
- Increased interest rates;
- Political changes and instability; and
- Complexities to trading with Europe and supply chain disruption due to Brexit.

There is the added issue that some infrastructure will be reaching an age where it requires either significant repair, restructure, or reprovision, potentially at the same time. Infrastructure that was built at the same time, using similar materials and provision models, are becoming increasingly less fit to service contemporary needs.

The availability of funding from both the public and the private sector is influenced by the macro-economic situation. In the UK in recent years the economy has been stalling or even contracting, and public sector budgets have been squeezed by central government's programme of 'austerity' which has seen successive reductions in grants to local government and public services. Recent political changes may offer a new approach to delivering and funding certain infrastructure but will also offer challenges associated with upheaval and uncertainty.

Development can contribute towards infrastructure through developer contributions and direct provision, but in the current economic climate scheme viability is often challenging.

Market failure

Infrastructure can be seen as a 'public good' in many instances, and challenges to infrastructure provision are often considered an example of 'market failure'. This is because additional demand from population growth can place increasing pressure on essential infrastructure, but unlike commercial services it doesn't necessarily receive proportional revenue and cannot restrict access because of political, legal and practical reasons. Left to competitive markets, infrastructure would frequently not be provided.

Infrastructure projects also often face challenges in attracting sufficient private investment and lend themselves to public financing or public-private partnerships due to various reasons, including:

- High upfront costs and long payback periods;
- Investment risks associated with construction of new projects (operating assets are more attractive);
- Scale effects (significant economies of scale tend to exist in facilities' construction and operation); and
- Information asymmetry, such as a lack of accessible and standardised data on infrastructure capacity, unclear or uncertain investment pipelines and fragmentation of data.

This is particularly challenging in addressing legacy infrastructure deficits such as flood risk, where there is limited market-led investment structure and incentives to construct assets aimed at reducing flood risk in already-developed areas.

Political and community issues

Delivering infrastructure often requires large areas of land which are subject to environmental constraints and fragmented land ownership.

Social, governance and economic changes can also present challenges in delivering infrastructure. These include demographic change such as population growth (and associated development pressures), aging population, decline in household sizes, and an increasingly diverse population. There are also geographical challenges that exist related to inter-generational and intra-generational inequalities and deprivation, with areas of higher deprivation experiencing more need for interventions related to improving physical and mental health.

Furthermore, political uncertainty, electoral terms, and frequent changes of legislation, policy and guidance relating to infrastructure planning, funding, and delivery can all present challenges to growth. Other related issues include organisational change at infrastructure provider / monitoring companies and agencies. Planned Local Government Reform represents another challenge for local authorities over the coming years which will directly impact the longer term planning of growth and infrastructure.

Local communities are also often opposed to infrastructure proposals. Infrastructure projects usually have strategic-scale benefits but can generate adverse effects on local host communities which need to be mitigated. Certain types of infrastructure can particularly generate strong political and community opposition, such as low traffic neighbourhoods, or waste processing facilities, making planning and delivery more difficult.

For this reason, a long-term strategic vision with strong leadership, which can transcend political cycles and localised political issues and challenges, is important for the successful delivery of infrastructure.

Other political and community issues which challenge infrastructure delivery can include a lack of capacity in design and enforcement of policy tools; and cross-boundary issues with statutory decision making, particularly considering the uncertainty surrounding the future of the Duty to Cooperate.

Complexity of infrastructure delivery

There are many infrastructure stakeholders and providers that are involved in funding and providing infrastructure, who have different responsibilities within the process. Close collaboration between local authorities and other bodies who commission, fund, and provide infrastructure is essential to ensure infrastructure planning and delivery is adequate and delivered promptly to meet growing demand.

Infrastructure delivery has not always aligned with the pace of housing and economic development, often due to limited cross-sector integration at early planning stages, long-term underinvestment, variable funding cycles, and the time required for key delivery processes. As a result, services such as energy connections can sometimes come forward later than needed, which may create capacity pressures for growing communities.

Technology and innovation

Cities and towns are rapidly changing and adapting to existing and future pressures. This change will have an inevitable impact on the type of infrastructure that is delivered and the way in which it is delivered. Technology and innovation can present solutions but also challenges for infrastructure delivery.

The following examples demonstrate changes to infrastructure delivery that could be expected in the future through new technology and innovation:

- Technology can reduce the need to build new infrastructure (by using smart technology to better manage the existing capacity of available assets);
- Technology can increase demand for additional capacity on existing infrastructure (for example increased demand for electricity due to the shift towards decarbonised energy and electric vehicles, and the rising demand for energy and water to support data centres);
- Technology can create demand for a new infrastructure system or mode (for example high speed transport technology, deployment of hydrogen fuels or carbon capture and storage, and creation of new waste streams); and
- Innovation can also reduce demand on existing infrastructure systems or modes (for example the impact of the modern car on the railway network in England in the 20th Century).

Environment

Challenges from an environmental perspective include the climate and nature emergency and national, international, and local commitments to meeting the climate challenge. For example, all six Oxfordshire local authorities are working towards net-zero, with the county aiming to be carbon neutral significantly ahead of 2050, and through the Zero Carbon Oxford Partnership aim for Oxford City to achieve net-zero by 2040. Additionally, the Oxfordshire's Local Nature Recovery Strategy also aims to aid decisions about nature recovery actions.
Furthermore, there is also the need for adaptation (to increasing frequency and severity of flooding and extreme weather events) relating to all types of infrastructure. Other environmental challenges include the quality and design of local built environment and infrastructure, urbanisation, and pollution (air, water, soil, etc.).

Sector Specific Delivery Challenges

A number of sector specific delivery challenges have been recorded through the Stage 1 and Stage 2 analysis and engagement. This includes the following as examples:

- Highways: Strategic road schemes face policy uncertainty due to the delay of the Road Investment Strategy 3 (RIS3) publication until April 2026.
- Rail: Delivery is heavily dependent on national government spending priorities, where changes can disrupt long-term planning. Additionally, the electrification of the rail network is constrained by a lack of capacity and necessary reinforcement works in the local electricity distribution network.
- Bus Services: A critical physical constraint is bus depot capacity, which is forecast to be reached by 2025 due to the extra space required for electric bus infrastructure. Funding beyond 2030 is currently uncertain and remains heavily reliant on Section 106 developer contributions.
- Electricity Network: Significant constraints and exceptionally long connection times for new housing are experienced in Bicester and Oxford City. Historically, regulatory frameworks prevented Network Operators from reinforcing the grid ahead of confirmed demand, and new 'anticipatory investment' rules are still challenging to implement. Engagement has confirmed that the current energy funding structure makes it unclear as to how much capacity is required and when it will be available to support growth.

- Data Centre Demand: Data Centre developments could be a major challenge to energy infrastructure across Oxfordshire, with nearly half of the estimated demand from committed and potential data centres if built currently lacking a clear mechanism for grid support.
- Water Supply: Thames Water forecasts supply-demand deficit of -90Ml/d by 2045 and may no longer routinely meet potable water demand of non-residential development, such as data centre development, which would require investment in water management.
- Wastewater Treatment and Water Quality: 77% of Sewage Treatment Works catchments were vulnerable to the risks of growth and climate change, requiring longer term investment to increase their capacity. Of the 501 waterbodies in the River Thames basin, 94% are at less than good ecological status, with 32% linked to water company activities.
- Flood Risk: There is no statutory requirement for infrastructure providers to reduce flood risk in already-developed (legacy) areas, limiting investment to new developments.
- Water Industry Regulation: Ongoing institutional changes, such as the 2025 announcement to replace Ofwat with a single water regulator, create uncertainty for long-term investment planning.
- Digital Infrastructure Viability: Achieving 100% gigabit coverage is hindered by commercial delivery constraints; as fewer properties remain unconnected, the rollout becomes less commercially viable for private providers. Alongside this, Oxford City and historic market towns have lower full-fibre coverage due to engineering challenges and heritage sensitivities associated with deploying infrastructure in a historic urban environment.
- Acute Healthcare: A key challenge is the rejection of central government funding for the £370 million rebuild of Horton General Hospital, making its renewal unlikely without new national backing.
- Primary Care: Facilities are heavily reliant on CIL/S106 funding, which often fails to cover the full capital costs of new primary healthcare hubs. Alongside this, engagement with the ICB has highlighted primary healthcare projects being hindered by reimbursement mechanisms proposed by developers not aligning with national Premises Cost Directions (which set out the parameters under which the NHS is able to reimburse the future providers of services for the cost of renting the new building from the developer).
- Education: While new schools are often funded by developers, the condition of existing school buildings is a major barrier, as these repairs or relocations are typically not supported by developer contributions.

4.3 The Funding Challenge

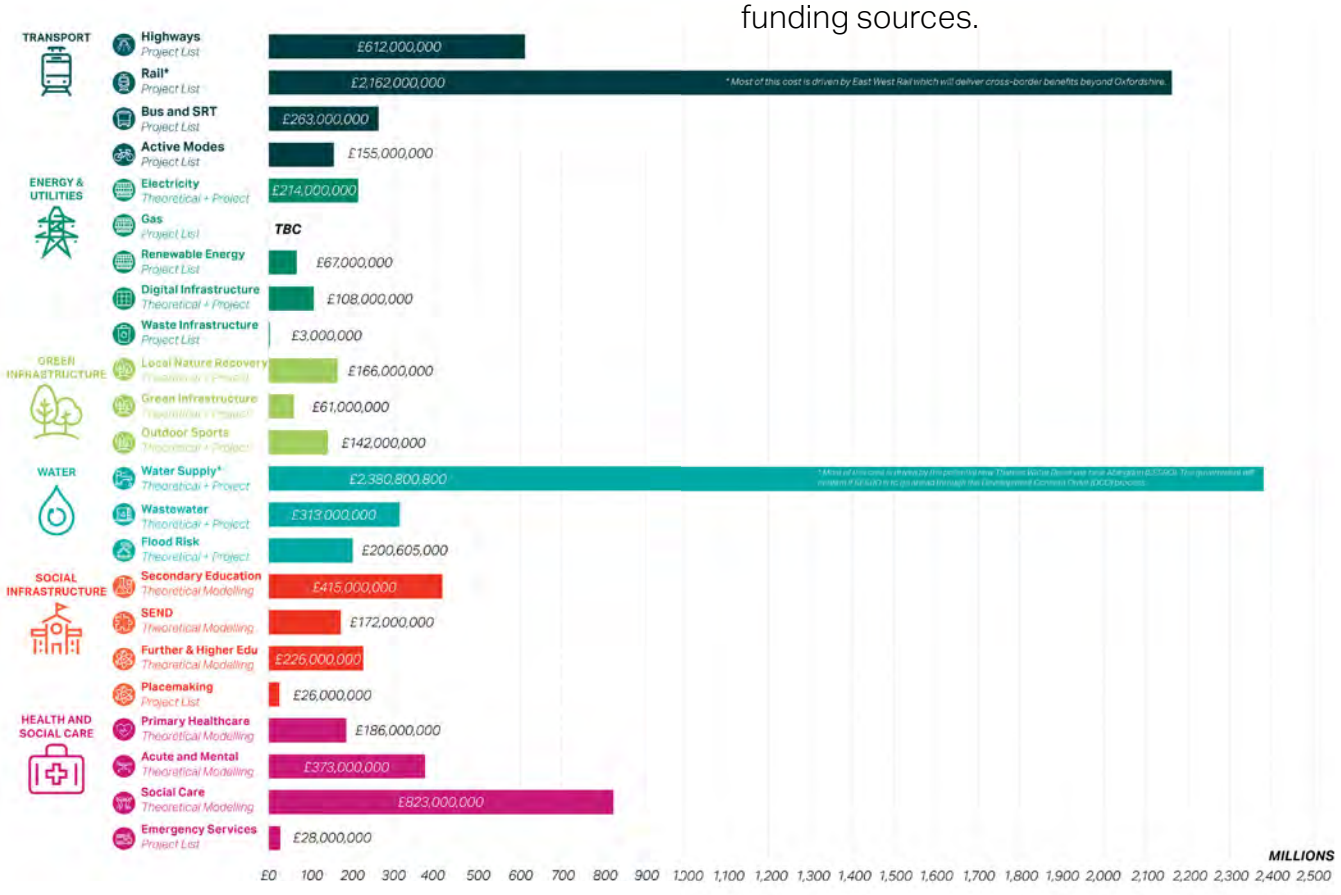
The OxIS research and project schedule sought where possible to record any identified costs and secured funding for existing projects. This information remains limited in many cases, with project costs as high level estimates or estimates produced at an earlier date.

Given the different levels of cost information and timelines at which each project is progressing, it is not felt as beneficial to present a detailed review of the current aggregated costs and funding.

A detailed assessment of infrastructure costs can be advanced further through further project scoping and business case development, including specific cost research related engagement with stakeholders and the application of up-to-date industry standard benchmarks for costing future infrastructure requirements.

To recap on the summary of infrastructure costs for all OxIS projects identified through Stage 1 of the Strategy the figure below illustrates the scale of financial challenge. There is a predictable, significant gap between the finances required to deliver the OxIS infrastructure projects and funding available to enable this.

The remainder of this chapter therefore explores the various sources of potential funding for Oxfordshire infrastructure. Most infrastructure receives all or a major part of their funding from national government, and distributed through OCC, local councils or a central government agency. Funding also comes from the charitable sector and the private sector, in the form of private equity and financial or in-kind contributions from developers. This chapter will now look in more detail at the mainstream funding sources, developer contributions and wider funding sources.



4.4 Delivery and Funding Opportunities

Oxfordshire Opportunities

Oxford Growth Commission

The Oxford Growth Commission was established by the UK Government in 2025 to review how best to unlock and accelerate sustainable economic growth in Oxford and its surrounding area by focusing on delivery of key infrastructure, housing and employment opportunities. It brings together central and local government, business and academia to identify barriers to growth, prioritise infrastructure investment (including transport, utilities and housing), and encourage public and private sector funding and delivery. The Commission's work supports the wider Oxford-Cambridge Growth Corridor objectives and is preparing recommendations to the UK Government on how to maximise the economic benefits of growth locally and nationally.

The Growth Commission represents a unique opportunity for Oxfordshire to benefit from this government priority and strongly complements the timing and outputs of the OxIS. The Commission will produce a final report in Autumn 2026 but recently published an interim report setting out the opportunities and issues in delivering growth alongside its stated priorities and next steps.

Enterprise Oxfordshire

Enterprise Oxfordshire focuses on securing and directing larger investment funds (like the Local Growth Fund, Getting Building Fund) for infrastructure, innovation, and skills.

Since 2014, Enterprise Oxfordshire has secured over £107.5million of investment to transform Oxfordshire businesses and communities through the government's Local Growth Fund. By 2030, all Local Growth Fund projects are collectively anticipated to lead to the creation of 9,500 jobs, support the development of 1,800 new homes and enable at least another £850million-worth of additional funding. In August 2020 Enterprise Oxfordshire secured £8.4 million from the government's Getting Building Fund to give Oxfordshire businesses and communities a boost following the Covid-19 outbreak. This is set to ensure the creation of 640 new jobs in the county by 2025, the preservation of a further 290, assistance for 350 businesses, and opportunities for approximately 500 new learners.

Oxon Green Futures / 100 Together

Oxon Green Futures is a prospectus and platform for investment-ready environmental projects in Oxfordshire, developed in partnership with the 100 Together initiative. Both are designed to attract private and public investment in green infrastructure, technology, and nature recovery to achieve the county's net-zero and nature-positive goal. The Oxon Green Futures initiative is a joint venture by Oxfordshire County Council and Enterprise Oxfordshire to create a comprehensive, auditable pipeline of green investment projects. The goal is to provide a platform for investors seeking high-impact, scalable opportunities that offer both financial

returns and measurable environmental impact. The OxIS Stage 2 project list incorporates example projects from the 100 Together initiative.

Higher Education Institutional Investment

The University of Oxford and Oxford Brookes University are central to Oxfordshire's ability to attract and justify strategic investment. Together they anchor the county's knowledge economy, strengthen the case for public funding, and help draw in long-term private capital by providing confidence in sustained growth, skills and innovation.

The University of Oxford represents a global economic driver whose research excellence, spin-out activity and international reputation support investment in transport, digital connectivity, utilities and major mixed-use development. Its leadership in large partnerships and development ventures, often backed by institutional investors, demonstrates how university involvement can unlock private finance alongside government funding. Alignment with national priorities such as science, productivity and Net Zero strengthens local infrastructure business cases and elevates Oxfordshire's profile in competitive funding processes.

Oxford Brookes University provides a complementary civic and applied role, with strong links to local communities, public services and employers. Its research and teaching strengths in the built environment, health, sustainability and skills development support infrastructure planning that delivers social value and inclusive growth. Its contribution to evidence-based policy, pilot projects and workforce development helps de-risk investment and strengthens bids for targeted infrastructure funding.

Active partnership with both universities enhances credibility with funders, supports robust infrastructure strategies and helps ensure that investment delivers long-term economic, social and environmental benefits across Oxford City and the wider county.

AI Growth Zone

Culham AI Growth zone designation includes policies to speed up planning permissions for AI infrastructure, reducing development timelines and uncertainty for private investors. Culham was specifically chosen because the decommissioning of the Joint European Torus (JET) fusion energy project freed up significant power capacity which is a crucial ingredient for energy-intensive data centres and a major draw for investment. The UK Atomic Energy Authority (UKAEA) is working on a private sector partnership, to develop a commercial masterplan for the campus, securing private funding for the necessary infrastructure development, redevelopment, and refurbishment. This model has the potential to blend public investment with private finance to bring forward infrastructure at speed, from data centres to supporting digital and energy infrastructure. The growth zone has the potential to de-risk and accelerate delivery of strategic infrastructure by aggregating demand, unlocking new funding partnerships.

Development Funding Infrastructure

The town planning process provides the means for developers to contribute to the cost of infrastructure necessary to support new development. This can be in various forms including planning conditions (which bind developers to provide infrastructure on-site 'in-kind'), S106 agreements between local authorities and developers, unilateral agreements provided by developers or landowners, Section 278 agreements which cover contributions to highways, and CIL for those authorities who have one in place.

OCC and the district councils have the statutory responsibility for entering into legal agreements with developers, monitoring the progress of development, relevant triggers in the agreement, compliance with specific obligations, receiving and holding financial contributions, and ensuring that money received is spent in accordance with the legal agreement, providing public accountability over this.

Section 106 Agreements

Section 106 of the Town and Country Planning Act 1990 (as amended) allows a LPA to approve a development proposal that would not otherwise be acceptable on planning grounds, on various conditions set out in agreements negotiated between local authorities and developers. These commonly include an obligation for developers to provide affordable housing (of various types and at various times) and to secure financial contributions and land from developers for all types of supporting infrastructure. Planning obligations can also be used as one of the mechanisms to secure biodiversity net gain.

The Community Infrastructure Levy Regulations 2010 (as amended) specify that Section 106 agreement can be concluded, only where such an agreement is: necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development.

Section 106 agreements should focus on specific measures to mitigate the planning issues which would otherwise lead to refusal of the planning application. Funding received under a Section 106 agreement must be spent on the infrastructure agreed to be delivered, pursuant to a developer contribution agreement.

Community Infrastructure Levy

The Community Infrastructure Levy is a fixed, tariff-based planning charge, which allows LPAs to require developers of particular types of development to pay a levy based on the size of the development (per square metre). The levy is intended to recognise the costs to LPAs in providing infrastructure to support the cumulative impact of development. LPAs are required to publish an annual Infrastructure Funding Statement (IFS) to provide transparency on the projects or types of infrastructure the council intends to fund and details of receipts and expenditure for the previous year. LPAs can determine whether or not to institute such a levy and the per square metre rates used for different development types.

The current status of CIL across the Oxfordshire districts is as follows:

- Cherwell – Draft charging schedule (2024)
- Oxford City – Adopted charging schedule (updated July 2025)
- South Oxfordshire - Adopted charging schedule (updated Dec 2022)
- Vale of White Horse - Adopted charging schedule (updated Oct 2021)
- West Oxfordshire - Adopted charging schedule (Oct 2025)

Development Viability

Any contribution by a developer to infrastructure (through an agreement) is dependent on the proposed development being commercially viable. Development viability acts as a financial constraint, fundamentally limiting the funds that can be secured to underwrite infrastructure requirements. Because the projected return or residual land value of a development must exceed the total cost (including infrastructure levies) to remain commercially feasible, there is a maximum amount that can realistically be extracted from the scheme. This ceiling in available development contributions ultimately influences how many projects on a long list of infrastructure needs can be fully financed and delivered.

The viability of prospective developments is sensitive to the value of the land on which the development is to be built and the level of contributions sought from developers to fund infrastructure. Higher land values indicate a greater prospect that a development will be able to contribute towards costs of the required infrastructure while remaining viable. Likewise development on existing brownfield land and within built up areas will likely have higher remediation and development costs than development on greenfield sites.

Planning Reform

The Levelling-up and Regeneration Act 2023, which received Royal assent in 2023, included provisions for a new national Infrastructure Levy to replace CIL and reform the current developer contribution system so it is simpler and more consistent.

The current UK government has indicated it will not however take forward the Infrastructure Levy and has instead committed to improving the existing developer contribution system. The government will focus on refining and enhancing the CIL and section 106 agreements to ensure developers provide adequate funding and support for local infrastructure and affordable housing. Efforts will focus on ensuring that developers make fair and significant financial contributions to local infrastructure, including schools, healthcare facilities, and green spaces, as well as affordable housing. The government also aims to grant local authorities greater powers to determine how these developer contributions are used to support local community needs.

Mainstream Funding

The following section summarises the key delivery bodies, funding bodies and related infrastructure funding sources available in Oxfordshire, by infrastructure type. This is accompanied by a more detailed look at some of those key funding sources.

Infrastructure Type	Delivery Bodies/Operators	Funding Bodies	Funding Streams
Transport			
Highways	National Highways, OCC, Enterprise Oxfordshire	Department for Transport	National Highways funds, Government Grants (i.e. LGF), DfT capital grants
Public Transport	OCC, Oxford Bus Company, Stagecoach Oxfordshire, Enterprise Oxfordshire	Department for Transport	The Local Transport Grant (LTG) Bus service Operators Grant Plus (BSOG+)
Rail	Network Rail, Great Western Railway, Chiltern Railways, East West Rail	Department for Transport	Rail Network Enhancements Pipeline
Active Travel	OCC, Active Travel England	Department for Transport	Active Travel Capability fund
Education			
Primary, Secondary Schools and SEND	OCC, Academy Trusts, Foundation Schools	Department for Education	Dedicated Schools Grant (DSG)
Further Education	OCC, Colleges	Education and Skills Funding Agency (ESFA)	ESFA allocation, Adult Skills Fund
Higher Education	Oxford University, Oxford Brookes University	Universities funding model	Operator Funded, Donations, Research Grants etc.
Health and Social Care			
Acute Healthcare, Mental Health and community services	Oxford University Hospitals NHS Foundation Trust, Oxford Health NHS Foundation Trust (OHFT) (OUH), NHS Property Services	Department of Health & Social Care, NHS England	Core NHS Funding allocation, Better Care Fund, Govt Research Grants, UKRI Infrastructure Fund
Primary Healthcare and Public Health	Buckinghamshire, Oxfordshire and Berkshire West ICB NHS Property Services	Department of Health & Social Care, NHS England	Core NHS Funding allocation, Public Health Grant
Social Care and Support for Adult, Children, Young People and Families	Oxfordshire County Council	Department of Health & Social Care, NHS England	Local government finance settlement, Better Care Fund, Local tax (Council Tax, business rates)
Green and Blue Infrastructure			
Active and Healthy Places	OCC, Oxfordshire councils, Natural England, Environment Agency	DEFRA/EA, OCC	Oxon Green Futures, 100 Together initiative, Government Grants, National Lottery. Oxfordshire Local Nature Partnership (OLNP)
Ecosystem Restoration	OCC, Oxfordshire councils, Local Nature Partnership (OLNP)	DEFRA, National Lottery	Defra Environmental Land Management - Landscape Recovery Scheme, Nature for Climate Fund, Species Survival Fund, National Lottery Heritage Fund - Landscape and Nature programmes

Infrastructure Type	Delivery Bodies/Operators	Funding Bodies	Funding Streams
Emergency Services			
Ambulance	South Central Ambulance Service (SCAS) NHS Foundation Trust	NHS Integrated Care Boards	Service Level Agreements (SLAs) with Integrated Care Boards (ICBs)
Fire and Rescue Service	Oxfordshire Fire and Rescue Service	OCC	Central Government Grant, OCC, Local tax (council tax)
Police	Thames Valley Police	Home Office	Home Office Grants, Local tax (council tax) set by Police & Crime Commissioner (PCC)
Energy			
Electricity	Scottish and Southern Electricity Networks (SSEN) and UK Power Networks (UKPN), SGN, NGN	Energy Companies	Operator Funded
Renewables	Department for Energy Security and Net Zero, OCC, Low Carbon Hub, private companies	Department for Energy Security and Net Zero	Local Area Energy Plan (OxLAEP), Green Heat Network Fund (GHNF)
Flood Risk and Water Management			
Flood Risk Management	OCC, LLFA, Environment Agency (EA)	DEFRA / EA	Flood Defence Grant-in-Aid (FDGiA)
Wastewater Treatment	Thames Water	Thames Water	Operator Funded
Water Supply	Thames Water	Thames Water	Operator Funded
Digital Infrastructure			
Digital Infrastructure	OCC, Commercial operators (BT Openreach, etc.)	Department for Digital, Culture, Media & Sport	UK Research and Innovation (UKRI)'s Infrastructure Fund, telecom company investment
Waste Management			
Waste Management	OCC, LPAs, private operators	OCC	OCC Capital Programme

Mainstream Infrastructure Funding in Oxfordshire (exc. Dev contributions)

Infrastructure Funds	Description
Housing and Infrastructure Fund (HIF) – (closed)	The UK's Housing Infrastructure Fund (HIF), a £5 billion fund to unlock new homes by funding essential infrastructure, has allocated over £4 billion to local authorities (although with slow spending and significant funds unspent). Fund was administered by Homes England. The core HIF period ran until 2022/23 although funds are still being managed. Oxfordshire was awarded a £215 million HIF deal in 2018 which was managed by the former Oxfordshire Growth Board (now Oxfordshire Leaders Joint Committee) to coordinate sustainable housing, economic, and infrastructure development across the county's six councils.
Enterprise Zone Business Rate Retention	Oxfordshire benefits from two Enterprise Zones at Science Vale UK and the Didcot Growth Accelerator. Enterprise Zones are designated areas aimed at stimulating economic growth by offering incentives to businesses to establish or expand their operations within them. All business rates growth generated within the Enterprise Zones is retained for 25 years – 2038 for Science Vale and 2041 for Didcot Growth Accelerator – and reinvested in local economic development. Enterprise Zone income is helping to fund a number of infrastructure projects in Oxfordshire. So far, this has included road improvement projects and enhancements to the area's public and active transport offerings.
Levelling Up Fund	The Levelling Up Fund is £4.8 billion which will be used to invest in infrastructure across the UK, including regenerating town centres and high streets, upgrading local transport, and investing in cultural and heritage assets.
Safer Streets Fund	Launched in 2020, the Home Office Safer Streets Fund has delivered £167 million through five rounds to go towards 413 projects. The funding supports measures proven to prevent neighbourhood crime.
Innovate UK Launchpad Programme	Innovate UK's Launchpad programme is aimed at supporting clusters of small and medium sized enterprises (SMEs) and the most innovative businesses to progress their ideas toward commercialisation, contributing to local economic growth. Innovate UK releases a range of funding for SMEs throughout the year and within different fields. There is specific funding available for digital and green infrastructure.
Active travel capability fund	Funding from DfT to support local transport authorities with developing and constructing walking, wheeling and cycling facilities in England outside London. The revenue funding will support network planning and early scheme design plus community engagement and training activities. Oxfordshire County Council has received funding of over £20 million for a 4 year period to 2030.
Active Travel Innovation Fund	The Department for Transport (DfT) and Active Travel England (ATE) launched the Active Travel Innovation Fund in late 2025, a £1 million competition offering grants up to £100,000 for small businesses, charities, and NGOs to develop new ideas or scale existing projects that encourage walking, wheeling (cycling/scooting), and active travel, focusing on accessibility and underrepresented groups

Infrastructure Funds	Description
Brownfield, Infrastructure and Land Fund	The Brownfield, Infrastructure and Land Fund is for public and private sectors to unlock strategic housing sites where brownfield, infrastructure, or land project face delivery and or viability challenges. The £1 billion fund supports projects that meet the strategic aims of the fund and will contract by 31 March 2026.
Green Heat Network Fund	The Green Heat Network Fund delivers support from £1 to £1 million for the commercialisation and construction of new low and zero carbon heat networks and the retrofitting and expansion of existing heat networks. The fund started in 2022, and the total amount available is £288 million which will be paid out over three years in quarterly funding rounds. The deadline for applications for this fund is 29th November 2024.
Local Power Plan	The Local Power Plan published in February 20026 is a national initiative led jointly by the Government and the Great British Energy (GBE) to expand local and community-owned clean energy. It commits up to £1 billion in funding to support over 1000 local and community energy projects through early stage support and development funding.
The Community Ownership Fund	The Community Ownership Fund (COF), is a £150 million fund to support taking ownership of assets which are at risk of being lost to the community. In March 2024, the final round of the COF was announced. Voluntary and community organisations or parish, town and community councils can apply by submitting an expression of interest form. Individuals can apply for a mix of capital and revenue funding: • Capital funding – up to £2 million for all asset types, but it is expected that most awards will be closer to the £250,000 range; • Revenue funding – cannot be more than 20% of capital funding or £50,000, whichever is smaller.
England Woodland Creation Offer	The England Woodland Creation Offer (EWCO) supports the establishment of new woodlands and is administered by the Forestry Commission (FC). It is funded by the Exchequer through the Nature for Climate Fund, to support projects that will help the UK achieve Net Zero by 2050, as well as helping nature recovery and delivering other objectives in the 25 Year Environment Plan. Public bodies can apply to the EWCO for support to create new woodland, including through natural colonisation, on areas as small as one hectare. Up to £10,200 is available per hectare and the total size of the grant scheme is £115 million.

Infrastructure-focused Investment Funds

Wider Income Sources

In addition to mainstream funding sources and developer contributions as described above, other funding sources potentially available to fund infrastructure in Oxfordshire are set out below.

Homes Bonus Accelerator programme

The New Homes Accelerator is a collaboration between the government, Homes England, local authorities, developers and other key stakeholders. It aims to unblock and accelerate the delivery of housing developments that have for various reasons become delayed, or which are not progressing as quickly as they could be. The programme was launched in 2024 and is actively intervening in projects across the country. Importantly for this document, a key tool within the programme is the distribution of grants to local authorities as part of a package of interventions.

UK Shared Prosperity Fund (UKSPF)

While a member of the EU, the UK received around £2bn in structural funding, and could also access the European Investment Bank. Arrangements for national successor funding were confirmed in April 2022 when the Government launched the UKSPF[1]. This is a £3.5bn fund (2022 – 2026) for local investment with local authorities across the UK receiving an allocation via a funding formula rather than a competition. The fund is centred around three key themes: Community and Place, Supporting Local Businesses and People and Skills.

Business Rates Retention

Since reforms in 2013/14, local authorities have kept 50% of the business rates revenues raised locally (the grant received from central government has been adjusted to compensate those who generate less locally-raised revenue). There may be scope for Oxfordshire authorities to review current arrangements with central government and argue a case for the retention of a greater proportion of business rates in order to raise funding for infrastructure.

Tax Increment Financing (TIF)

Tax Increment Financing can use future growth in business rates on commercial property from new development within a defined area, initiated through associated infrastructure investment, to repay upfront borrowing for that infrastructure, effectively letting councils "borrow against tomorrow's taxes" for today's projects like roads or regeneration. This value capture tool funds improvements by earmarking the increase in local taxes generated by the development, creating economic benefits (jobs, growth) without raising current tax rates. This approach could also be expanded by capturing revenue from residential property taxes from new homes unlocked by infrastructure investment.

Stamp Duty Land Tax (SDLT)

SDLT must be paid if a person buys a property or land over a certain price in England. This includes when a person buys a freehold property, buys a new or existing leasehold or buys a property through a shared ownership scheme. An SDLT supplement of 3% applies where a buyer purchases a second property for £40,000 or more, such as a buy-to-let property or a holiday home. SDLT goes to HM Revenue and Customs i.e. central government,

1 https://www.gov.uk/government/publications/uk-shared-prosperity-fund-prospectus/uk-shared-prosperity-fund-prospectus.

but a supplement could be charged and passed to a local authority to fund local infrastructure.

Council Tax Levies

Council tax is a compulsory charge on properties in England. It is set by local authorities to raise money for providing services and infrastructure. Typically, anyone who is over 18 and owns or rents a home has to pay council tax. Council tax helps to fund numerous services such as rubbish collection, street lighting, libraries, police and fire services, community centres and recreation facilities. Council tax bills also include additional charges called levies which pay for other services. One levy goes towards the cost of care homes and other adult social care services. Another is set by local police and fire authorities to help fund their services. Some cities with mayors, such as London and Manchester, can also add a separate levy that covers funding various services.

Parking Revenue

In 2022-23, local authorities in England generated £962m in parking charges[2]. Income from parking charges is generally spent on running parking services and any surplus is spent on essential transport projects such as road repairs, reducing congestion, tackling poor air quality and supporting local bus services.

Public Works Loan Board (PWLB)

Councils can obtain loans at low rates from the PWLB under prudential principles. HM Treasury manages lending via the UK Debt Management Office (DMO). However, the availability of revenue funding to repay the loan and the political appetite for borrowing are factors affecting the attractiveness of this option.

Clean Air Zones

Clean air zones and low emission zones are specified areas in the UK where vehicles are required to meet minimum emission standards. Driving a vehicle that exceeds the minimum emission criteria can incur a charge payable to the local authority. Examples include the Ultra Low Emission Zone (ULEZ) in London which has been in place since 2019. Revenue from ULEZ helps Transport for London to fund expansion and maintenance of the rest of the transport network.

Third-party equity investment

Where there are potential commercial returns for funders. This includes institutional investors / sovereign wealth funds and pension funds who are attracted to the UK infrastructure market as a place to invest.

Direct Delivery

Oxfordshire planning authorities could purchase land with development proposal, progress design and planning in order to increase land value, and then raise funding from its disposal (this could be in the form of land receipts and / or a share of development profit or overage).

2 Local Gov (2023). Council's parking revenue approaches £1bn. Available at: https://www.localgov.co.uk/Councils-parking-revenue-approaches-1bn/58148

05

Recommendations and Next Steps

5.1 Recommendations and Next Steps

This chapter of the Strategy provides a set of recommendations and potential next steps for consideration by the OLJC and partners.

How to use the Prioritisation Framework Most Effectively

The Prioritisation Framework as developed through this strategy provides the OLJC and partners with a tool and not just a set of fixed outcomes. Because the potential number of outcomes is so large (depending which filters are applied) this strategy document has chosen to present one set of base case outcomes as a demonstration but also to reflect the balanced score card approach across all themes and criteria.

The framework can however be used to undertake specific tasks or generate outputs for a specific purpose. Partners can utilise the incorporated implementation filters (as explained in Chapter 2). These will allow more refined outcomes to be presented according to the thematic, spatial, or temporal interest of the user. Using these filters, the following focused outcomes can be generated:

- Thematic/Geography – whilst the framework contains infrastructure projects across all infrastructure types the project list can be simply filtered to show one or a group of specified infrastructure types. This would enable the priority infrastructure projects for a specific type to be presented for any scale/geography.
- Project Basis – The Project Schedule is also categorised according to whether these projects unlock growth, mitigate impacts of development or are proposed for other reasons (i.e. strategic innovation). This enables the list to be filtered for example to show just those key projects required to unlock growth in Oxfordshire, or a specific district if selected.
- Project Status and Timing – Categorisation by project status and also the likely delivery timing (as included in the outcome tables in Chapter 3) provide further potential filters. For example, the OLJC and partners can use the framework to focus on projects grouped as committed and pending short term priorities. Alternatively, the framework could be used to focus on projects grouped as longer term project currently being investigated.
- Project Finances – Whilst the project finance information held within the OxIS project list requires further development it does contain cost and current funding positions where possible. This provides additional options for framework use to focus attention on project lists according to those with considerable funding challenges or alternatively projects close to fully funded and would require a smaller effort to complete project finances and enable delivery.

The prioritisation framework contains both a balanced score card appraisal score (as presented in Chapter 3 of this document), but also a **weighted scenario appraisal score** which has been included based upon feedback from the project steering group, to highlight those projects which contribute to housing and economic development. These scores have effectively increased the impact of MCA scores for Place and Productivity criteria.

The data held within the OxIS Prioritisation Framework, project schedule and project WebGIS also provides partners with the ability to focus the outcomes and project lists into **packages of infrastructure related to specific growth locations**, whether these be Local Plan related, economic focus areas such as the Culham AI Growth Zone or priority regeneration areas such as the Oxford City West End.

Continued Joint Working and Integrated Planning

Fundamental to the successful implementation of the OxIS is the continuation of integrated and joint working. OxIS itself has been developed through close collaboration of the OLJC and its partners alongside a wide range of technical stakeholders. This is the third iteration of the OxIS over the past 10 year and the practice of joint working across Oxfordshire for the benefit of its residents, businesses and environment must continue in order to deliver joined up solutions for infrastructure planning.

OxIS represents one part of a suite of strategies in development that cover the county, alongside, for example, the Oxfordshire's Local Nature Recovery Strategy (LNRS), Oxfordshire Local Area Energy Planning (OxLAEP) and the Oxfordshire Rail Plan (OxRAIL 2040: Plan for Rail). The continuation of aligned strategy development will be critical to ensure the Strategic Vision for Oxfordshire is consistently integrated across all evidence bases and strategic plan making.

The implementation of OxIS will take place during a period of change through Local Government Reform. While a number of potential outcomes will result from this reform, the fundamental need to plan and deliver strategic infrastructure in a collaborative, cross boundary manner will remain.

The Planning and Infrastructure Act 2025 establishes a statutory requirement for Spatial Development Strategies (SDS) to be prepared at a strategic scale across England. Whilst the governance for this process is not yet established for Oxfordshire, there is an expectation that an SDS would be in place within the current parliament (by 2029). An important element of any future SDS will be a clear understanding and plan for strategic infrastructure provision. The Oxfordshire authorities are well placed to inform this future process from the extensive work already compiled through the OxIS.

Cross Government Departmental Engagement

The OLJC and its previous entities (Future Oxfordshire Partnership and Oxford Growth Board) has a strong track record of working collaboratively with Government and its agencies to the benefit of Oxfordshire. This was demonstrated through the £215 million Housing and Growth Deal secured with central government, directly informed by the first iteration of the OxIS. Continuing this tradition of engagement with MHCLG and Homes England (with its current focus on

increasing housing supply, facilitating major regeneration projects, and unlocking land through significant investment in enabling infrastructure) will remain an important means to implement the recommendations within the OxIS.

The recently established Oxford Growth Commission represents the latest opportunity for the OLJC and its partners to continue to actively engage with Government on its priorities for sustainable growth in the Oxford-Cambridge Growth Corridor. The Growth Commission represents a unique opportunity for Oxfordshire to benefit from this government priority and strongly complements the timing and outputs of the OxIS. As stated in Chapter 5, the Oxford Growth Commission has a number of priorities related to infrastructure including developing delivery plans, business cases; supporting key growth projects, the coordination of investment, and innovative funding and delivery options, which all represent opportunities for the OxIS to inform and influence.

Collaboration with the National Infrastructure and Service Transformation Authority (NISTA) will also be an important element of this cross-government engagement. NISTA is tasked with delivering the UK infrastructure strategy and delivery, merging the functions of the National Infrastructure Commission (NIC) and Infrastructure and Projects Authority (IPA) to ensure strategic infrastructure projects are delivered effectively and in support of economic growth.

Infrastructure Service Provider Partnership Working

The effective delivery of housing and employment growth and associated infrastructure will continue to require a partnership approach between Oxfordshire councils and wider public and private sector infrastructure service providers. The OLJC has an opportunity to lead this process on the back of the infrastructure strategy and the momentum already started through partnership engagement undertaken. The OLJC could potentially create an 'OxIS Partnership', utilising the existing relationships between the Oxfordshire authorities and the key infrastructure service providers but also the recent workshops and meetings held to produce this strategy.

There may be opportunities to join with neighbouring authorities to create joint infrastructure partnerships as the majority of infrastructure partners will be the same for a number of local planning authorities and will help to avoid the duplication of effort and meeting attendance which will be favourable to organisations with limited resource and budget. This will of course be influenced by the outcomes of planned Local Government Reform.

These partnership meetings could potentially be held annually (or bi-annually) and include but not be limited to the following activities:

- Local authority planning teams update to partners on local plan and SDS progress, and housing and economic growth trajectories.

- Updates to the OxIS project schedule with partners including the refining of details, timings, costs and funding positions.
- Prioritisation review - rolling review of outstanding priority projects, funding position and delivery options
- Consideration of specific strategic sites which require joined up decision making on particular issues.
- Consideration of upcoming funding bid opportunities and joint working to submit business plans.

Leveraging Cross-Sector Investment Opportunities

The OxIS project schedule and the outcomes of the prioritisation framework demonstrate the substantial number of strategic infrastructure investment opportunities across Oxfordshire. Many of these opportunities are not limited to stand alone projects but instead packages of cross sector investment required to support sustainable development.

The same analysis has highlighted the potential scale of funding required to support these investment opportunities and the strategy has also set out a wide range of potential sources of funding, including mainstream traditional sector specific funds, developer contributions but also Oxfordshire specific opportunities and cross sector growth related funds which could be explored further to potentially address funding shortfalls on some of the identified high priority investments. The 100 Together Initiative and its Oxon Green Futures Prospectus provide a strong cases study in the effective communication of infrastructure investment opportunities to the market, which could be adopted as a means to communicate the key investment requirements prioritised through the OxIS.

Investment in infrastructure projects will need to be smart, efficient and leverage cross sector benefits and outcomes. Examples would include nature-based solutions creating significant green and blue infrastructure alongside connectivity projects such as greenway links. Alongside this, where significant investment is committed to deliver strategic infrastructure projects (such as the East-West Rail scheme), opportunities to align associated infrastructure project delivery should be explored to ensure the full value is extracted from that investment.

Strategy and Project Schedule Review Mechanism

The OxIS presents information from a static point in time. The project schedule reflects the research and engagement undertaken between the summer and autumn of 2025 with the Stage 2 sifted project schedule and prioritisation outcomes reflecting information available at the end of 2025. The outcomes of the strategy will therefore be of greatest relevance and use in 2026 and the wider recommendations set out above are therefore more urgent for this reason. However, a commitment by partners to revisit and update key components of the OxIS (i.e the growth data and infrastructure project schedule) in partnership with infrastructure service providers on a regular

basis (for example annually) will enable an ongoing relevance and useability of the OxIS. This can also include focused reviews of a package of priority infrastructure projects in an area with regards to their sequence and detailed costs of delivery.

Any review mechanism has the potential to include monitoring of the OxIS work and project implementation through an appropriate monitoring framework. The specific approach and criteria to be included within such a monitoring framework whilst ultimately agreed by the relevant partners would be expected to reflect the balanced themes and topics within OxIS.

Continued investment in strategic transport modelling capability is recommended to support the delivery of key transport investment programmes prioritised through OxIS. An appropriate and up-to-date model will enable the detailed development and appraisal of strategic transport infrastructure, support the preparation of proportionate business cases to unlock public and private sector investment, and improve cross-boundary coordination of transport planning. This will provide a robust and integrated evidence base to align infrastructure investment with sustainable development objectives.

Responding to Evolving Drivers of Change

The OxIS has considered the existing and potential future requirements for infrastructure, taking into account both the current means in which infrastructure is planned but also mindful of potential changes (see 'Drivers of Change' in Stage 1 Report). This can only go so far however in the present context and will require continual review and reflection to ensure that strategic changes to the way an infrastructure service is assessed, planned and implemented is captured in any long-term infrastructure strategy proposals.

Infrastructure Planning Data

The information gathered through the OxIS commission is hugely valuable to the OLJC but also the multiple partners involved in its production and implementation. This includes baseline data covering planned housing and economic development and existing infrastructure provision and capacity. GIS based mapping has been collated and supports the OxIS with the potential to be shared and further refined by partners.

The NISTA is running a new digital spatial planning tool. This tool incorporates environmental, infrastructure, economic growth and housing needs up to 2050. The tool is intended to provide further evidence to support place-based infrastructure investment and forms part of the governments National Infrastructure Strategy. The data collated and analysed through OxIS represents a valuable resource to inform NISTA, and in due course future iterations and updates to the NISTA spatial planning tool can feed back into the infrastructure planning of Oxfordshire.

About AECOM

AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle — from planning, design and engineering to program and construction management. On projects spanning transportation, buildings, water, new energy and the environment, our public- and private-sector clients trust us to solve their most complex challenges. Our teams are driven by a common purpose to deliver a better world through our unrivaled technical expertise and innovation, a culture of equity, diversity and inclusion, and a commitment to environmental, social and governance priorities. AECOM is a *Fortune 500* firm and its Professional Services business had revenue of $13.2 billion in fiscal year 2020. See how we are delivering sustainable legacies for generations to come at aecom.com and @AECOM.

aecom.com

Printed on recycled paper.

©2026 AECOM. All Rights Reserved.

Oxfordshire Infrastructure Strategy

Stage 2 Project Prioritisation Report
Appendices

Prepared for the Oxfordshire Leaders Joint Committee

January 2026 (Revised March 2026)

A1

Appendix 1 - Glossary

Glossary of Abbreviations and Acronyms

Acronym	Meaning
AI	Artificial Intelligence
ALS	Abstraction Licensing Strategies
AMP	Asset Management Plan
AMR	Annual Monitoring Report
AONB	Area of Outstanding Natural Beauty (also known as National Landscape)
ASD	Autism Spectrum Disorder
ATE	Active Travel England
AWS	Amazon Web Services
BBOWT	Berks, Bucks & Oxon Wildlife Trust
BCIS	Building Cost Information Service
BOB ICB	Buckinghamshire, Oxfordshire and Berkshire West Integrated Care Board
BOS	Banbury Ornithological Society
BSIP	Bus Service Improvement Plan
BSP	Bulk Supply Point
BT	British Telecoms
BUPA	British United Provident Association
CAMS	Catchment Abstraction Management Strategies
CBF	Clinical Biomanufacturing Facility
CCG	Clinincal Commissioning Group
CDC	Community Diagnostic Centre
CE	Church of England
CFMP	Catchment Flood Management Plan
CIC	Community Interest Company
CIL	Community Infrastructure Levy
COF	Community Owned Fund
CPO	Compulsory Purchase Order
CRC	Cross Regional Contract
CSO	Combined Sewer Overflows
DCO	Development Consent Order
DEFRA	Department for Environment, Food and Rural Affairs
DFES	Distribution Future Energy Scenarios
DfT	Department for Transport
DHSC	Department of Health and Social Care
DMO	Debt Management Office
DNO	Distribution Network Operators
DNOA	Distribution Network Options Assessment
DRT	Demand Responsive Transit

Acronym	Meaning
DSIT	Department of Science Innovation and Technology
DSO	Distribution System Operators
DWMP	Drainage and Wastewater Management Plans
DYAA	Dry Year Annual Average
DYCP	Dry Year Critical Period
EA	Environment Agency
EEH	England's Economic Heartland
EHCP	Education Health Care Plan
EOG	Executive Officer Group
ESFA	Education and Skills Funding Agency
EU	European Union
EV	Electric Vehicle
EWCO	European Woodland Creation Offer
EWR	East West Rail
FC	Forestry Commission
FCERM	Flood and Coastal Erosion Risk Management
FCRM	Flood and Coastal Risk Management
FE	Form Entry
FR	Flood Risk
FRA	Flood Risk Assessment
FRMP	Flood Risk Management Plan
FTE	Full Time Employment
FTTP	Fibre to the Premises
FWA	Fixed Wireless Access
FWAG	Farming and Wildlife Advisory Group
GDNO	Gas Distribution Network Operator
GBI	Green & Blue Infrastructure
GI	Green Infrastructure
GIS	Geographic Information System
GP	General Practitioner
GPS	Global Positioning System
GSP	Grid Supply Point
GVA	Gross Value Added
GWh	Gigawatt-hour
GWR	Great Western Railway
HGV	Heavy Goods Vehicle
HIF	Housing Infrastructure Fund
HV	High Voltage
ICB	Integrated Care Board
ICP	Integrated Care Partnership

Acronym	Meaning
ICS	Integrated Care System
IDP	Infrastructure Delivery Plan
IDS	Infrastructure Delivery Strategy
IL	Infrastructure Levy
IPA	Infrastructure and Projects Authority
INMSS	Independent and Non-Maintained Special Schools
JSNA	Joint Strategic Needs Assessment
LCWIP	Local Cycling and Walking Infrastructure Plan
LFRMS	Local Flood Risk Management Strategy
LHA	Local Highway Authority
LLFA	Lead Local Flood Authority
LNRS	Local Nature Recovery Strategy
LPA	Local Planning Authority
LTCP	Local Transport and Connectivity Plan
LTDS	Long Term Development Statement
LTN	Low Traffic Neighbourhood
LURA	Levelling Up and Regeneration Act
MCA	Multi-Criteria Assessment
MHCLG	Ministry of Housing, Communities and Local Government
MMC	Modern Methods of Construction
MOD	Ministry of Defence
MRN	Major Roads Network
MRT	Mass Rapid Transit
MW	Megawatt
MWh	Megawatt-hour
NBS	Nature Based Solutions
NFM	Natural Flood Management
NHS	National Health Service
NHSE	NHS England
NIC	National Infrastructure Commission
NISTA	National Infrastructure and Service Transformation Authority
NMU	Non-Motorised User
NPPF	National Planning Policy Framework
NSIP	Nationally Significant Infrastructure Project
OCC	Oxfordshire County Council
OFWAT	Water Regulations Service Authority **In July 2025, the Government announced that Ofwat is to be replaced by a single water regulator responsible for the entire water system. The new regulator will take on water-related functions from Ofwat, the Environment Agency, Natural England, and the Drinking Water Inspectorate, with the aim of ending complexity in infrastructure delivery.*

Acronym	Meaning
OLJC	Oxfordshire Leaders Joint Committee
ONS	Office for National Statistics
ORCS	Oxfordshire Rail Corridor Study
OUFC	Oxford United Football Club
OUHT	Oxford University Hospital Trust
OxIS	Oxfordshire Infrastructure Strategy
OxLAEP	Oxfordshire Local Area Energy Plan
OXSFRI	Oxfordshire Strategic Rail Freight Interchange
PaZCO	Pathways to a Zero Carbon Oxfordshire
PBP	Place Based Partnership
PCSO	Police Community Support Officer
PPE	Personal Protective Equipment
PRFA	Preliminary Flood Risk Assessment
PRoW	Public Right of Way
PV	Photo Voltaic
PWLB	Public Works Loan Board
RAG	Red Amber Green
RBOR	Reconnecting Bernwood, Otmoor and the Ray
RHA	Road Haulage Association
RIS	Road Investment Strategy
RMA	Risk Management Authority
RS	Rivers and Sea
RSPB	Royal Society for the Protection of Birds
RTPI	Real Time Passenger Information
SAB	Sustainable Drainage Approval Body
SATN	Strategic Active Travel Network
SCAS	South Central Ambulance Service
SDS	Spatial Development Strategy
SDLT	Stamp Duty Land Tax
SE	South East
SEMH	Social, Emotional and Mental Health
SEN	Special Educational Needs
SSEN	Scottish & Southern Electricity Networks
SEND	Special Educational Needs and Disabilities
SEP	Strategic Economic Plan
SEPD	Southern Electric Power Distribution plc.
SESRO	South East Strategic Reservoir Option
SFBB	Super Fast Broadband
SGN	Southern Gas Networks
SIC	Standard Industrial Classification

Acronym	Meaning
SLR	Strategic Link Road
SODRP	Storm Overflow Discharge Reduction Plan
SPD	Supplementary Planning Document
SRFI	Strategic Rail Freight Interchange
SRN	Strategic Road Network
SRT	Sustainable Rapid Transit
SSEN	Scottish & Southern Electricity Networks
SSSI	Site of Special Scientific Interest
STEM	Science, Technology, Engineering and Mathematics
STW	Sewage Treatment Works
SUSTRANS	National Cycle Network
SVATN	Science Vale Active Travel Network
SW	South West
SWOX	Swindon and Oxfordshire
TBC	To Be Confirmed
TCP	Transport and Connectivity Plan
TIF	Tax Increment Financing
TPI	Tender Price Index
TRFCC	Thames Regional Flood and Coastal Committee
TVP	Thames Valley Police
TW	Thames Water
TWUL	Thames Water Utilities Limited
UK	United Kingdom
UKAEA	United Kingdom Atomic Energy Authority
UKPN	United Kingdom Power Networks
UKSPF	United Kingdom Shared Prosperity Fund
ULEZ	Ultra Low Emission Zone
USO	Universal Service Obligation
WAFU	Water Available for Use
WFD	Water Framework Directive
WINEP	Water Industry National Environmental Programme
WISP	Wireless Internet Service Provider
WM	Water Management
WODC	West Oxfordshire District Council
WRMP	Water Resources Management Plan
WRSE	Water Resources South East
WRZ	Water Resources Zone
WWTW	Waste Water Treatment Works
WWU	Wales and West Utilities

Source: AECOM

A2

Appendix 2 - Stage 2 MCA Results

Sifting ID	Type	Sub Type	Project	Description	Location	Basis of Project Requirements	Status	Short or Longer Term projects	Delivery Complexity & Risks	Finance - Cost	Finance - Funding	Simple Project Typology
1	Water	Flood Risk Management, Green Infrastructure	**Oxford Flood Alleviation Scheme (OFAS)**	Delivery of a two-stage channel within the floodplain west of Oxford to improve water flow and reduce flood risk to developed areas. The scheme will create a new stream and wetland corridor, spanning approximately 5 km from north of Botley Road to the River Thames south of	Countywide	Strategic innovation and enhancements	Committed	Short - Medium Term (2025 - 2040)	Very High Complexity Project	Very High Cost Project	Partially funded	Flood Defences
2	Green Infrastructure	Green Infrastructure	**Evenlode Landscape Recovery**	The Evenlode Landscape Recovery Project, led by the North East Cotswold Farmer Cluster CIC, aims to restore the habitats of(the Evenlode, Glyme and Dorn rivers, to deliver clean water, natural flood management, carbon sequestration, nature recovery and related social	National/Regional	Strategic innovation and enhancements	Committed	Short - Long Term (2025 - 2050)	High Complexity Project	High Cost Project	Partially funded	Green Infrastructure - Landscape Scale
12	Water	Water Supply	**Severn to Thames Transfer**	Proposed Strategic Resource Option (SRO) to transfer raw water from the River Severn catchment to the River Thames catchment	National/Regional	Enabling new development	Investigation	Medium Term (2030-40)	Very High Complexity Project	Very High Cost Project	Partially funded	Strategic Water Transfer
14	Water	Water Supply	**Improvements to Moulsford groundwater source output**	Improvement of the Moulsford Chalk groundwater source to increase deployable output as part of WRMP24 to enhance supply resilience in the Swindon-Oxford-London area. Option deployable output of around 8Ml/d.	National/Regional	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	High Complexity Project	To be confirmed	To be confirmed	Strategic Water Source
15	Water	Water Supply	**Development of Oxford Canal - Transfer from Dukes Cut to Farmoor**	Conveyance option to transfer raw water from Oxford Canal at Duke's Cut into the River Thames upstream of the Farmoor intake. The scheme is mutually exclusive with the Oxford Canal to Cropredy conveyance option. This will deliver benefit of 10.3 Ml/d pipeline capacity.	National/Regional	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	Very High Complexity Project	To be confirmed	To be confirmed	Strategic Water Transfer
17	Water	Wastewater Treatment	**Oxford Sewage Treatment Works Upgrade**	Major upgrade of the Oxford Sewage Treatment Works to provide a significant increase in treatment capacity, larger storm tanks and a higher quality of treated effluent going into the river. This is expected to address population forecasts to 2040. Ongoing investigations post	Countywide	**Addressing Blocked development**	Committed	Short Term (to 2030)	High Complexity Project	Very High Cost Project	Funded by Service Provider	Sewage Treatment Works
24	Water	Flood Risk Management	**River Windrush (Witney) Flood Storage Area**	Proposed flood storage area associated with the West End Link Road, located on the River Windrush floodplain upstream of Witney. Emerging evidence suggests that substantial upstream water management and attenuation measures will also be required to achieve	District scale - West Oxfordshire	**Addressing Blocked development**	Investigation	Short Term (to 2030)	High Complexity Project	Lower Cost Project	No funding	Flood Defences
39	Social Infrastructure	Further and Higher Education	**University of Oxford Additional Teaching and Research Facilities**	University of Oxford development programme to improve and deliver teaching and research space. Existing masterplan areas include Radcliffe Observatory Quarter, Park Hospital / Old Road Campus, Tinbergen redevelopment, Science Area and Begbroke Science Park. Student	National/Regional	Strategic innovation and enhancements	Committed	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	Partially funded	University Expansion
44	Health and Social Care	Further and Higher Education, Mental Healthcare	**Warneford Park Mental Health Hospital and Medical Research Campus**	Development of a world class, state-of-the-art medical research campus focused on mental health at the current Warneford Hospital site in Headington. This includes a new mental health hospital which will provide Warneford Hospital in modern form and consolidation of other	National/Regional	Strategic innovation and enhancements	Pending	Short Term (to 2030)	High Complexity Project	Very High Cost Project	Partially funded	Mental Health and Research
49	Health and Social Care	Primary Healthcare and Public Health	**South City Community Healthcare Hub**	Oxford Health NHS Foundation Trust proposes the creation of three new community healthcare hubs to serve Oxford City and surrounding towns and villages. The South City Hub will be the final facility delivered as part of the Oxford City Healthcare Hubs programme, aimed	District scale - Oxford City	Mitigating impacts of new development	Investigation	Short Term (to 2030)	High Complexity Project	To be confirmed	To be confirmed	Primary healthcare centre
54	Health and Social Care	Acute Healthcare	**Bicester Community Hospital Extension**	Extension of Bicester Community Hospital to provide an additional storey (second storey).	District scale - Cherwell	Mitigating impacts of new development	Investigation	Short Term (to 2030)	High Complexity Project	To be confirmed	No funding	Hospital
55	Health and Social Care	Acute Healthcare	**Horton Hospital Site Expansion**	Review of the Horton Hospital site to assess options for expansion to accommodate the needs arising from new development.	National/Regional	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	Very High Cost Project	No funding	Hospital
82	Energy and Utilities	Energy Infrastructure	**Extension of North West Bicester district heating network and potential connection to Ardley ERF**	Extension of North West Bicester district heating network into the rest of the EcoTown as it is delivered. Considering use of heat from Ardley Energy Recovery Facility to the rest of the town.	District scale - Cherwell	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	Very High Complexity Project	High Cost Project	To be confirmed	Heating Network
98	Green Infrastructure	Green Infrastructure	**Berks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Bernwood, Otmoor and the Ray (RBOR)**	Landscape-scale initiative to protect, restore and connect important habitats between Bernwood, Otmore and the River Ray valley for the benefits of wildlife and people. The Living Landscape is one of the last remaining traditional floodplain meadows in England and includes	National/Regional	Strategic innovation and enhancements	Pending	Medium - Long Term (2030-50)	High Complexity Project	Lower Cost Project	Partially funded	Green Infrastructure - Landscape Scale
134	Water	Flood Risk Management	**Lye Valley Catchment Flow Reduction and Florence Park SuDS**	Opportunity identified by Thames Water to adopt a catchment-based approach for the Lye Valley and Florence Park areas, which are hydraulically linked. The Lye Valley Catchment Flow Reduction Scheme aims to reduce flows to prevent erosion of a water-dependent and water	District scale - Oxford City	Strategic innovation and enhancements	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	To be confirmed	Flood Defences
152	Social Infrastructure	Further and Higher Education	**Green Construction Skills Centre**	Extension of the Green Construction Skills Centre in Abingdon to expand Abingdon & Witney College's green construction training offer, with a 12–18 month build period and an anticipated annual CO_2 reduction of 150 tonnes.	District scale - Vale of White Horse	Strategic innovation and enhancements	Pending	Short Term (to 2030)	Medium Complexity Project	Lower Cost Project	No funding	Skills Centre (Green)
167	Energy and Utilities	Energy Infrastructure	**Proposed new Farmoor GSP**	Proposed new GSP at Farmoor to serve Botley West and other local generation schemes.	Countywide	Enabling new development	Committed	Short Term (to 2030)	High Complexity Project	To be confirmed	Funded by Service Provider	Electricity Reinforcement (Large Package)
169	Energy and Utilities	Energy Infrastructure	**Low Carbon Hub - Solar Rooftop Pipeline**	The Low Carbon Hub Solar Rooftop Pipeline aims to develop a pipeline of large roof-mounted renewable energy projects across businesses, schools and community buildings throughout Oxfordshire. By increasing local renewable energy generation, the project will support the	Countywide	Strategic innovation and enhancements	Pending	Short Term (to 2030)	Medium Complexity Project	Lower Cost Project	No funding	Renewable - Solar Rooftops
170	Energy and Utilities	Digital Infrastructure	**Mobile Digital Twin Platform**	Develop and implement a Mobile Digital Twin Platform to provide robust evidence for interventions based on measured coverage and capacity parameters, addressing the current lack of data on mobile network infrastructure. The platform will enable evidence-based	Countywide	Strategic innovation and enhancements	Investigation	Short Term (to 2030)	Medium Complexity Project	To be confirmed	To be confirmed	Digital Infrastructure - Digital Twin
175	Transport	Rail	**Improvements to Banbury Station**	Re-designing the Banbury Railway Station forecourt to create an interchange that will provide for through bus services and feature a taxi rank, better and secure cycle facilities, and more pedestrian space, with an improved public realm giving a sense of arrival.	Countywide	Enabling new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	Partially funded	Rail Station Investment
179	Transport	Highways	**East-West strategic movements: multi-modal corridor improvements**	East-west strategic movements: Hennef Way multi-modal corridor improvements	District scale - Cherwell	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	Medium Cost Project	Partially funded	Multi Modal Corridor
180	Transport	Highways	**A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)**	Highway capacity improvements to peripheral routes: southern corridor. Provision of new highway link in the form of a south east perimeter road with improvements to bus priority and the walking / cycling environment along the A41. A41 redesign and complementary measures	District scale - Cherwell	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	Medium Cost Project	Partially funded	Highways Corridor Package
181	Transport	Highways	**Highway capacity improvements to peripheral routes in Bicester area**	Highway capacity improvements to peripheral routes: Western corridor changes and improvements to Howes Lane/Bucknell Road Junction: North West Bicester Ecotown all other phases	District scale - Cherwell	Mitigating impacts of new development	Pending	Short - Medium Term (2025 - 2040)	High Complexity Project	High Cost Project	To be confirmed	Highways Corridor Package
182	Transport	Highways	**Highway capacity improvements to eastern corridor around Bicester**	Highway capacity improvements to peripheral routes: Eastern corridor improvements along Skimmingdish Lane and Charbridge Lane, including the junctions, to facilitate connectivity to the strategic sites and improve vehicle capacity.	District scale - Cherwell	Mitigating impacts of new development	Pending	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	Partially funded	Highways Corridor Package
194	Green Infrastructure	Green Infrastructure, Active Modes	**River Cherwell Waterway Park**	Corridor along the River Cherwell in mid-Cherwell England, encompassing a network of walking and cycling routes, as well as nature recovery efforts with the aim of improving access to the river and enhancing its natural environment.	District scale - Cherwell	Strategic innovation and enhancements	Investigation	Medium - Long Term (2030-50)	Medium Complexity Project	To be confirmed	No funding	Green Infrastructure - Green Corridor
197	Transport	Highways	**East-west strategic movements: Warwick Road Corridor**	East-west strategic movements: Warwick Road Corridor (covering the roundabout junctions with A422 Ruscote Avenue and Orchard Way).	District scale - Cherwell	Mitigating impacts of new development	Pending	Short - Medium Term (2025 - 2040)	High Complexity Project	Lower Cost Project	Partially funded	Highways Corridor Package
212	Transport	Rail	**Proposed Begbroke Railway Station**	Explore potential for a new rail station/halt between Kidlington and Begbroke. OxRAIL 2040 proposes Begbroke station to serve the Oxford University Innovation District and strengthening the emerging science line.	Countywide	Enabling new development	Investigation	Medium Term (2030-40)	High Complexity Project	To be confirmed	To be confirmed	New Rail Station
228	Transport	Rail	**Chiltern Mainline non-continuous electrification**	Non-continuous electrification of the Chiltern Main Line to support deployment of battery electric multiple units as part of the widescale battery train deployment across Oxfordshire.	National/Regional	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	High Complexity Project	Very High Cost Project	To be confirmed	Rail line Investment
246	Transport	Rail	**North Cotswold Line Improvements**	*Enhancement of The North Cotswold Line would achieve a significant upgrade to public transport connectivity between the cities of Oxford and Worcester by doubling the frequency of trains from one train per hour to two trains per hour on this route. This would be achieved by	National/Regional	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	High Complexity Project	To be confirmed	To be confirmed	Rail line Investment
248	Transport	Rail	**New direct rail services between Oxford to Bristol which could in time serve new stations along the line**	The reinstatement of the Oxford to Bristol service via Swindon would create an important connection between Oxford, Swindon, Bath and Bristol also providing a direct service between Swindon and Oxford without the need to change at Didcot Parkway. Reducing journey times by	National/Regional	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	High Complexity Project	To be confirmed	To be confirmed	Rail line Investment
254	Transport	Rail	**Rail Capacity improvements between Didcot and Oxford, including four tracking between Radley and Oxford**	Increasing rail capacity for additional and faster passenger and freight services, with schemes including an increase from two to four tracks between Kennington Junction (Oxford) to Radley, Junction improvements and additional platform at Didcot Parkway as detailed in 2021 Network	Countywide	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	High Complexity Project	To be confirmed	To be confirmed	Rail line Investment
266	Transport	Bus, Coach and SRT	**Phases 2-5 A40 Eynsham Park & Ride to Wolvercote**	Future works for Phase 2-5 include: • Phase 2: Extending eastbound and westbound bus lanes from Cassington Junction to Horsemere Lane, along with improvements to north and south side shared pathway	District scale - West Oxfordshire	**Addressing Blocked development**	Investigation	Short Term (to 2030)	High Complexity Project	To be confirmed	No funding	Highways Park and Ride Package
269, 324	Transport	Rail	**Oxford Station Redevelopment**	Transform Oxford Railway Station into a new transport interchange and a distinctive gateway to the city, featuring an enhanced public realm and a new pedestrian and cycle bridge over Botley Road. This redevelopment would unlock significant rail opportunities across the county and	National/Regional	Enabling new development	Committed	Short Term (to 2030)	High Complexity Project	To be confirmed	Partially funded	Rail Station Investment
280	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT, Active	**Central Oxfordshire Movement and Place Framework**	To enhance the public realm in Oxford city centre, specifically, Bonn Square, Queen Street and Cornmarket Street. This work supports the aims of the Central Oxfordshire Travel Plan (COTP), and the emerging Central Oxfordshire Movement and Place Framework.	District scale - Oxford City	Enabling new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	High Cost Project	Partially funded	Public Realm
323	Green Infrastructure	Green Infrastructure, Active Modes	**Oxford Greenways**	The Oxford Greenways project aims to create safe, consistent, and well-connected cycling and walking routes, linking the surrounding Oxfordshire towns and villages and future development sites with the city centre and other key employment, cultural and economic sites in Oxford.	Countywide	Strategic innovation and enhancements	Investigation	Short Term (to 2030)	Medium Complexity Project	To be confirmed	Partially funded	Green Infrastructure - Green Corridor
325	Transport	Active Modes	**Provision of a pedestrian and cycle bridge from Oxpens to Osney Mead**	Provision of a pedestrian and cycle bridge from Oxpens to Osney Mead across the river, connecting new development sites with the city centre, railway station. This will also strengthen the innovation cluster and give better access to the Grandpont Nature Park and	District scale - Oxford City	Enabling new development	Committed	Short Term (to 2030)	Medium Complexity Project	Medium Cost Project	Partially funded	Active Mode Project
327	Transport	Highways, Bus, Coach and SRT, Active Modes	**Improvements to the A4074 Travel Corridor**	Reduce car dependency and alleviate congestion on and around the A4074 corridor through a mobility hub facility with electric vehicle charging on the Grenoble Road allocation (supported through bus prioritisation in the northern section of the A4074, possibly in the form of a new	District scale - South Oxfordshire	Enabling new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	To be confirmed	Public Transport Package
328	Transport	Highways, Bus, Coach and SRT, Active Modes	**B480 improvements for buses, pedestrians and cyclists**	B480 improvements for buses, pedestrians and cyclists. Part of the scheme is also being investigated as the Garsington Road Active Modes scheme.	Countywide	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	To be confirmed	Public Transport Package
339	Transport	Rail	**Culham Railway Station Development**	Culham Railway Station Development	Countywide	Enabling new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	Medium Cost Project	To be confirmed	Rail Station Investment

Sifting ID	Type	Sub Type	Project	Protecting or enhancing environment and biodiversity	Contribution to reduction in emissions	Contribution towards climate change resilience	Contribution towards sustainable water systems	Numbers of new homes directly unlocked by the project	Scale of homes supported by the project	Contribution towards priority Regeneration and Place Making schemes.	Contribution towards wider infrastructure projects (Unlocking interdependent schemes)	Supporting Health and well being	Supporting access to social and cultural infrastructure	Addressing social deprivation and exclusion
1	Water	Flood Risk Management, Green Infrastructure	**Oxford Flood Alleviation Scheme (OFAS)**	Very High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	1,000 - 2,500 Homes	Very High Positive Impact	Very High Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact
2	Green Infrastructure	Green Infrastructure	**Evenlode Landscape Recovery**	Very High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	1,000 - 2,500 Homes	Moderate Positive Impact	Low Positive impact	High Positive Impact	High Positive Impact	Moderate Positive Impact
12	Water	Water Supply	**Severn to Thames Transfer**	Negligible Impact	Negligible Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	> 10,000 Homes	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact
14	Water	Water Supply	**Improvements to Moulsford groundwater source output**	Negligible Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	< 100 Homes	> 10,000 Homes	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact
15	Water	Water Supply	**Development of Oxford Canal - Transfer from Dukes Cut to Farmoor**	Negligible Impact	Negligible Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	> 10,000 Homes	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact
17	Water	Wastewater Treatment	**Oxford Sewage Treatment Works Upgrade**	Moderate Positive Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	> 2,500 Homes	> 10,000 Homes	High Positive Impact	High Positive Impact	Moderate Positive Impact	Negligible Impact	Moderate Positive Impact
24	Water	Flood Risk Management	**River Windrush (Witney) Flood Storage Area**	High Positive Impact	Negligible Impact	Very High Positive Impact	Very High Positive Impact	1,000 - 2500 Homes	1,000 - 2,500 Homes	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	Negligible Impact
39	Social Infrastructure	Further and Higher Education	**University of Oxford Additional Teaching and Research Facilities**	Low Positive impact	Negligible Impact	Moderate Positive Impact	Moderate Positive Impact	1,000 - 2500 Homes	1,000 - 2,500 Homes	High Positive Impact	Negligible Impact	Moderate Positive Impact	High Positive Impact	Low Positive impact
44	Health and Social Care	Further and Higher Education, Mental Healthcare	**Warneford Park Mental Health Hospital and Medical Research Campus**	Low Positive impact	Low Positive impact	Moderate Positive Impact	Low Positive impact	100 - 500 Homes	1,000 - 2,500 Homes	Very High Positive Impact	Negligible Impact	Very High Positive Impact	High Positive Impact	High Positive Impact
49	Health and Social Care	Primary Healthcare and Public Health	**South City Community Healthcare Hub**	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Very High Positive Impact	Negligible Impact	High Positive Impact	High Positive Impact	Very High Positive Impact
54	Health and Social Care	Acute Healthcare	**Bicester Community Hospital Extension**	Low Positive impact	Negligible Impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	High Positive Impact	Negligible Impact	High Positive Impact	High Positive Impact	Moderate Positive Impact
55	Health and Social Care	Acute Healthcare	**Horton Hospital Site Expansion**	Low Positive impact	Negligible Impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	Very High Positive Impact	Negligible Impact	Very High Positive Impact	High Positive Impact	Moderate Positive Impact
82	Energy and Utilities	Energy Infrastructure	**Extension of North West Bicester district heating network and potential connection to Ardley ERF**	Negligible Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	< 100 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	Negligible Impact	Low Positive impact	Negligible Impact	Low Positive impact
98	Green Infrastructure	Green Infrastructure	**Berks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Bernwood, Otmoor and the Ray (RBOR)**	Very High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	Low Positive impact	High Positive Impact	High Positive Impact	Moderate Positive Impact
134	Water	Flood Risk Management	**Lye Valley Catchment Flow Reduction and Florence Park SuDS**	High Positive Impact	Negligible Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	< 1,000 Homes	Low Positive impact	Negligible Impact	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact
152	Social Infrastructure	Further and Higher Education	**Green Construction Skills Centre**	Low Positive impact	Moderate Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Negligible Impact	Negligible Impact	Low Positive impact	Moderate Positive Impact	High Positive Impact
167	Energy and Utilities	Energy Infrastructure	**Proposed new Farmoor GSP**	Low Positive impact	High Positive Impact	High Positive Impact	Negligible Impact	< 100 Homes	> 10,000 Homes	Negligible Impact	Very High Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact
169	Energy and Utilities	Energy Infrastructure	**Low Carbon Hub - Solar Rooftop Pipeline**	Low Positive impact	Very High Positive Impact	High Positive Impact	Low Positive impact	< 100 Homes	1,000 - 2,500 Homes	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact	Low Positive impact	High Positive Impact
170	Energy and Utilities	Digital Infrastructure	**Mobile Digital Twin Platform**	Negligible Impact	Low Positive impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Low Positive impact	Low Positive impact	Negligible Impact	Low Positive impact	Low Positive impact
175	Transport	Rail	**Improvements to Banbury Station**	Negligible Impact	High Positive Impact	Low Positive impact	Negligible Impact	< 100 Homes	5,000 - 10,000 Homes	High Positive Impact	High Positive Impact	Low Positive impact	Moderate Positive Impact	Moderate Positive Impact
179	Transport	Highways	**East-West strategic movements: multi-modal corridor improvements**	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	> 2,500 Homes	5,000 - 10,000 Homes	High Positive Impact	High Positive Impact	Moderate Positive Impact	High Positive Impact	High Positive Impact
180	Transport	Highways	**A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)**	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	> 2,500 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	High Positive Impact	Negligible Impact	Low Positive impact	Moderate Positive Impact
181	Transport	Highways	**Highway capacity improvements to peripheral routes in Bicester area**	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	> 2,500 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	High Positive Impact	Negligible Impact	Low Positive impact	Negligible Impact
182	Transport	Highways	**Highway capacity improvements to eastern corridor around Bicester**	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	> 2,500 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	High Positive Impact	Negligible Impact	Low Positive impact	Negligible Impact
194	Green Infrastructure	Green Infrastructure, Active Modes	**River Cherwell Waterway Park**	High Positive Impact	Low Positive impact	High Positive Impact	High Positive Impact	< 100 Homes	1,000 - 2,500 Homes	Moderate Positive Impact	Low Positive impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact
197	Transport	Highways	**East-west strategic movements: Warwick Road Corridor**	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	> 2,500 Homes	2,500 - 5,000 Homes	Low Positive impact	High Positive Impact	Negligible Impact	Low Positive impact	Moderate Positive Impact
212	Transport	Rail	**Proposed Begbroke Railway Station**	Low Positive impact	High Positive Impact	Low Positive impact	Low Positive impact	1,000 - 2500 Homes	1,000 - 2,500 Homes	Very High Positive Impact	High Positive Impact	Moderate Positive Impact	High Positive Impact	Low Positive impact
228	Transport	Rail	**Chiltern Mainline non-continuous electrification**	Low Positive impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	High Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Negligible Impact
246	Transport	Rail	**North Cotswold Line Improvements**	Low Positive impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	High Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact
248	Transport	Rail	**New direct rail services between Oxford to Bristol which could in time serve new stations along the line**	Low Positive impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	High Positive Impact	Negligible Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact
254	Transport	Rail	**Rail Capacity improvements between Didcot and Oxford, including four tracking between Radley and Oxford**	Low Positive impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	High Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact
266	Transport	Bus, Coach and SRT	**Phases 2-5 A40 Eynsham Park & Ride to Wolvercote**	Low Positive impact	Moderate Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	Moderate Positive Impact	High Positive Impact	Low Positive impact	Moderate Positive Impact	Low Positive impact
269, 324	Transport	Rail	**Oxford Station Redevelopment**	Negligible Impact	High Positive Impact	Moderate Positive Impact	Negligible Impact	1,000 - 2500 Homes	> 10,000 Homes	Very High Positive Impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact
280	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT, Active	**Central Oxfordshire Movement and Place Framework**	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	1,000 - 2500 Homes	1,000 - 2,500 Homes	Very High Positive Impact	Low Positive impact	Moderate Positive Impact	Very High Positive Impact	Moderate Positive Impact
323	Green Infrastructure	Green Infrastructure, Active Modes	**Oxford Greenways**	High Positive Impact	High Positive Impact	High Positive Impact	Moderate Positive Impact	< 100 Homes	2,500 - 5,000 Homes	High Positive Impact	Low Positive impact	High Positive Impact	Moderate Positive Impact	High Positive Impact
325	Transport	Active Modes	**Provision of a pedestrian and cycle bridge from Oxpens to Osney Mead**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
327	Transport	Highways, Bus, Coach and SRT, Active Modes	**Improvements to the A4074 Travel Corridor**	Negligible Impact	High Positive Impact	Low Positive impact	Negligible Impact	> 2,500 Homes	5,000 - 10,000 Homes	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact	High Positive Impact
328	Transport	Highways, Bus, Coach and SRT, Active Modes	**B480 improvements for buses, pedestrians and cyclists**	Negligible Impact	High Positive Impact	Low Positive impact	Negligible Impact	< 100 Homes	2,500 - 5,000 Homes	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact	High Positive Impact
339	Transport	Rail	**Culham Railway Station Development**	Negligible Impact	High Positive Impact	Low Positive impact	Negligible Impact	> 2,500 Homes	2,500 - 5,000 Homes	High Positive Impact	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact	Moderate Positive Impact

Sifting ID	Type	Sub Type	Project	Numbers of new Jobs directly unlocked by the project	Scale of New employment site Jobs supported by the project.	Contribution towards an inclusive existing economy	Contribution towards priority economic growth sectors	Supporting sustainable connectivity between settlements	Supporting sustainable connectivity within settlements	Supporting sustainable digital connectivity of Ox-shire	Supporting sustainable energy network across Ox-shire
1	Water	Flood Risk Management, Green Infrastructure	**Oxford Flood Alleviation Scheme (OFAS)**	1,000 - 2500 Jobs	> 10,000 Jobs	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	High Positive Impact	Negligible Impact	Moderate Positive Impact
2	Green Infrastructure	Green Infrastructure	**Evenlode Landscape Recovery**	< 100 Jobs	< 1,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Negligible Impact	Low Positive impact
12	Water	Water Supply	**Severn to Thames Transfer**	< 100 Jobs	> 10,000 Jobs	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
14	Water	Water Supply	**Improvements to Moulsford groundwater source output**	< 100 Jobs	< 1,000 Jobs	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
15	Water	Water Supply	**Development of Oxford Canal - Transfer from Dukes Cut to Farmoor**	< 100 Jobs	> 10,000 Jobs	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
17	Water	Wastewater Treatment	**Oxford Sewage Treatment Works Upgrade**	> 2,500 Jobs	5,000 - 10,000 Jobs	Low Positive impact	Very High Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
24	Water	Flood Risk Management	**River Windrush (Witney) Flood Storage Area**	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Negligible Impact	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact
39	Social Infrastructure	Further and Higher Education	**University of Oxford Additional Teaching and Research Facilities**	1,000 - 2500 Jobs	1,000 - 2,500 Jobs	Moderate Positive Impact	Very High Positive Impact	Negligible Impact	Low Positive impact	High Positive Impact	Moderate Positive Impact
44	Health and Social Care	Further and Higher Education, Mental Healthcare	**Warneford Park Mental Health Hospital and Medical Research Campus**	100 - 500 Jobs	1,000 - 2,500 Jobs	High Positive Impact	Very High Positive Impact	Negligible Impact	Low Positive impact	Moderate Positive Impact	Moderate Positive Impact
49	Health and Social Care	Primary Healthcare and Public Health	**South City Community Healthcare Hub**	< 100 Jobs	1,000 - 2,500 Jobs	High Positive Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact	Low Positive impact	Low Positive impact
54	Health and Social Care	Acute Healthcare	**Bicester Community Hospital Extension**	< 100 Jobs	2,500 - 5,000 Jobs	High Positive Impact	High Positive Impact	Negligible Impact	Low Positive impact	Low Positive impact	Low Positive impact
55	Health and Social Care	Acute Healthcare	**Horton Hospital Site Expansion**	< 100 Jobs	2,500 - 5,000 Jobs	High Positive Impact	Very High Positive Impact	Negligible Impact	Low Positive impact	Moderate Positive Impact	Moderate Positive Impact
82	Energy and Utilities	Energy Infrastructure	**Extension of North West Bicester district heating network and potential connection to Ardley ERF**	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	Very High Positive Impact
98	Green Infrastructure	Green Infrastructure	**Berks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Bernwood, Otmoor and the Ray (RBOR)**	< 100 Jobs	< 1,000 Jobs	High Positive Impact	Low Positive impact	Moderate Positive Impact	Moderate Positive Impact	Negligible Impact	Low Positive impact
134	Water	Flood Risk Management	**Lye Valley Catchment Flow Reduction and Florence Park SuDS**	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Low Positive impact	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact
152	Social Infrastructure	Further and Higher Education	**Green Construction Skills Centre**	< 100 Jobs	< 1,000 Jobs	Very High Positive Impact	Very High Positive Impact	Negligible Impact	Negligible Impact	Low Positive impact	Moderate Positive Impact
167	Energy and Utilities	Energy Infrastructure	**Proposed new Farmoor GSP**	100 - 500 Jobs	5,000 - 10,000 Jobs	Low Positive impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact
169	Energy and Utilities	Energy Infrastructure	**Low Carbon Hub - Solar Rooftop Pipeline**	< 100 Jobs	1,000 - 2,500 Jobs	Moderate Positive Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Very High Positive Impact
170	Energy and Utilities	Digital Infrastructure	**Mobile Digital Twin Platform**	< 100 Jobs	< 1,000 Jobs	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	High Positive Impact	Low Positive impact
175	Transport	Rail	**Improvements to Banbury Station**	< 100 Jobs	2,500 - 5,000 Jobs	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact
179	Transport	Highways	**East-West strategic movements: multi-modal corridor improvements**	< 100 Jobs	< 1,000 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Moderate Positive Impact
180	Transport	Highways	**A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)**	< 100 Jobs	5,000 - 10,000 Jobs	Low Positive impact	Moderate Positive Impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
181	Transport	Highways	**Highway capacity improvements to peripheral routes in Bicester area**	< 100 Jobs	2,500 - 5,000 Jobs	Low Positive impact	Moderate Positive Impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
182	Transport	Highways	**Highway capacity improvements to eastern corridor around Bicester**	< 100 Jobs	< 1,000 Jobs	Low Positive impact	Moderate Positive Impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
194	Green Infrastructure	Green Infrastructure, Active Modes	**River Cherwell Waterway Park**	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Negligible Impact	Moderate Positive Impact	High Positive Impact	Negligible Impact	Low Positive impact
197	Transport	Highways	**East-west strategic movements: Warwick Road Corridor**	< 100 Jobs	< 1,000 Jobs	Low Positive impact	Moderate Positive Impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
212	Transport	Rail	**Proposed Begbroke Railway Station**	> 2,500 Jobs	5,000 - 10,000 Jobs	High Positive Impact	Very High Positive Impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact
228	Transport	Rail	**Chiltern Mainline non-continuous electrification**	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	Moderate Positive Impact
246	Transport	Rail	**North Cotswold Line Improvements**	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	Moderate Positive Impact
248	Transport	Rail	**New direct rail services between Oxford to Bristol which could in time serve new stations along the line**	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	Moderate Positive Impact
254	Transport	Rail	**Rail Capacity improvements between Didcot and Oxford, including four tracking between Radley and Oxford**	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	Moderate Positive Impact
266	Transport	Bus, Coach and SRT	**Phases 2-5 A40 Eynsham Park & Ride to Wolvercote**	< 100 Jobs	1,000 - 2,500 Jobs	Low Positive impact	Low Positive impact	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact
269, 324	Transport	Rail	**Oxford Station Redevelopment**	> 2,500 Jobs	> 10,000 Jobs	High Positive Impact	Very High Positive Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact
280	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT, Active	**Central Oxfordshire Movement and Place Framework**	< 100 Jobs	> 10,000 Jobs	High Positive Impact	Moderate Positive Impact	Negligible Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
323	Green Infrastructure	Green Infrastructure, Active Modes	**Oxford Greenways**	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact	Very High Positive Impact	Negligible Impact	Low Positive impact
325	Transport	Active Modes	**Provision of a pedestrian and cycle bridge from Oxpens to Osney Mead**	< 100 Jobs	2,500 - 5,000 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
327	Transport	Highways, Bus, Coach and SRT, Active Modes	**Improvements to the A4074 Travel Corridor**	< 100 Jobs	2,500 - 5,000 Jobs	High Positive Impact	High Positive Impact	High Positive Impact	High Positive Impact	Low Positive impact	Moderate Positive Impact
328	Transport	Highways, Bus, Coach and SRT, Active Modes	**B480 improvements for buses, pedestrians and cyclists**	< 100 Jobs	2,500 - 5,000 Jobs	High Positive Impact	High Positive Impact	High Positive Impact	High Positive Impact	Low Positive impact	Moderate Positive Impact
339	Transport	Rail	**Culham Railway Station Development**	> 2,500 Jobs	2,500 - 5,000 Jobs	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact

Sifting ID	Type	Sub Type	Project	Environment				Place				Social			Productivity				Connectivity				Environment	Place	Social	Productivity	Connectivity	Appraisal Score	Weighted Scenario - Growth Focused
1	Water	Flood Risk Management, Green Infrastructure	**Oxford Flood Alleviation Scheme (OFAS)**	4	2	4	4	0	1	4	4	3	2	2	3	4	2	4	1	3	0	2	14	9	9	13	6	51	59
2	Green Infrastructure	Green Infrastructure	**Evenlode Landscape Recovery**	4	2	4	4	0	1	2	1	3	3	2	0	0	3	3	2	2	0	1	14	4	11	6	5	40	41
12	Water	Water Supply	**Severn to Thames Transfer**	0	0	4	4	0	4	0	0	0	0	0	0	4	0	1	0	0	0	1	8	4	0	5	1	18	26
14	Water	Water Supply	**Improvements to Moulsford groundwater source output**	0	1	3	4	0	4	0	0	0	0	0	0	0	0	1	0	0	0	1	8	4	0	1	1	14	18
15	Water	Water Supply	**Development of Oxford Canal - Transfer from Dukes Cut to Farmoor**	0	0	4	4	0	4	0	0	0	0	0	0	4	0	1	0	0	0	1	8	4	0	5	1	18	26
17	Water	Wastewater Treatment	**Oxford Sewage Treatment Works Upgrade**	2	1	3	4	4	4	3	3	2	0	2	4	3	1	4	0	0	0	1	10	14	5	12	1	42	57
24	Water	Flood Risk Management	**River Windrush (Witney) Flood Storage Area**	3	0	4	4	3	1	2	3	2	1	0	0	0	2	0	0	1	0	0	11	9	4	2	1	27	31
39	Social Infrastructure	Further and Higher Education	**University of Oxford Additional Teaching and Research Facilities**	1	0	2	2	3	1	3	0	2	3	1	3	1	2	4	0	1	3	2	5	7	8	10	6	36	44
44	Health and Social Care	Further and Higher Education, Mental Healthcare	**Warneford Park Mental Health Hospital and Medical Research Campus**	1	1	2	1	1	1	4	0	4	3	3	1	1	3	4	0	1	2	2	5	6	13	9	5	38	42
49	Health and Social Care	Primary Healthcare and Public Health	**South City Community Healthcare Hub**	1	1	1	1	0	0	4	0	3	3	4	0	1	3	2	0	0	1	1	4	4	13	6	2	29	30
54	Health and Social Care	Acute Healthcare	**Bicester Community Hospital Extension**	1	0	2	1	0	2	3	0	3	3	2	0	2	3	3	0	1	1	1	4	5	11	8	3	31	35
55	Health and Social Care	Acute Healthcare	**Horton Hospital Site Expansion**	1	0	2	1	0	4	4	0	4	3	2	0	2	3	4	0	1	2	2	4	8	12	9	5	38	44
82	Energy and Utilities	Energy Infrastructure	**Extension of North West Bicester district heating network and potential connection to Ardley ERF**	0	4	3	1	0	3	2	0	1	0	1	0	4	2	1	0	0	0	4	8	5	3	7	4	27	34
98	Green Infrastructure	Green Infrastructure	**Berks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Bernwood, Otmoor and the Ray (RBOR)**	4	2	4	4	0	3	2	1	3	3	2	0	0	3	1	2	2	0	1	14	6	11	4	5	40	43
134	Water	Flood Risk Management	**Lye Valley Catchment Flow Reduction and Florence Park SuDS**	3	0	4	4	0	0	1	0	2	1	2	0	0	2	1	0	1	0	0	11	1	7	3	1	23	23
152	Social Infrastructure	Further and Higher Education	**Green Construction Skills Centre**	1	2	1	1	0	0	0	0	1	2	3	0	0	4	4	0	0	1	2	5	0	8	8	3	24	24
167	Energy and Utilities	Energy Infrastructure	**Proposed new Farmoor GSP**	1	3	3	0	0	4	0	4	0	0	0	1	3	1	3	2	2	2	4	7	8	0	8	10	33	41
169	Energy and Utilities	Energy Infrastructure	**Low Carbon Hub - Solar Rooftop Pipeline**	1	4	3	1	0	1	2	1	2	1	3	0	1	2	2	0	0	0	4	9	4	8	5	4	30	32
170	Energy and Utilities	Digital Infrastructure	**Mobile Digital Twin Platform**	0	1	1	1	0	0	1	1	0	1	1	0	0	1	1	1	1	3	1	3	2	3	2	6	16	16
175	Transport	Rail	**Improvements to Banbury Station**	0	3	1	0	0	3	3	3	1	2	2	0	2	2	3	2	2	1	1	4	9	7	7	6	33	38
179	Transport	Highways	**East-West strategic movements: multi-modal corridor improvements**	2	3	2	1	4	3	3	3	2	3	3	0	0	3	2	2	4	1	2	8	13	11	5	9	46	53
180	Transport	Highways	**A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)**	1	0	0	0	4	3	2	3	0	1	2	0	3	1	2	1	1	1	0	1	12	4	6	3	26	36
181	Transport	Highways	**Highway capacity improvements to peripheral routes in Bicester area**	1	0	0	0	4	3	2	3	0	1	0	0	2	1	2	1	1	1	0	1	12	1	5	3	22	31
182	Transport	Highways	**Highway capacity improvements to eastern corridor around Bicester**	1	0	0	0	4	3	2	3	0	1	0	0	0	1	2	1	1	1	0	1	12	1	3	3	20	27
194	Green Infrastructure	Green Infrastructure, Active Modes	**River Cherwell Waterway Park**	3	1	3	3	0	1	2	1	3	2	2	0	0	2	0	2	3	0	1	10	4	9	2	6	31	32
197	Transport	Highways	**East-west strategic movements: Warwick Road Corridor**	1	0	0	0	4	2	1	3	0	1	2	0	0	1	2	1	1	1	0	1	10	4	3	3	21	27
212	Transport	Rail	**Proposed Begbroke Railway Station**	1	3	1	1	3	1	4	3	2	3	1	4	3	3	4	3	2	1	1	6	11	8	14	7	46	57
228	Transport	Rail	**Chiltern Mainline non-continuous electrification**	1	3	2	1	0	4	3	3	2	2	0	0	4	2	4	3	1	1	2	7	10	5	10	7	39	47
246	Transport	Rail	**North Cotswold Line Improvements**	1	3	2	1	0	4	3	3	2	2	2	0	4	2	4	3	1	1	2	7	10	8	10	7	42	50
248	Transport	Rail	**New direct rail services between Oxford to Bristol which could in time serve new stations along the line**	1	3	2	1	0	4	3	0	2	2	2	0	4	2	4	3	1	1	2	7	7	8	10	7	39	47
254	Transport	Rail	**Rail Capacity improvements between Didcot and Oxford, including four tracking between Radley and Oxford**	1	3	2	1	0	4	3	3	2	2	2	0	4	2	4	3	1	1	2	7	10	8	10	7	42	50
266	Transport	Bus, Coach and SRT	**Phases 2-5 A40 Eynsham Park & Ride to Wolvercote**	1	2	1	1	0	2	2	3	1	2	1	0	1	1	1	2	2	1	2	5	7	5	3	7	27	30
269, 324	Transport	Rail	**Oxford Station Redevelopment**	0	3	2	0	3	4	4	4	2	3	2	4	4	3	4	4	3	1	1	5	15	9	15	9	53	68
280	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT, Active	**Central Oxfordshire Movement and Place Framework**	2	3	2	1	3	1	4	1	2	4	2	0	4	3	2	0	4	1	1	8	9	11	9	6	43	51
323	Green Infrastructure	Green Infrastructure, Active Modes	**Oxford Greenways**	3	3	3	2	0	2	3	1	3	2	3	0	0	2	1	2	4	0	1	11	6	11	3	7	38	40
325	Transport	Active Modes	**Provision of a pedestrian and cycle bridge from Oxpens to Osney Mead**	2	3	1	1	0	0	0	1	4	2	0	0	2	3	2	2	4	1	1	7	1	8	7	8	31	33
327	Transport	Highways, Bus, Coach and SRT, Active Modes	**Improvements to the A4074 Travel Corridor**	0	3	1	0	4	3	3	2	2	2	3	0	2	3	3	3	3	1	2	4	12	9	8	9	42	51
328	Transport	Highways, Bus, Coach and SRT, Active Modes	**B480 improvements for buses, pedestrians and cyclists**	0	3	1	0	0	2	2	2	2	2	3	0	2	3	3	3	3	1	2	4	6	9	8	9	36	40
339	Transport	Rail	**Culham Railway Station Development**	0	3	1	0	4	2	3	2	1	2	2	4	2	2	3	2	2	1	1	4	11	7	11	6	39	51

Sifting ID	Type	Sub Type	Project	Delivery - responsible party	Delivery partners	Strategic Infrastructure Dependency	Status Notes	Location	Delivery Timescales	Cost	Cost Notes	Funding Notes	Delivery Risks and Complexity Notes	Source
1	Water	Flood Risk Management, Green Infrastructure	**Oxford Flood Alleviation Scheme (OFAS)**	Environment Agency	Oxfordshire County Council, Oxford City Council, Vale of White	The delivery of the Oxford Flood Alleviation Scheme (OFAS) requires the parallel replacement of the Kennington Rail Bridge	As of May 2025, the Secretary of State has approved the Compulsory Purchase Order, enabling the acquisition of land required for	Oxford	Expects construction to start in late 2026	£260,000,000	Theoretical cost updated based on NISTA information	Funding mechanisms for the project is being finalised at present with	Key delivery risks for the Oxford Flood Alleviation Scheme include the outstanding submission and approval of the Full Business Case, ongoing discussions regarding Section 106 contributions, and the dependency on	Oxford IDP (October 2023); Engagement with the Environment Agency; NISTA Infrastructure
2	Green Infrastructure	Green Infrastructure	**Evenlode Landscape Recovery**	The North East Cotswolds Farmer Cluster CIC	Oxfordshire County Council, DEFRA		Investment Ready	Cotswolds	Project to run from September 2025 to September 2055	£75,000,000	Project Value: £75 million. £20-30 million equity investment sought.	20-30 million equity investment sought, part of the Oxon Green Future		https://www.cotswoldfarmers.org/evenlode-landscape-recovery
12	Water	Water Supply	**Severn to Thames Transfer**	Thames Water	Severn Trent, United Utilities	The scheme is currently identified as part of the adaptive plan WRMP24 and may be further developed if additional water is	Proposal currently at Gate 2 Submission under the RAPID process	Regional	The project is at the investigation stage; the earliest	£1,122,500,000	CAPEX estimate based on range of £975m and £1270m.			Cherwell IDP (December 2024)
14	Water	Water Supply	**Improvements to Moulsford groundwater source output**	Thames Water			Project identified through WRMP24 WFD but no identified programme through AMP8	Wallingford	No confirmed delivery timescale at present - thought to		To be confirmed			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
15	Water	Water Supply	**Development of Oxford Canal - Transfer from Dukes Cut to Farmoor**	Thames Water			Further environmental investigations have been completed at WRMP24 and the option has been further developed however this has	West Oxford	No determined option - medium term due to project being at	Unknown	To be confirmed			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
17	Water	Wastewater Treatment	**Oxford Sewage Treatment Works Upgrade**	Thames Water	Developers		Permitted development confirmed for Phase 1 & 2 works. Plan to complete work by early 2032.	Oxford STW is located south of the city near Sandford-on-Thames	Oxford STW July 2025 Report forecast completion of works	£270,000,000	Cost note updated based on Oxford STW July 2025 Report	Thames Water		Oxford IDP (October 2023)
24	Water	Flood Risk Management	**River Windrush (Witney) Flood Storage Area**	Environment Agency	West Oxfordshire District Council / Oxfordshire County Council /	The scheme will contribute to flood mitigation for the West End Link Road (WEL2) (ID 377).	Feasibility study is being conducted at present.	Witney	Short Term (to 2030	£2,200,000	West Oxfordshire IDP (2016). This covers the immediate flood storage area near the West End Link Road, but emerging studies indicate that flood mitigation is	Funding mechanisms identified through the West Oxfordshire IDP include	The scheme is currently at an early stage, with an initial feasibility study underway. Previous investigations by the Environment Agency into a similar scheme concluded that the costs outweighed the potential	West Oxfordshire IDP (November 2016)
39	Social Infrastructure	Further and Higher Education	**University of Oxford Additional Teaching and Research Facilities**	University of Oxford		The scheme is indirectly supported by a range of transport, energy and water infrastructure investments in Oxford City	Some of the existing masterplans such as Court Place Gardens, have submitted planning applications or are under	Oxford	no confirmed timescale - based on timelines of each	Unknown	To be confirmed	Some components of the masterplans are likely to be fully funded, however		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
44	Health and Social Care	Further and Higher Education, Mental Healthcare	**Warneford Park Mental Health Hospital and Medical Research Campus**	Oxford Health NHS Foundation Trust	University of Oxford	Initial investigations from Thames Water has identified an inability of the existing water network infrastructure to	A hybrid planning application (reference 25/01859/OUTFUL) was submitted in July 2025. Key milestones include Outline	Oxford	Latest public consultation indicates building	£750,000,000	Consultation website	Seed funding to enable the development of an outline business case and achieve	Key delivery risks relate to funding approvals; infrastructure upgrades required for energy, water and transport links to support the expanded campus; complex legal land transactions; and heritage considerations for	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
49	Health and Social Care	Primary Healthcare and Public Health	**South City Community Healthcare Hub**	Oxford Health NHS Foundation Trust		The scheme is linked to two other delivered community healthcare hub in Oxford. Location of the south hub is yet to be	The new hub is identified as part of the Oxford City Healthcare Hubs programme, however the location for the South City hub has yet to	Oxford City. Location to be confirmed - general area of	No known delivery timescale, although it is expected that	Unknown	No known project costs	No published funding information		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
54	Health and Social Care	Acute Healthcare	**Bicester Community Hospital Extension**	Oxford University Hospital Trust (OUHT)	BOB ICB, NHS England		Exploring the provision of Bicester Central primary care improvements. Planning permission granted for 2 storey wings and the	Bicester area	Medium term 2028-2031	Unknown	TBC as indicated in IDP	Potential funding route includes NHS England Capital Funding.		Cherwell IDP (December 2024)
55	Health and Social Care	Acute Healthcare	**Horton Hospital Site Expansion**	Oxford University Hospital Trust (OUHT)	NHS England		Outline business case published in 2021. The September 2021 bid was submitted but the OUHT application to the New Hospital	Banbury Area	Throughout plan period	£370,000,000	No known costs at this stage although previous bid was for 370m	IDP expects to be funded through NHS England capital funding	Key delivery risks include no funding at present to further develop scheme.	Cherwell IDP (December 2024)
82	Energy and Utilities	Energy Infrastructure	**Extension of North West Bicester district heating network and potential connection to Ardley ERF**	To be confirmed	CDC, Developers, OCC, SSEN, VIRiDOR EA		Feasibility work is complete however the connection to Ardley Energy Recovery Centre is not being pursued at this point in time	Bicester area	Medium term	£61,000,000		TBC		Cherwell IDP (December 2024)
98	Green Infrastructure	Green Infrastructure	**Berks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Bernwood, Otmoor and the Ray (RBOR)**	BBOWT				RBOR		£3,500,000		Development funding secured (£512,182), further £3.5m to be		https://www.bbowt.org.uk/rbor
134	Water	Flood Risk Management	**Lye Valley Catchment Flow Reduction and Florence Park SuDS**	Thames Water	Oxfordshire County Council and Oxford City Council		Opportunities identified through the Thames Water DWMP Catchment Strategic Plan	Oxford	No identified delivery timescales - aligned with Local Plan	Unknown	No known cost of the project at present	No confirmed funding position		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
152	Social Infrastructure	Further and Higher Education	**Green Construction Skills Centre**	Abingdon & Witney College			Investment Ready	Abingdon		£5,000,000		Seeking funding at present as part of Oxon Green Futures		Oxon Green Futures
167	Energy and Utilities	Energy Infrastructure	**Proposed new Farmoor GSP**	National Grid			Planning / consultation stage		Screening stage completed, now into DCO process,			Likely to be funded by NGET with cost recovery through charges		SSEN
169	Energy and Utilities	Energy Infrastructure	**Low Carbon Hub - Solar Rooftop Pipeline**	Oxfordshire's Low Carbon Hub			Phase 1 project expected to be underway in September / Autumn 2025	Oxfordshire	Phase 1 project expected to be underway in	£833,000	Project Value: 833,000 for 2 projects in current pipeline	A total of £833,000 will need to be secured.		Oxon Green Futures
170	Energy and Utilities	Digital Infrastructure	**Mobile Digital Twin Platform**	Oxfordshire County Council		No direct relationship with identified schemes, however this is expected to support multiple 5G network infrastructure	Ongoing investigation with private partners	Digital Twin Platform with no physical location	No identified delivery timescales	Unknown		No identified funding at present. Potential funding routes include private		OxIS Stage 1 Technical Engagement
175	Transport	Rail	**Improvements to Banbury Station**	Chiltern Railways	Dept for Transport Network Rail Chiltern Railways		Access to Banbury Station ? Tramway Rd Improvements - Phase 1and 2 October 2024 to April 2025 and Phase 2.	Banbury Area	Throughout the Local Plan period	£6,000,000	c. ?6m	Some funding secured OCC Developers		Cherwell IDP (December 2024)
179	Transport	Highways	**East-West strategic movements: multi-modal corridor improvements**	Oxfordshire County Council and Oxford City Council		The scheme is linked to completed works at Junction 11 of the M40. The scheme may also contribute to a more sustainable	M40 J11 has been fully signalised and MOVA operation system installed as part of High Speed Rail (HS2) works. An options	Banbury Area	Throughout plan period	£18,000,000		Developers, Held s106; further s106 negotiations; other funding		Cherwell IDP (December 2024)
180	Transport	Highways	**A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)**	OCC	Developers	The scheme is linked to Bicester pedestrian and cycle links: Southern connectivity project (Sifting ID: 190)	The part of the South East Perimeter Road (SEPR) through Graven Hill has been delivered as their Employment Access Road.	Bicester area	Short - medium term	£21,300,000	c21.3m for South East Perimeter Road (SEPR) Western Section	Some funding secured Developers		Cherwell IDP (December 2024)
181	Transport	Highways	**Highway capacity improvements to peripheral routes in Bicester area**	OCC	Developers		Funding being sought to continue the design work for the A4095 and its delivery. Negotiations are ongoing. Short term changes	Bicester area	Short - medium term	£27,400,000	27.4m	S38. Part completed.		Cherwell IDP (December 2024)
182	Transport	Highways	**Highway capacity improvements to eastern corridor around Bicester**	OCC	Developers		Works to provide crossings on Wretchwick Way secured from Wretchwick Green. Informal crossings on Skimmingdish Lane's	Bicester area	Short - medium term	Unknown		Some funding secured		Cherwell IDP (December 2024)
194	Green Infrastructure	Green Infrastructure, Active Modes	**River Cherwell Waterway Park**	Cherwell District Council			Concept proposed through the Green and Blue Infrastructure Strategy and further investigated		currently at early investigation stage	£500,000	Creation of new parks and flood plain restoration is anticipated to be >£500k.	No identified funding at present but expected to be funded through S106		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
197	Transport	Highways	**East-west strategic movements: Warwick Road Corridor**	OCC			Initial optioneering stage. The Warwick Road junctions are being considered as part of OCC work on the Western Active Travel	Banbury Area	Short - medium term	£2,500,000	2.5m	Some funding committed		Cherwell IDP (December 2024)
212	Transport	Rail	**Proposed Begbroke Railway Station**	Network Rail, OCC, Rail providers, Begbroke Science Park/Oxford			A new Oxfordshire Rail Strategy following on from LTCP is expected in 2025 and will address this.		Phase 1 (2025 2030): Reope the Cowley Branch			N/A		Cherwell IDP (December 2024)
228	Transport	Rail	**Chiltern Mainline non-continuous electrification**	Network Rail	Department for Transport, England's Economic Heartland, Local	Relationship with East West Rail Phase 1	Proposed intervention. Network Rail are also undertaking Strategic Advice work which will identify the benefits of this scheme for		Medium term	£250,000,000.00	Capital Investment: ?250m + , Public Operational Investment: Medium	Revenue Generation: High		England's Economic Heartland Investment Prioritisation Framework: Connectivity Study 4:
246	Transport	Rail	**North Cotswold Line Improvements**	Network Rail	Local Authorities		Unknown / TBC		Unknown - no confirmed phasing, awaiting government		Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown		England's Economic Heartland Investment Prioritisation Framework: Unknown, OxRAIL
248	Transport	Rail	**New direct rail services between Oxford to Bristol which could in time serve new stations along the line**	Network Rail	Department for Transport, Network Rail, England's Economic Heartland,		Proposed Intervention. Great Western Railway has ran a three-month service trial of two direct return trains on Saturdays between	Grove, Swindon NEV	Medium term		EEH's report on the case for reinstating Oxford-Swindon-Bath-Bristol rail services suggests that there are no need for capital investment to deliver the new service.	Revenue Generation: Unknown		England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ?
254	Transport	Rail	**Rail Capacity improvements between Didcot and Oxford, including four tracking between Radley and Oxford**	Network Rail	Department for Transport, Network Rail, England's Economic Heartland,		Proposed Intervention		Medium term		Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown		England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ?
266	Transport	Bus, Coach and SRT	**Phases 2-5 A40 Eynsham Park & Ride to Wolvercote**	Local Transport Authorities		Phase 1 Completed (Sifting ID 371). Delivery of the scheme will help set up the potential Carterton-Witney-Oxford Mass	Phase 1 of the scheme has been delivered (Sifting ID 371). Remaining Phase 2 - 5 will be delivered as further funding becomes		Unknown		Phase 2 is estimated to cost £11m, Phase 4 and 5 estimated to cost £40.3m. No known cost for Phase 3 at present as currently in preliminary design.			England's Economic Heartland Investment Prioritisation Framework: Investment brochure
269, 324	Transport	Rail	**Oxford Station Redevelopment**	Network Rail	Department for Transport, Oxford City Council	facilitates further capacity improvements associated with East West Rail.	Network Rail have undertaken a tender process to appoint an architect to lead and design the planning application(s) for the	Oxford	2025-2045	TBC			Single landowner (Network Rail). Network Rail recent tender process to appoint architect underway. Western Entrance fully funded and under construction	Oxford City Council, Oxfordshire County Council Transport Infrastructure List
280	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT, Active	**Central Oxfordshire Movement and Place Framework**	Oxfordshire County Council and Oxford City Council		Delivery of Traffic Filters	Design proposals development.	Oxford City Centre and North Oxford	2025-2045	£50,000,000		Funding allocated for concept design only	Current delivery barriers include: Funding, complexity of proposals, uncertainties around congestion	OCC Transport Infrastructure List
323	Green Infrastructure	Green Infrastructure, Active Modes	**Oxford Greenways**	Oxford City Council, Oxfordshire County Council and Oxford			In December 2023 PJA Associates were awarded the contract to produce the Greenways Vision and Masterplan. Public	Oxford Greenways		Unknown		Most funding coming from Oxford City Council, Oxfordshire County	Subject to further design work	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
325	Transport	Active Modes	**Provision of a pedestrian and cycle bridge from Oxpens to Osney Mead**	Oxford West End	Oxfordshire County Council		Planning permission is approved (23/02506/CT3).	Central and West Oxford	Delivery expected in 2026	£10,000,000.00	Based on revised cost available			Oxford IDP (October 2023), Oxfordshire County Council Transport Infrastructure List
327	Transport	Highways, Bus, Coach and SRT, Active Modes	**Improvements to the A4074 Travel Corridor**	Oxfordshire County Council / Developer	Bus Operators, Department for Transport, National Highways, Active		A4074 Corridor Strategy being developed		2025-2035	Unknown	Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and South Oxfordshire District Council.	Direct delivery / developer contributions / Oxfordshire County Council		Adopted (December 2020) and emerging (December 2024) Local Plan Infrastructure Delivery Plan
328	Transport	Highways, Bus, Coach and SRT, Active Modes	**B480 improvements for buses, pedestrians and cyclists**	Oxfordshire County Council / Developer	Bus Operators, Department for Transport, National Highways, Active			Blackbird Leys, Oxford	2025-2035	Unknown	Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and South Oxfordshire District Council. Part of the scheme	Direct delivery / developer contributions / Oxfordshire County Council		Adopted (December 2020) and emerging (December 2024) Local Plan Infrastructure Delivery Plan
339	Transport	Rail	**Culham Railway Station Development**	Oxfordshire County Council / Developer				Culham - is this not a duplicate of line 331?	2025-2035	£16,787,211.00	cost from OXIS 2017 (?13,000,000) adjusted for inflation to April 2024	Developer contributions / Grant funding		South Oxfordshire and Vale of White Horse IDP (December 2024)

Sifting ID	Type	Sub Type	Project	Description	Location	Basis of Project Requirements	Status	Short or Longer Term projects	Delivery Complexity & Risks	Finance - Cost	Finance - Funding	Simple Project Typology
340	Green Infrastructure	Green Infrastructure, Active Modes	**Thame to Haddenham Greenway**	Thame to Haddenham Greenway aims to improve safety and connectivity between Thame and Haddenham, providing safer routes for pedestrians and cyclists, while linking to Haddenham railway station, making it easier for people to use public transport and reduce congestion.	National/Regional	Strategic innovation and enhancements	Pending	Short Term (to 2030)	Medium Complexity Project	Lower Cost Project	Partially funded	Green Infrastructure - Green Corridor
360	Transport	Rail, Bus, Coach and SRT, Active Modes	**New Wantage and Grove Railway Station**	Congestion on A338, A417, B4494, B4507, and other local roads from planned housing development avoided through provision of a new local two platform railway station and mobility hub as an additional stop on existing four track section of the Great Western Main	Countywide	Enabling new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	No funding	New Rail Station
372	Transport	Highways	**Witney Bridge Street Area: Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management**	Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management	District scale - West Oxfordshire	**Addressing Blocked development**	Investigation	Short Term (to 2030)	Medium Complexity Project	To be confirmed	No funding	Public Realm
373	Transport	Highways	**Access to Carterton: safety enhancements to the B4477 including junction improvements**	Access to Carterton: safety enhancements to the B4477 including junction improvements	District scale - West Oxfordshire	Enabling new development	Investigation	Short Term (to 2030)	High Complexity Project	Medium Cost Project	Partially funded	Highways Junction Package
375	Transport	Rail	**Hanborough Station Improvements**	Additional platform and crossovers at Hanborough Station on the Cotswold Line.	District scale - West Oxfordshire	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	High Complexity Project	To be confirmed	To be confirmed	Rail Station Investment
377	Transport	Highways	**West End Link (WEL2), Witney**	West End Link (WEL2), Witney	District scale - West Oxfordshire	**Addressing Blocked development**	Investigation	Short Term (to 2030)	High Complexity Project	Medium Cost Project	No funding	Highways - Link Road
383	Transport	Regeneration and Placemaking, Highways, Active Modes	**Didcot Central Corridor**	Improvement to travel and public space along three key routes of the Didcot Central Corridor to make the town a better place for residents and visitors	District scale - South Ox & Vale	Mitigating impacts of new development	Investigation	Medium Term (2030-40)	Medium Complexity Project	To be confirmed	To be confirmed	Public Realm
386	Transport	Active Modes	**Improving NCN57 between Horspath and Littleworth**	Improving NCN57 between Horspath and Littleworth	Countywide	Strategic innovation and enhancements	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	To be confirmed	Active Mode Project
390	Transport	Active Modes	**Milton Heights Active Modes Bridge**	A key Active Modes link across the A34, which would connect Didcot and Milton Park with Harwell and onwards to Wantage/ Grove.	District scale - Vale of White Horse	Strategic innovation and enhancements	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	No funding	Active Mode Project
395	Transport	Active Modes	**A4095 Cycle Route Gap at North Leigh**	Delivery of a new cycle path at North Leigh to connect longer cycle/walking network between Witney in the west and Hanborough railway station in the east (along A4095) and wider network.	District scale - West Oxfordshire	Strategic innovation and enhancements	Investigation	Medium Term (2030-40)	Medium Complexity Project	Lower Cost Project	No funding	Cycle Link
397	Transport	Active Modes	**Salt Cross to Hanborough Active Modes Routes - Lower Road Corridor**	Delivery of a safe walking and cycling route between the A40/B4044, Lowe Road roundabout and Hanborough Station. The scheme will also acts as northern extension to the B4044 Eynsham to Botley Active Modes route.	District scale - West Oxfordshire	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	No funding	Active Mode Project
399	Transport	Active Modes	**Carterton to Witney Cycle Route**	Delivery of a safe Active Modes route between Carterton and Witney	District scale - West Oxfordshire	Strategic innovation and enhancements	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	No funding	Cycle Link
410	Transport	Highways	**A40 Grade Separated Crossing, Eynsham**	A grade-separated crossing of the A40 between Eynsham and Salt Cross Garden Village (2200) is essential for linking the two areas and fostering strong placemaking between communities. This connection is particularly important as education provision and other amenities will be	District scale - West Oxfordshire	**Addressing Blocked development**	Investigation	Medium Term (2030-40)	Medium Complexity Project	To be confirmed	No funding	Active Mode Project
414	Transport	Highways	**Frilford/ Marcham Lights and Junction Improvements**	A key junction identified as a congestion point for strategic traffic and public transport movements in the area, particularly given planned and underway development including at Wantage and Grove and SESRO to south, Kingston Bagpuize to west and Dalton Barracks to	District scale - Vale of White Horse	Enabling new development	Investigation	Short Term (to 2030)	High Complexity Project	To be confirmed	Partially Funded	Highways Junction Package
426	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	**A420 Corridor Improvements**	A range of proposals are suggested to improve the A420 in relation to road safety, bus priority measures, junction improvements, mobility hubs and encouraging freight to use to the strategic road network.	Countywide	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	Partially funded	Highways Corridor Package
427	Transport	Highways, Rail, Bus, Coach and SRT, Active Modes	**Oxfordshire Metro**	Creating an integrated transport network that brings together rail, bus, walking and cycling	Countywide	Strategic innovation and enhancements	Investigation	Short - Long Term (2025 - 2050)	Medium Complexity Project	To be confirmed	To be confirmed	Public Transport Package
428	Transport	Rail	**Proposed Ardley Railway Station**	OxRAIL is proposing 4 new stations and investigating the feasibility of reopening Ardley. Linked to New Towns announcement to serve Heyford Park housing.	Countywide	Enabling new development	Investigation	Long Term (2040-50)	High Complexity Project	To be confirmed	To be confirmed	New Rail Station
429	Transport	Rail, Bus, Coach and SRT	**Carterton-Witney-Oxford Mass Rapid Transit Corridor**	Mass Rapid Transit Corridor between Carterton-Witney-Oxford. Existing review include all public transport options including rail, guided bus, light rail and/or any other mobility solutions.	Countywide	Mitigating impacts of new development	Investigation	Medium - Long Term (2030-50)	Very High Complexity Project	To be confirmed	To be confirmed	Mass Transit Corridor
430	Transport	Active Modes	**Delivery of walking and cycling infrastructure within LCWIPs**	Delivery of walking and cycling infrastructure within LCWIPs across Oxfordshire, including Oxford, Bicester, Kidlington, Abingdon, Witney, Banbury, Didcot, Chipping Norton and Woodstock.	Countywide	Strategic innovation and enhancements	Investigation	Short - Long Term (2025 - 2050)	Medium Complexity Project	To be confirmed	To be confirmed	Active Mode Project
437	Transport	Rail	**Didcot Parkway Station upgrades, including additional platform and grade separation south of the station**	Didcot Parkway Station upgrades, including additional platform and grade separation south of the station	Countywide	Enabling new development	Investigation	Long Term (2040-50)	High Complexity Project	To be confirmed	To be confirmed	Rail Station Investment
439	Transport	Rail	**The Electrified Railway: A zero-carbon railway for Oxfordshire**	The Electrified Railway: A zero-carbon railway for Oxfordshire will be built on the foundation of the Electric Freight Spine, beginning in Phase 1, delivered in Phase 2, and expanded in Phase 3 to create a fully zero carbon rail network for Oxfordshire and beyond.	Countywide	Strategic innovation and enhancements	Investigation	Medium - Long Term (2030-50)	High Complexity Project	To be confirmed	No funding	Rail line Investment
440	Transport	Rail, Active Modes	**Reopening of the Cowley Branch Line for Passengers**	Increased access to sustainable mobility within and to/from Oxford through construction of new stations at Oxford Littlemore(for Littlemore and The Oxford Science Park) and Oxford Cowley (for Blackbird Leys and ARC Oxford) on existingCowley Branch Line (currently used	National/Regional	Enabling new development	Investigation	Short Term (to 2030)	High Complexity Project	Very High Cost Project	Partially funded	Rail line Investment
441	Transport	Active Modes	**Varsity Way Cycleway Interventions**	Development of a high quality cycle way between Oxford and Cambridge, including off road and on road Active Modes infrastructure. This is to support moderate mode shift from cars to Active Modes for short journeys, and would connect to the original Varsity Cycleway. A number	National/Regional	Strategic innovation and enhancements	Investigation	Short Term (to 2030)	Medium Complexity Project	To be confirmed	No funding	Cycle Link
446	Transport	Active Modes	**Eynsham to Botley Community Path Walking and Cycle Route via B4044**	Off carriageway cycle improvements to the B4044, including improvements to crossing of Swinford Toll Bridge	Countywide	Mitigating impacts of new development	Investigation	Short Term (to 2030)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
449	Transport	Highways	**A40-A44 Link Road**	Proposed scheme to deliver a strategic link road connecting the A40 and A44 on land immediately to the west of the A34.	Countywide	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	Partially Funded	Highways - Link Road
469	Transport	Highways	**Rowstock Area Transport Improvements**	OCC is currently undertaking a study of the Rowstock Area to identify suitable mitigation for congestion and enable modal shift. It is expected that improvements will focus on bus priority measures within the study area.	District scale - Vale of White Horse	Enabling new development	Investigation	Short Term (to 2030)	Medium Complexity Project	To be confirmed	Partially Funded	Bus Priority
470	Transport	Active Modes	**Oxford North / Oxford Parkway Pedestrian and Cycle Route**	Active Modes link between Oxford North and Oxford Parkway	District scale - Oxford City	Strategic innovation and enhancements	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	Partially Funded	Active Mode Project
471	Energy and Utilities	Energy Infrastructure	**Oxford Heat Network**	City-wide district heat network for Oxford to supply low carbon heating. This includes installation of about 20km of pipes to reduce gas demand by up to 10% at sites of targeted organisations with high heat consumption at Phase 1.	District scale - Oxford City	Strategic innovation and enhancements	Pending	Short - Long Term (2025 - 2050)	Very High Complexity Project	To be confirmed	Partially funded	Heating Network
503	Water	Flood Risk Management, Green Infrastructure	**Cherwell Natural Flood Management**	Three multi-landholding natural flood management schemes in Cherwell, incorporating riparian planting, bunds, and leaky dams	District scale - Cherwell	Strategic innovation and enhancements	Investigation	Short Term (to 2030)	High Complexity Project	Lower Cost Project	No funding	Flood Defences
512	Water	Flood Risk Management	**Abingdon-on-Thames Flood Alleviation Scheme (AFAS)**	Delivery of a flood alleviation scheme in Abingdon through the construction of a flood embankment along the potential access road to the SESRO site. The scheme aims to mitigate flood risk from the River Ock, particularly in areas near Drayton Road and the Tesco site in	District scale - Vale of White Horse	Strategic innovation and enhancements	Pending	Short Term (to 2030)	High Complexity Project	Medium Cost Project	To be confirmed	Flood Defences
559	Transport	Highways, Active Modes	**A423 Kennington Improvements**	Kennington Rail Bridge is part of the A423 Southern Bypass and needs to be replaced due to age-related deterioration and the need for an eastbound bus lane. The improvement programme includes the replacement of Kennington rail bridge, improved facilities for cycling	Countywide	Enabling new development	Committed	Short Term (to 2030)	High Complexity Project	Very High Cost Project	Partially funded	Highways - Bridge Upgrade
560	Health and Social Care	Emergency Services	**Oxfordshire Fire and Rescue Service Improvements: Creation of 5 day shift stations through existing on-call stations at Bicester, Chipping Norton, Faringdon, Wallingford or Crowmarsh and Witney**	Creation of 5 day shift fire stations at Bicester, Chipping Norton, Faringdon, Wallingford (or Crowmarsh site relocated from Wallingford) and Witney. This include the potential relocation of Wallingford Fire Station to Crowmarsh to accommodate modern fire engines and full time	Countywide	Strategic innovation and enhancements	Investigation	Short Term (to 2030)	Medium Complexity Project	Lower Cost Project	To be confirmed	Fire Station
561	Health and Social Care	Emergency Services	**Oxfordshire Fire and Rescue Service Improvements: New Fire Station at north of Oxford**	Combining Rewley Road and Kidlington fire stations, along the fire service headquarters at Kidlington, into a single, modern fire station towards the north of Oxford. This is intended to create a connection location for emergency responses and improve response times. Other	Countywide	Strategic innovation and enhancements	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	Lower Cost Project	To be confirmed	Fire Station
562	Transport	Highways	**Banbury Access to the Strategic Road Network**	New slip roads onto the M40 to relieve congestion and air quality issues around Hennef Way and the other roads coming into Junction 11; more detailed work completed on north-facing slips at Southam Road on the northern edge of the town and improvements along Southam	District scale - Cherwell	Mitigating impacts of new development	Investigation	Medium Term (2030-40)	High Complexity Project	To be confirmed	No funding	Highways Junction Package
220a	Transport	Highways	**M40 Improvements: Safety and Capacity Improvements at Junction 9 Wendlebury Interchange**	Capacity and safety improvements at M40 Junction 9 to the West of Bicester.	National/Regional	Strategic innovation and enhancements	Investigation	Short Term (to 2030)	High Complexity Project	To be confirmed	To be confirmed	Highways Junction Package
220b	Transport	Highways	**M40 Improvements: Safety and Capacity Improvements at Junction 10 Padbury Roundabout and Banyards Green roundabout**	Capacity and safety improvements at M40 Junction 10 to the West of Bicester.	National/Regional	Strategic innovation and enhancements	Investigation	Short Term (to 2030)	High Complexity Project	To be confirmed	To be confirmed	Highways Junction Package
268, 468, 2	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	**A34 Corridor Improvements**	Improvements to the A34 Corridor to improve traffic flow, safety and reliability and reduce car dependency. National Highways note that the A34 is covered by a RIS pipeline scheme, which will be considered for implementation in RIS 4.	National/Regional	Enabling new development	Investigation	Short Term (to 2030)	High Complexity Project	To be confirmed	To be confirmed	Highways Corridor Package
450, 453, 4	Energy and Utilities	Energy infrastructure	**Cowley GSP SDP Projects**	This entry covers all of the individual projects under the Cowley GSP SDP including the Future EHV System Needs to 2040, and the current works in progress. The Future EHV System Needs to 2040 including:	Countywide	Enabling new development	Pending	Short Term (to 2030)	High Complexity Project	To be confirmed	Funded by Service Provider	Electricity Reinforcement (Large Package)
499, 523, 5	Energy and Utilities	Energy infrastructure	**East Claydon GSP SDP Projects**	This entry covers all of the individual projects under the East Claydon GSP SDP including the Future EHV System Needs and the current works in progress.	Countywide	Enabling new development	Pending	Short Term (to 2030)	High Complexity Project	To be confirmed	Funded by Service Provider	Electricity Reinforcement (Large Package)

Sifting ID	Type	Sub Type	Project	Protecting or enhancing environment and biodiversity	Contribution to reduction in emissions	Contribution towards climate change resilience	Contribution towards sustainable water systems	Numbers of new homes directly unlocked by the project	Scale of homes supported by the project	Contribution towards priority Regeneration and Place Making schemes.	Contribution towards wider infrastructure projects (Unlocking interdependent schemes)	Supporting Health and well being	Supporting access to social and cultural infrastructure	Addressing social deprivation and exclusion
340	Green Infrastructure	Green Infrastructure, Active Modes	**Thame to Haddenham Greenway**	High Positive Impact	High Positive Impact	High Positive Impact	Moderate Positive Impact	< 100 Homes	< 1,000 Homes	High Positive Impact	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Negligible Impact
360	Transport	Rail, Bus, Coach and SRT, Active Modes	**New Wantage and Grove Railway Station**	Low Positive impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact	Low Positive impact
372	Transport	Highways	**Witney Bridge Street Area: Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management**	Low Positive impact	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	1,000 - 2500 Homes	2,500 - 5,000 Homes	Moderate Positive Impact	Negligible Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact
373	Transport	Highways	**Access to Carterton: safety enhancements to the B4477 including junction improvements**	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	1,000 - 2500 Homes	1,000 - 2,500 Homes	Negligible Impact	Negligible Impact	Low Positive impact	Low Positive impact	Negligible Impact
375	Transport	Rail	**Hanborough Station Improvements**	Negligible Impact	High Positive Impact	Low Positive impact	Negligible Impact	< 100 Homes	< 1,000 Homes	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact	Low Positive impact
377	Transport	Highways	**West End Link (WEL2), Witney**	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact	1,000 - 2500 Homes	2,500 - 5,000 Homes	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	Moderate Positive Impact
383	Transport	Regeneration and Placemaking, Highways, Active Modes	**Didcot Central Corridor**	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	1,000 - 2500 Homes	> 10,000 Homes	Low Positive impact	Low Positive impact	High Positive Impact	Very High Positive Impact	Negligible Impact
386	Transport	Active Modes	**Improving NCN57 between Horspath and Littleworth**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Moderate Positive Impact
390	Transport	Active Modes	**Milton Heights Active Modes Bridge**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	> 10,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
395	Transport	Active Modes	**A4095 Cycle Route Gap at North Leigh**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Negligible Impact	Low Positive impact	High Positive Impact	Moderate Positive Impact	Negligible Impact
397	Transport	Active Modes	**Salt Cross to Hanborough Active Modes Routes - Lower Road Corridor**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	1,000 - 2500 Homes	1,000 - 2,500 Homes	Negligible Impact	Moderate Positive Impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
399	Transport	Active Modes	**Carterton to Witney Cycle Route**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	1,000 - 2,500 Homes	Negligible Impact	Low Positive impact	High Positive Impact	Moderate Positive Impact	Negligible Impact
410	Transport	Highways	**A40 Grade Separated Crossing, Eynsham**	Low Positive impact	High Positive Impact	Low Positive impact	Negligible Impact	> 2,500 Homes	2,500 - 5,000 Homes	Low Positive impact	Moderate Positive Impact	High Positive Impact	High Positive Impact	Negligible Impact
414	Transport	Highways	**Frilford/ Marcham Lights and Junction Improvements**	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact	500 - 1000 Homes	1,000 - 2,500 Homes	Low Positive impact	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact	Low Positive impact
426	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	**A420 Corridor Improvements**	Low Positive impact	High Positive Impact	Moderate Positive Impact	Negligible Impact	500 - 1000 Homes	> 10,000 Homes	Moderate Positive Impact	High Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact
427	Transport	Highways, Rail, Bus, Coach and SRT, Active Modes	**Oxfordshire Metro**	Negligible Impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact	< 100 Homes	> 10,000 Homes	High Positive Impact	Moderate Positive Impact	High Positive Impact	High Positive Impact	High Positive Impact
428	Transport	Rail	**Proposed Ardley Railway Station**	Low Positive impact	High Positive Impact	Low Positive impact	Low Positive impact	> 2,500 Homes	5,000 - 10,000 Homes	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact	Low Positive impact
429	Transport	Rail, Bus, Coach and SRT	**Carterton-Witney-Oxford Mass Rapid Transit Corridor**	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Low Positive impact	> 2,500 Homes	5,000 - 10,000 Homes	Very High Positive Impact	Low Positive impact	High Positive Impact	High Positive Impact	High Positive Impact
430	Transport	Active Modes	**Delivery of walking and cycling infrastructure within LCWIPs**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	> 10,000 Homes	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact
437	Transport	Rail	**Didcot Parkway Station upgrades, including additional platform and grade separation south of the station**	Negligible Impact	High Positive Impact	Low Positive impact	Negligible Impact	> 2,500 Homes	> 10,000 Homes	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact	Negligible Impact
439	Transport	Rail	**The Electrified Railway: A zero-carbon railway for Oxfordshire**	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	1,000 - 2,500 Homes	Negligible Impact	High Positive Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact
440	Transport	Rail, Active Modes	**Reopening of the Cowley Branch Line for Passengers**	Low Positive impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	> 2,500 Homes	1,000 - 2,500 Homes	High Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	High Positive Impact
441	Transport	Active Modes	**Varsity Way Cycleway Interventions**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	> 10,000 Homes	High Positive Impact	High Positive Impact	High Positive Impact	Moderate Positive Impact	Negligible Impact
446	Transport	Active Modes	**Eynsham to Botley Community Path Walking and Cycle Route via B4044**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	High Positive Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
449	Transport	Highways	**A40-A44 Link Road**	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	100 - 500 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	Low Positive impact	Negligible Impact	Low Positive impact	Negligible Impact
469	Transport	Highways	**Rowstock Area Transport Improvements**	Negligible Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact	1,000 - 2500 Homes	2,500 - 5,000 Homes	Moderate Positive Impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
470	Transport	Active Modes	**Oxford North / Oxford Parkway Pedestrian and Cycle Route**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 homes	High Positive Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
471	Energy and Utilities	Energy Infrastructure	**Oxford Heat Network**	Negligible Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	High Positive Impact	Negligible Impact	Low Positive impact	Negligible Impact	High Positive Impact
503	Water	Flood Risk Management, Green Infrastructure	**Cherwell Natural Flood Management**	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	2,500 - 5,000 Homes	Low Positive impact	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Negligible Impact
512	Water	Flood Risk Management	**Abingdon-on-Thames Flood Alleviation Scheme (AFAS)**	Low Positive impact	Negligible Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	< 1,000 Homes	Low Positive impact	Negligible Impact	Moderate Positive Impact	Low Positive impact	Negligible Impact
559	Transport	Highways, Active Modes	**A423 Kennington Improvements**	Negligible Impact	High Positive Impact	High Positive Impact	Moderate Positive Impact	< 100 Homes	1,000 - 2,500 Homes	Moderate Positive Impact	Very High Positive Impact	Negligible Impact	Low Positive impact	Moderate Positive Impact
560	Health and Social Care	Emergency Services	**Oxfordshire Fire and Rescue Service Improvements: Creation of 5 day shift stations through existing on-call stations at Bicester, Chipping Norton, Faringdon, Wallingford or Crowmarsh and Witney**	Negligible Impact	Negligible Impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	Low Positive impact	Negligible Impact	High Positive Impact	Low Positive impact	Negligible Impact
561	Health and Social Care	Emergency Services	**Oxfordshire Fire and Rescue Service Improvements: New Fire Station at north of Oxford**	Negligible Impact	Low Positive impact	Moderate Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	Low Positive impact	Negligible Impact	High Positive Impact	Low Positive impact	Negligible Impact
562	Transport	Highways	**Banbury Access to the Strategic Road Network**	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	> 2,500 Homes	2,500 - 5,000 Homes	Low Positive impact	Moderate Positive Impact	Negligible Impact	Low Positive impact	Moderate Positive Impact
220a	Transport	Highways	**M40 Improvements: Safety and Capacity Improvements at Junction 9 Wendlebury Interchange**	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	> 2,500 Homes	2,500 - 5,000 Homes	Low Positive impact	Moderate Positive Impact	Negligible Impact	Low Positive impact	Negligible Impact
220b	Transport	Highways	**M40 Improvements: Safety and Capacity Improvements at Junction 10 Padbury Roundabout and Banyards Green roundabout**	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	1,000 - 2500 Homes	1,000 - 2,500 Homes	Low Positive impact	Moderate Positive Impact	Negligible Impact	Low Positive impact	Negligible Impact
268, 468, 2	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	**A34 Corridor Improvements**	Low Positive impact	High Positive Impact	Moderate Positive Impact	Negligible Impact	500 - 1000 Homes	> 10,000 Homes	Moderate Positive Impact	High Positive Impact	High Positive Impact	Low Positive impact	Moderate Positive Impact
450, 453, 4	Energy and Utilities	Energy infrastructure	**Cowley GSP SDP Projects**	Negligible Impact	High Positive Impact	High Positive Impact	Negligible Impact	> 2,500 Homes	> 10,000 Homes	High Positive Impact	Very High Positive Impact	Negligible Impact	Negligible Impact	Moderate Positive Impact
499, 523, 5	Energy and Utilities	Energy infrastructure	**East Claydon GSP SDP Projects**	Negligible Impact	High Positive Impact	High Positive Impact	Negligible Impact	> 2,500 Homes	> 10,000 Homes	High Positive Impact	Very High Positive Impact	Negligible Impact	Negligible Impact	Moderate Positive Impact

Sifting ID	Type	Sub Type	Project	Numbers of new Jobs directly unlocked by the project	Scale of New employment site Jobs supported by the project.	Contribution towards an inclusive existing economy	Contribution towards priority economic growth sectors	Supporting sustainable connectivity between settlements	Supporting sustainable connectivity within settlements	Supporting sustainable digital connectivity of Ox-shire	Supporting sustainable energy network across Ox-shire
340	Green Infrastructure	Green Infrastructure, Active Modes	**Thame to Haddenham Greenway**	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	Negligible Impact	Low Positive impact
360	Transport	Rail, Bus, Coach and SRT, Active Modes	**New Wantage and Grove Railway Station**	1,000 - 2500 Jobs	1,000 - 2,500 Jobs	High Positive Impact	Very High Positive Impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact
372	Transport	Highways	**Witney Bridge Street Area: Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management**	< 100 Jobs	< 1,000 Jobs	High Positive Impact	Negligible Impact	Negligible Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact
373	Transport	Highways	**Access to Carterton: safety enhancements to the B4477 including junction improvements**	< 100 Jobs	< 1,000 Jobs	Low Positive impact	Negligible Impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
375	Transport	Rail	**Hanborough Station Improvements**	< 100 Jobs	2,500 - 5,000 Jobs	Moderate Positive Impact	Negligible Impact	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact
377	Transport	Highways	**West End Link (WEL2), Witney**	< 100 Jobs	< 1,000 Jobs	Low Positive impact	Negligible Impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
383	Transport	Regeneration and Placemaking, Highways, Active Modes	**Didcot Central Corridor**	< 100 Jobs	> 10,000 Jobs	High Positive Impact	Low Positive impact	Negligible Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
386	Transport	Active Modes	**Improving NCN57 between Horspath and Littleworth**	< 100 Jobs	< 1,000 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
390	Transport	Active Modes	**Milton Heights Active Modes Bridge**	< 100 Jobs	> 10,000 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
395	Transport	Active Modes	**A4095 Cycle Route Gap at North Leigh**	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Negligible Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
397	Transport	Active Modes	**Salt Cross to Hanborough Active Modes Routes - Lower Road Corridor**	< 100 Jobs	5,000 - 10,000 Jobs	High Positive Impact	Negligible Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
399	Transport	Active Modes	**Carterton to Witney Cycle Route**	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Negligible Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
410	Transport	Highways	**A40 Grade Separated Crossing, Eynsham**	< 100 Jobs	> 10,000 Jobs	High Positive Impact	Negligible Impact	High Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
414	Transport	Highways	**Frilford/ Marcham Lights and Junction Improvements**	< 100 Jobs	< 1,000 Jobs	Low Positive impact	Negligible Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact	Negligible Impact
426	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	**A420 Corridor Improvements**	< 100 Jobs	> 10,000 Jobs	Low Positive impact	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	Negligible Impact
427	Transport	Highways, Rail, Bus, Coach and SRT, Active Modes	**Oxfordshire Metro**	< 100 Jobs	> 10,000 Jobs	High Positive Impact	High Positive Impact	High Positive Impact	High Positive Impact	Low Positive impact	Moderate Positive Impact
428	Transport	Rail	**Proposed Ardley Railway Station**	> 2,500 Jobs	2,500 - 5,000 Jobs	High Positive Impact	Very High Positive Impact	High Positive Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact
429	Transport	Rail, Bus, Coach and SRT	**Carterton-Witney-Oxford Mass Rapid Transit Corridor**	< 100 Jobs	5,000 - 10,000 Jobs	Very High Positive Impact	Very High Positive Impact	Very High Positive Impact	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact
430	Transport	Active Modes	**Delivery of walking and cycling infrastructure within LCWIPs**	< 100 Jobs	1,000 - 2,500 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
437	Transport	Rail	**Didcot Parkway Station upgrades, including additional platform and grade separation south of the station**	< 100 Jobs	2,500 - 5,000 Jobs	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Low Positive impact
439	Transport	Rail	**The Electrified Railway: A zero-carbon railway for Oxfordshire**	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	High Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	Very High Positive Impact
440	Transport	Rail, Active Modes	**Reopening of the Cowley Branch Line for Passengers**	> 2,500 Jobs	> 10,000 Jobs	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Low Positive impact	Moderate Positive Impact
441	Transport	Active Modes	**Varsity Way Cycleway Interventions**	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
446	Transport	Active Modes	**Eynsham to Botley Community Path Walking and Cycle Route via B4044**	< 100 Jobs	< 1,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
449	Transport	Highways	**A40-A44 Link Road**	1,000 - 2500 Jobs	5,000 - 10,000 Jobs	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
469	Transport	Highways	**Rowstock Area Transport Improvements**	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact
470	Transport	Active Modes	**Oxford North / Oxford Parkway Pedestrian and Cycle Route**	< 100 Jobs	5,000 - 10,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
471	Energy and Utilities	Energy Infrastructure	**Oxford Heat Network**	< 100 Jobs	> 10,000 Jobs	Moderate Positive Impact	High Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Very High Positive Impact
503	Water	Flood Risk Management, Green Infrastructure	**Cherwell Natural Flood Management**	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Negligible Impact	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact
512	Water	Flood Risk Management	**Abingdon-on-Thames Flood Alleviation Scheme (AFAS)**	< 100 Jobs	< 1,000 Jobs	Moderate Positive Impact	Negligible Impact	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact
559	Transport	Highways, Active Modes	**A423 Kennington Improvements**	500 - 1000 Jobs	> 10,000 Jobs	Moderate Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact
560	Health and Social Care	Emergency Services	**Oxfordshire Fire and Rescue Service Improvements: Creation of 5 day shift stations through existing on-call stations at Bicester, Chipping Norton, Faringdon, Wallingford or Crowmarsh and Witney**	< 100 Jobs	5,000 - 10,000 Jobs	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact
561	Health and Social Care	Emergency Services	**Oxfordshire Fire and Rescue Service Improvements: New Fire Station at north of Oxford**	< 100 Jobs	> 10,000 Jobs	Low Positive impact	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	Negligible Impact
562	Transport	Highways	**Banbury Access to the Strategic Road Network**	< 100 Jobs	< 1,000 Jobs	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
220a	Transport	Highways	**M40 Improvements: Safety and Capacity Improvements at Junction 9 Wendlebury Interchange**	< 100 Jobs	5,000 - 10,000 Jobs	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
220b	Transport	Highways	**M40 Improvements: Safety and Capacity Improvements at Junction 10 Padbury Roundabout and Banyards Green roundabout**	< 100 Jobs	5,000 - 10,000 Jobs	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
268, 468, 2	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	**A34 Corridor Improvements**	< 100 Jobs	> 10,000 Jobs	Low Positive impact	High Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	Negligible Impact
450, 453, 4	Energy and Utilities	Energy infrastructure	**Cowley GSP SDP Projects**	> 2,500 Jobs	> 10,000 Jobs	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact
499, 523, 5	Energy and Utilities	Energy infrastructure	**East Claydon GSP SDP Projects**	> 2,500 Jobs	> 10,000 Jobs	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact

Sifting ID	Type	Sub Type	Project	Environment				Place				Social			Productivity				Connectivity				Environment	Place	Social	Productivity	Connectivity	Appraisal Score	Weighted Scenario - Growth Focused
340	Green Infrastructure	Green Infrastructure, Active Modes	**Thame to Haddenham Greenway**	3	3	3	2	0	0	3	2	3	2	0	0	0	2	1	3	4	0	1	11	5	7	3	8	34	34
360	Transport	Rail, Bus, Coach and SRT, Active Modes	**New Wantage and Grove Railway Station**	1	3	1	1	0	2	1	4	2	3	1	3	1	3	4	3	2	1	1	6	7	8	11	7	39	45
372	Transport	Highways	**Witney Bridge Street Area: Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management**	1	2	2	1	3	2	2	0	2	2	2	0	0	3	0	0	2	1	1	6	7	8	3	4	28	33
373	Transport	Highways	**Access to Carterton: safety enhancements to the B4477 including junction improvements**	0	0	0	0	3	1	0	0	1	1	0	0	0	1	0	1	1	1	0	0	4	3	1	3	11	15
375	Transport	Rail	**Hanborough Station Improvements**	0	3	1	0	0	0	2	2	1	2	1	0	2	2	0	2	2	1	1	4	4	5	4	6	23	25
377	Transport	Highways	**West End Link (WEL2), Witney**	0	1	0	0	3	2	2	3	1	1	2	0	0	1	0	1	1	1	0	1	10	5	1	3	20	25
383	Transport	Regeneration and Placemaking, Highways, Active Modes	**Didcot Central Corridor**	2	3	2	1	3	4	1	1	3	4	0	0	4	3	1	0	4	1	1	8	9	9	8	6	40	51
386	Transport	Active Modes	**Improving NCN57 between Horspath and Littleworth**	2	3	1	1	0	0	0	1	4	2	2	0	0	3	2	2	4	1	1	7	1	11	5	8	32	32
390	Transport	Active Modes	**Milton Heights Active Modes Bridge**	2	3	1	1	0	4	0	1	4	2	0	0	4	3	2	2	4	1	1	7	5	8	9	8	37	45
395	Transport	Active Modes	**A4095 Cycle Route Gap at North Leigh**	2	3	1	1	0	0	0	1	3	2	0	0	0	2	0	2	4	1	1	7	1	7	2	8	25	25
397	Transport	Active Modes	**Salt Cross to Hanborough Active Modes Routes - Lower Road Corridor**	2	3	1	1	3	1	0	2	4	2	0	0	3	3	0	2	4	1	1	7	6	8	6	8	35	42
399	Transport	Active Modes	**Carterton to Witney Cycle Route**	2	3	1	1	0	1	0	1	3	2	0	0	0	2	0	2	4	1	1	7	2	7	2	8	26	27
410	Transport	Highways	**A40 Grade Separated Crossing, Eynsham**	1	3	1	0	4	2	1	2	3	3	0	0	4	3	0	3	4	1	1	5	9	8	7	9	38	48
414	Transport	Highways	**Frilford/ Marcham Lights and Junction Improvements**	0	1	0	0	2	1	1	2	1	2	1	0	0	1	0	2	1	1	0	1	6	5	1	4	17	20
426	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	**A420 Corridor Improvements**	1	3	2	0	2	4	2	3	3	1	1	0	4	1	2	3	1	1	0	6	11	7	7	5	36	46
427	Transport	Highways, Rail, Bus, Coach and SRT, Active Modes	**Oxfordshire Metro**	0	4	2	0	0	4	3	2	3	3	3	0	4	3	3	3	3	1	2	6	9	12	10	9	46	54
428	Transport	Rail	**Proposed Ardley Railway Station**	1	3	1	1	4	3	1	4	2	3	1	4	2	3	4	3	2	1	1	6	12	8	13	7	46	59
429	Transport	Rail, Bus, Coach and SRT	**Carterton-Witney-Oxford Mass Rapid Transit Corridor**	1	4	2	1	4	3	4	1	3	3	3	0	3	4	4	4	2	1	2	8	12	12	11	9	52	62
430	Transport	Active Modes	**Delivery of walking and cycling infrastructure within LCWIPs**	2	3	1	1	0	4	3	2	4	2	3	0	1	3	3	2	4	1	1	7	9	12	7	8	43	48
437	Transport	Rail	**Didcot Parkway Station upgrades, including additional platform and grade separation south of the station**	0	3	1	0	4	4	2	2	1	2	0	0	2	2	3	2	2	1	1	4	12	4	7	6	33	43
439	Transport	Rail	**The Electrified Railway: A zero-carbon railway for Oxfordshire**	1	4	2	1	0	1	0	3	2	0	0	0	4	2	3	3	1	1	4	8	4	3	9	9	33	38
440	Transport	Rail, Active Modes	**Reopening of the Cowley Branch Line for Passengers**	1	3	2	1	4	1	3	3	2	2	3	4	4	2	3	2	2	1	2	7	11	9	13	7	47	60
441	Transport	Active Modes	**Varsity Way Cycleway Interventions**	2	3	1	1	0	4	3	3	3	2	0	0	4	2	3	2	4	1	1	7	10	7	9	8	41	49
446	Transport	Active Modes	**Eynsham to Botley Community Path Walking and Cycle Route via B4044**	2	3	1	1	0	2	3	1	4	2	0	0	0	3	3	2	4	1	1	7	6	8	6	8	35	37
449	Transport	Highways	**A40-A44 Link Road**	1	0	0	0	1	3	2	1	0	1	0	3	3	1	1	1	1	1	0	1	7	1	8	3	20	30
469	Transport	Highways	**Rowstock Area Transport Improvements**	0	2	0	0	3	2	2	1	1	1	0	0	4	2	2	2	3	1	1	2	8	3	8	7	28	37
470	Transport	Active Modes	**Oxford North / Oxford Parkway Pedestrian and Cycle Route**	2	3	1	1	0	0	3	1	4	2	0	0	3	3	3	2	4	1	1	7	4	8	9	8	36	39
471	Energy and Utilities	Energy Infrastructure	**Oxford Heat Network**	0	4	3	1	0	4	3	0	1	0	3	0	4	2	3	0	0	0	4	8	7	5	9	4	33	41
503	Water	Flood Risk Management, Green Infrastructure	**Cherwell Natural Flood Management**	3	2	4	4	0	2	1	2	2	1	0	0	0	2	0	0	1	0	0	13	5	4	2	1	25	27
512	Water	Flood Risk Management	**Abingdon-on-Thames Flood Alleviation Scheme (AFAS)**	1	0	4	4	0	0	1	0	2	1	0	0	0	2	0	0	1	0	0	9	1	4	2	1	17	17
559	Transport	Highways, Active Modes	**A423 Kennington Improvements**	0	3	3	2	0	1	2	4	0	1	2	2	4	2	3	2	2	0	0	8	7	4	11	4	34	41
560	Health and Social Care	Emergency Services	**Oxfordshire Fire and Rescue Service Improvements: Creation of 5 day shift stations through existing on-call stations at Bicester, Chipping Norton, Faringdon, Wallingford or Crowmarsh and Witney**	0	0	2	1	0	4	1	0	3	1	0	0	3	1	0	0	0	0	0	3	5	5	4	0	17	24
561	Health and Social Care	Emergency Services	**Oxfordshire Fire and Rescue Service Improvements: New Fire Station at north of Oxford**	0	1	2	1	0	4	1	0	3	1	0	0	4	1	1	0	0	0	0	4	5	5	6	0	20	28
562	Transport	Highways	**Banbury Access to the Strategic Road Network**	0	0	0	0	4	2	1	2	0	1	2	0	0	1	1	1	1	1	0	0	9	4	2	3	18	24
220a	Transport	Highways	**M40 Improvements: Safety and Capacity Improvements at Junction 9 Wendlebury Interchange**	0	0	0	0	4	2	1	2	0	1	0	0	3	1	1	1	1	1	0	0	9	1	5	3	18	27
220b	Transport	Highways	**M40 Improvements: Safety and Capacity Improvements at Junction 10 Padbury Roundabout and Banyards Green roundabout**	0	0	0	0	3	1	1	2	0	1	0	0	3	1	1	1	1	1	0	0	7	1	5	3	16	23
268, 468, 2	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	**A34 Corridor Improvements**	1	3	2	0	2	4	2	3	3	1	2	0	4	1	3	3	1	1	0	6	11	8	8	5	38	48
450, 453, 4	Energy and Utilities	Energy infrastructure	**Cowley GSP SDP Projects**	0	3	3	0	4	4	3	4	0	0	2	4	4	1	4	2	2	2	4	6	15	3	13	10	47	63
499, 523, 5	Energy and Utilities	Energy infrastructure	**East Claydon GSP SDP Projects**	0	3	3	0	4	4	3	4	0	0	2	4	4	1	4	2	2	2	4	6	15	3	13	10	47	63

Sifting ID	Type	Sub Type	Project	Delivery - responsible party	Delivery partners	Strategic Infrastructure Dependency	Status Notes	Location	Delivery Timescales	Cost	Cost Notes	Funding Notes	Delivery Risks and Complexity Notes	Source
340	Green Infrastructure	Green Infrastructure, Active Modes	**Thame to Haddenham Greenway**	Oxfordshire County Council	Department for Transport, Active Modes England, England's Economic		Proposed Intervention	Thame	Short term	£4,000,000	Early appraisals estimates that the scheme will costs around £4m	Further feasibility study is underway at present. It is also S106 will contribute		England's Economic Heartland Investment Prioritisation Framework; EEH Active Modes
360	Transport	Rail, Bus, Coach and SRT, Active Modes	**New Wantage and Grove Railway Station**	Proposals currently being developed by SLC Rail	Oxfordshire County Coun and Vale of White Horse	Rail services Oxford to Bristol and new stations along the Great Western Mainline	Initial feasibility study being undertaken	Wantage and Grove	Short term		Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown		England's Economic Heartland Investment Prioritisation Framework; Swindon ? Didcot ?
372	Transport	Highways	**Witney Bridge Street Area: Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management**	Landowners / OCC / WODC		Require delivery of West End Link Road		Witney	2021-2023	Unknown		S106, CIL		West Oxfordshire IDP (November 2016)
373	Transport	Highways	**Access to Carterton: safety enhancements to the B4477 including junction improvements**	OCC / WODC / Developers				Witney	2016-2031	£11,380,859		S106, LEP, CIL		West Oxfordshire IDP (November 2016)
375	Transport	Rail	**Hanborough Station Improvements**	Network Rail	Department for Transport, Local Authorities, Operators		Proposed Intervention	Hanborough	Medium term		Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown		England's Economic Heartland Investment Prioritisation Framework; Submitted by
377	Transport	Highways	**West End Link (WEL2), Witney**	Landowners / OCC / WODC		Linked to West End Link Road Flood Storage Area	Planning phase	Witney	2021-2026	£23,200,000		To be facilitated by development at north Witney (S106)		West Oxfordshire IDP (November 2016)
383	Transport	Regeneration and Placemaking, Highways, Active Modes	**Didcot Central Corridor**	Oxfordshire County Council / Developer				Didcot		Unknown				OCC Transport Infrastructure List
386	Transport	Active Modes	**Improving NCN57 between Horspath and Littleworth**	Sustrans	Oxfordshire County Council			SODC						OCC Transport Infrastructure List
390	Transport	Active Modes	**Milton Heights Active Modes Bridge**	Oxfordshire County Council / National Highways			Identified as part of one of the core routes in the SATN network (https://www.oxfordshire.gov.uk/transport-	Milton Heights to Didcot				Some funding is held further to planning consent for c.500		OCC Transport Infrastructure List
395	Transport	Active Modes	**A4095 Cycle Route Gap at North Leigh**				OCC have a feasibility study which identifies the cost as £1.7m. This is unlikely to be wholly funded from S106. There is a second			£1,700,000				OCC Transport Infrastructure List
397	Transport	Active Modes	**Salt Cross to Hanborough Active Modes Routes - Lower Road Corridor**				The feasibility of a Lower Road route was demonstrated in the design of a 3m twoway shared use path on the western side of Lower							OCC Transport Infrastructure List
399	Transport	Active Modes	**Carterton to Witney Cycle Route**									Potential funding route include S106		OCC Transport Infrastructure List
410	Transport	Highways	**A40 Grade Separated Crossing, Eynsham**	Oxfordshire County Council		The scheme will support wider A40 Corridor Improvements including bus priority measures and dedicated bus lane.	Feasibility study is being conducted at present.	Eynsham	To be confirmed	Unknown		No funding	Subject to further design and optioneering work. Current potential option include an underpass.	OCC Transport Infrastructure List
414	Transport	Highways	**Frilford/ Marcham Lights and Junction Improvements**	Oxfordshire County Council, Developers	Active Travel England, England's Economic Heartland, Local		Identified as a priority improvement in Vale Local Plan, Joint Local Plan, LTCP and the emerging Movement and Place Strategy :	Frilford and Marcham, Vale of White Horse	Short Term (to 2030)	Unknown	Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and Vale of White Horse District Council.	Direct delivery / developer contributions / Oxfordshire County Council		OCC Transport Infrastructure List
426	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	**A420 Corridor Improvements**	Oxfordshire County Council	Department for Transport, National Highways, England's Economic		Plans at early stage of development, with initial funding of £2m from Safer Road Funds expected to focus on extra protection for			Unknown		£2m of government funding has been allocated to improve safety on the		OCC Transport Scheme List, England's Economic Heartland Investment Prioritisation
427	Transport	Highways, Rail, Bus, Coach and SRT, Active Modes	**Oxfordshire Metro**	Oxfordshire County Council					Developing the concept of the Oxfordshire Metro	Unknown				OxRAIL2040
428	Transport	Rail	**Proposed Ardley Railway Station**	Network Rail				Ardley						OxRAIL 2040
429	Transport	Rail, Bus, Coach and SRT	**Carterton-Witney-Oxford Mass Rapid Transit Corridor**	Explored by Oxfordshire County Council		Set up by 371 and 266 Phase 2-5 A40A Eynsham Park and Ride to Wolvercote	A planned study for early 2026 is required to develop the mass transit corridor set up by items 371 and 266, and progress this west							OxRAIL 2040
430	Transport	Active Modes	**Delivery of walking and cycling infrastructure within LCWIPs**	Oxfordshire County Council										
437	Transport	Rail	**Didcot Parkway Station upgrades, including additional platform and grade separation south of the station**	Promoted by Oxfordshire County Council			Planned investigation through OxRAIL2040	Didcot						OxRAIL 2040
439	Transport	Rail	**The Electrified Railway: A zero-carbon railway for Oxfordshire**	Promoted by Oxfordshire County Council			In Phase 1 (2025–2030), Oxfordshire County Council will work with Government, Network Rail and train operators as the industry							nd
440	Transport	Rail, Active Modes	**Reopening of the Cowley Branch Line for Passengers**	Network Rail	Department for Transport, Network Rail, National Highways, Active Modes		Full Business Case Known delivery barriers: Land	South Oxford	5-10 years	£155,000,000	Cost correct as of Oct 2025 Subject to Full Business Case https://www.oxford.gov.uk/building-projects/reopening-	£120m government funding announced. Remaining construction		England's Economic Heartland Investment Prioritisation Framework; Swindon ? Didcot ?
441	Transport	Active Modes	**Varsity Way Cycleway Interventions**	Local Transport Authorities	Department for Transport, Active Modes England, England's Economic	Supports East West Rail for door-to-door connectivity improvements	Proposed Intervention	Oxford	Short term		Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown		England's Economic Heartland Investment Prioritisation Framework; Submitted by
446	Transport	Active Modes	**Eynsham to Botley Community Path Walking and Cycle Route via B4044**	Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust		Currently in preliminary design, supported by Bike Safe	Botley to Eynsham				Active Modes England funding has been used to develop designs of the part		SATN and Oxford LCWIP
449	Transport	Highways	**A40-A44 Link Road**	Oxfordshire County Council						Unknown				
469	Transport	Highways	**Rowstock Area Transport Improvements**	Oxfordshire County Council, Developers	Active Travel England, England's Economic Heartland, Local		Investigation through Rowstock Area Transport Study	Rowstock Area	Short Term (to 2030)	Unknown	Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and Vale of White Horse District Council.	Direct delivery / developer contributions / Oxfordshire County Council		LTCP Area Strategy, Land safeguarded in Vale LP
470	Transport	Active Modes	**Oxford North / Oxford Parkway Pedestrian and Cycle Route**									Some funding will come with the PR6b golf course and other		
471	Energy and Utilities	Energy Infrastructure	**Oxford Heat Network**	1Energy	Oxford City Council, Oxfordshire County Council, the Zero Carbon		Expecting planning application to be submitted in due course for construction in 2026 for Phase 1. No published timeline for	Oxford City		Unknown		Phase 1 include private investment of £100m and £21m of further	Key delivery risks include high upfront capital costs required to deliver heat network	
503	Water	Flood Risk Management, Green Infrastructure	**Cherwell Natural Flood Management**	Cherwell Farmer Group, Cherwell and Ray Catchment Partnership	The North East Cotswold Farmer Cluster CIC		Outline feasibility completed; funding for detailed feasibility is being secured at present.	Deddington Brook and two other tributaries of the	Short Term (to 2030	£500,000	Estimated costs subject to further detailed feasibility design	There is currently no confirmed funding for infrastructure delivery.	The scheme is currently at an early stage of investigation. Potential delivery risks include the complexity of coordinating across multiple landholdings and uncertainty around securing funding streams.	Cherwell District Council
512	Water	Flood Risk Management	**Abingdon-on-Thames Flood Alleviation Scheme (AFAS)**	Environment Agency	Thames Water	The scheme is planned to be delivered as part of the South East Strategic Reservoir Option (SESRO) scheme (ID 11), through	The scheme is currently at outline design stage as part of the SESRO DCO submission expected in May 2026.	Abingdon	Expects construction of access road in 2029	£16,500,000	The estimated cost includes the access road embankment (£11.2m) and flood storage elements (£5.3m). These estimates exclude the wider delivery of	Funding mechanisms for the project are currently being finalised. It is	Key delivery risks for the Abingdon-on-Thames Flood Alleviation Scheme include dependency on the delivery and funding from the SESRO scheme, as well as land negotiations required to deliver flood storage areas.	South Oxfordshire and Vale of White Horse Water Cycle Study Detailed Report - Draft
559	Transport	Highways, Active Modes	**A423 Kennington Improvements**	Oxfordshire County Council	The Oxfordshire Local Enterprise Partnership, the Department for	The A423 Kennington improvements are closely linked to the Oxford Flood Alleviation Scheme (OFAS), a major flood	Planning approval was granted in October 2024, with ongoing site surveys and detailed design underway. Due to an increase in the	Southern By Pass Road / Kennington Road	Previously planned for construction to start in winter	£180,000,000	180 million as of October 2025	Oxfordshire County Council is currently preparing its case for		https://news.oxfordshire.gov.uk/county-council-working-to-secure-funding-for-kennington-rail-bridge-
560	Health and Social Care	Emergency Services	**Oxfordshire Fire and Rescue Service Improvements: Creation of 5 day shift stations through existing on-call stations at Bicester, Chipping Norton, Faringdon, Wallingford or Crowmarsh and Witney**	Oxfordshire County Council		Potential to be financed through North of Oxford fire station consolidation proposal (ID 561)	Ongoing public consultation launched in October 2025	Oxfordshire	To be confirmed	£8,300,000	Building cost to range from £1.3million and £8.3 million subject to the relocation of Wallingford Fire Station.	To be confirmed. Published modelling indicates annual financial	Key delivery risks include operational consolidation and funding uncertainty. Other key risks are associated with operational services such as staffing plans and reorganisation.	Consultation on proposals to improve Oxfordshire Fire and Rescue Service
561	Health and Social Care	Emergency Services	**Oxfordshire Fire and Rescue Service Improvements: New Fire Station at north of Oxford**	Oxfordshire County Council		Potential to provide funding for general Oxfordshire Fire and Rescue Service Improvements (ID 560)	Ongoing public consultation launched in October 2025	Location of new site unknown at this stage	To be confirmed	£2,700,000	Cost to be confirmed. Existing public information focuses on additional investment required.	The scheme is expected to be funded through property sales of the	Key delivery risks include property sales and site identification and acquisition. Other key risks are associated with operational services such as staffing plans and reorganisation.	Consultation on proposals to improve Oxfordshire Fire and Rescue Service
562	Transport	Highways	**Banbury Access to the Strategic Road Network**	OCC / National Highways / CDC			Options Appraisal Report for SRN connectivity completed through Growth Deal Funding; Feasibility Design for Access to Banbury		2035-2041	Unknown				Oxfordshire County Council Engagement
220a	Transport	Highways	**M40 Improvements: Safety and Capacity Improvements at Junction 9 Wendlebury Interchange**	National Highways	Department for Transport, Local Authorities	Oxford Strategic Rail Freight Interchange (Indirect)	National Highways identified serious capacity issues at Junction 9 and is currently undertaking a baseline study to understand	Bicester	Unknown	Unknown	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown		England's Economic Heartland Investment Prioritisation Framework; Submitted by
220b	Transport	Highways	**M40 Improvements: Safety and Capacity Improvements at Junction 10 Padbury Roundabout and Banyards Green roundabout**	National Highways	Department for Transport, Local Authorities	Oxford Strategic Rail Freight Interchange	Capacity and safety issues at J10 including Banyard's Green is endorsed by National Highways.	Bicester	Unknown	Unknown	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown		England's Economic Heartland Investment Prioritisation Framework; Submitted by
268, 468, 2	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	**A34 Corridor Improvements**	National Highways / Oxfordshire County Council	Department for Transport, National Highways, Active Modes England,					Unknown				
450, 453, 4	Energy and Utilities	Energy infrastructure	**Cowley GSP SDP Projects**	National Grid										SSEN
499, 523, 5	Energy and Utilities	Energy infrastructure	**East Claydon GSP SDP Projects**	National Grid										SSEN

Sifting ID	Type	Sub Type	Project	Description	Location	Basis of Project Requirements	Status	Short or Longer Term projects	Delivery Complexity & Risks	Finance - Cost	Finance - Funding	Simple Project Typology
563	Transport	Active Modes	**Wheatley to Oxford (SATN)**	Walking, wheeling and cycling connection between Wheatley and Oxford	Countywide	Mitigating impacts of new development	Investigation	Medium Term (2030-40)	Medium Complexity Project	To be confirmed	To be confirmed	Active Mode Project
564	Transport	Active Modes	**Wantage to Harwell Campus (SATN)**	Improvements to existing route that is currently inconsistent in quality of infrastructure provision. Part developer funded.	District scale - Vale of White Horse	Mitigating impacts of new development	Investigation	Medium Term (2030-40)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
565	Water	Wastewater Treatment	**Wantage Sewage Treatment Works**	Upgrades to Wantage STW within the current Thames Water Asset Management Plan (AMP) period - 2025-30	District scale - Vale of White Horse	Enabling new development	Committed	Short Term (to 2030)	High Complexity Project	To be confirmed	Funded by Service Provider	Sewage Treatment Works
566	Transport	Active Modes	**Ock Street (SATN)**	Provide widened footways and associated public realm improvements on Ock Street to the junction with Stratton Way.	District scale - Vale of White Horse	Mitigating impacts of new development	Investigation	Medium - Long Term (2030-50)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
567	Transport	Active Modes	**Milton Park to Abingdon, west of Sutton Courtenay (SATN)**	Direct walking and cycling route connecting Milton Park with Abingdon. Discussions with land owner in progress.	District scale - Vale of White Horse	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
568	Transport	Active Modes	**Henley-on-Thames to Caversham in Reading (SATN)**	Walking, wheeling and cycling connection between Henley-on-Thames and Reading	District scale - South Oxfordshire	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	To be confirmed	Active Mode Project
569	Transport	Active Modes	**Harwell Campus to Didcot, via Hagbourne Hill (SATN)**	Improvements to cycling infrastructure between A4185 to Hagbourne Hill	District scale - South Ox & Vale	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	To be confirmed	Active Mode Project
570	Transport	Active Modes	**Harwell Campus to Didcot via Milton Heights and Milton Park (SATN)**	Creation of 2 A road crossings (A417 and A4130), Milton Heights bridge over the A34, rights of way network surface upgrades on the Old Hungerford Road. Part developer funded.	District scale - Vale of White Horse	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
571	Transport	Active Modes	**Grove to Milton Park and Didcot, via Steventon (Cinder Track extension) (SATN)**	Williams F1 to Milton Park via Steventon south of the railway line. Part developer funded.	District scale - South Ox & Vale	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
572	Transport	Active Modes	**Faringdon to Swindon via Shrivenham and Watchfield (SATN)**	Following Wilts and Berks Canal Towpath proposed route for restoration from Swindon to Shrivenham.	District scale - Vale of White Horse	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	To be confirmed	Active Mode Project
573	Transport	Active Modes	**Didcot to Wallingford, via Hithercroft (SATN)**	Possible quiet lanes approach to existing country roads for walking, wheeling and cycling.	District scale - South Oxfordshire	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	To be confirmed	Active Mode Project
574	Water	Wastewater Treatment	**Didcot Sewage Treatment Works**	Upgrades to Didcot STW within the current Thames Water Asset Management Plan (AMP) period - 2025-30	District scale - South Ox & Vale	Enabling new development	Investigation	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	Funded by Service Provider	Sewage Treatment Works
575	Energy and Utilities	Energy Infrastructure	**Didcot Power Station Heat Network**	Heat Network for data centre development on former Didcot A Power Station site. Data centres on site are likely to be built in the short term (within 5 years), Heat Network will take 10-20 years to develop.	District scale - Vale of White Horse	Mitigating impacts of new development	Investigation	Medium - Long Term (2030-50)	Very High Complexity Project	To be confirmed	To be confirmed	Heating Network
576	Water	Wastewater Treatment	**Culham Sewage Treatment Works**	Upgrades to Culham STW within the current Thames Water Asset Management Plan (AMP) period - 2025-30	District scale - South Oxfordshire	Enabling new development	Committed	Short - Medium Term (2025 - 2040)	High Complexity Project	To be confirmed	Funded by Service Provider	Sewage Treatment Works
577	Energy and Utilities	Energy Infrastructure	**Culham Campus Heat Network**	Heat Network for data centre development on Culham Campus. Data centres on site are likely to be built in the short term (within 5 years), Heat Network will take 10-20 years to develop.	District scale - South Oxfordshire	Mitigating impacts of new development	Investigation	Medium - Long Term (2030-50)	Very High Complexity Project	To be confirmed	To be confirmed	Heating Network
579	Water	Wastewater Treatment	**Abingdon-on-Thames Sewage Treatment Works**	Upgrades to Abingdon-on-Thames STW within the current Thames Water Asset Management Plan (AMP) period - 2025-30. This includes works to improve its ability to treat the volumes of incoming sewage, reducing the need for untreated discharges in wet weather.	District scale - Vale of White Horse	Enabling new development	Investigation	Short Term (to 2030)	High Complexity Project	To be confirmed	Funded by Service Provider	Sewage Treatment Works
580	Transport	Active Modes	**Abingdon to Shippon via A34 pedestrian bridge (SATN)**	Upgrade to public footpath and existing footbridge over the A34 for walking, wheeling and cycling. Part developer funded.	District scale - Vale of White Horse	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	To be confirmed	Active Mode Project
581	Transport	Active Modes	**Abingdon to Oxford via Radley and Kennington (SATN)**	Improvements to existing route that is currently inconsistent in quality of infrastructure provision. Part developer funded.	Countywide	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
582	Transport	Active Modes	**Abingdon to Culham, with Thames Crossing (SATN)**	Walking, wheeling, cycling route from Culham allocation to Abingdon via a new bridge over the River Thames. Part developer funded.	District scale - South Ox & Vale	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
583	Transport	Active Modes	**Abingdon to Berinsfield via A415 (SATN)**	Provide segregated cycle tracks in both directions along Ock Street, between Stratton Way and Drayton Rd, along with complementary walking improvements. Feasibility and preliminary design work for this scheme has been funded through the DfT's Active Modes Fund Tranche 3.	District scale - South Ox & Vale	Mitigating impacts of new development	Investigation	Short - Medium Term (2025 - 2040)	Medium Complexity Project	To be confirmed	Partially funded	Active Mode Project
585	Water	Wastewater Treatment	**Church Hanborough Sewage Treatment Works**	Upgrade to Church Hanborough STW is being planned at present to improve its ability to treat the volumes of incoming sewage, reducing the need for untreated discharges in wet weather.	District scale - West Oxfordshire	**Addressing Blocked development**	Pending	Short Term (to 2030)	High Complexity Project	To be confirmed	Funded by Service Provider	Sewage Treatment Works
586	Transport	Highways	**A4095 SLR Howes Lane**	Realignment of the A4095 along Howes Lane and part of Lord's Lane in Bicester to enable a redesign that caters for the growth, continues the strategic peripheral road provision, but also provides quality active travel and bus connectivity.	District scale - Cherwell	Enabling new development	Pending	Short Term (to 2030)	High Complexity Project	High Cost Project	No funding	Highways Corridor Package
587	Water	Wastewater Treatment	**Bicester Sewage Treatment Works**	Upgrades to Bicester STW within the current Thames Water Asset Management Plan (AMP) period - 2025-30	District scale - Cherwell	Enabling new development	Pending	Short Term (to 2030)	High Complexity Project	To be confirmed	Funded by Service Provider	Sewage Treatment Works
141	Green Infrastructure	Flood Risk Management, Green Infrastructure	**Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Landscape Recovery**	A landscape recovery project to deliver landscape scale restoration and connect the Freshwater Network across the Ock and Thame lowland catchments. The project supports climate resilience, enhances protected environmental sites and strengthens biodiversity, while	National/Regional	Strategic innovation and enhancements	Pending	Short Term (to 2030)	High Complexity Project	To be confirmed	Partially funded	Green Infrastructure - Landscape Scale
498	Health and Social Care	Primary Healthcare and Public Health	**Great Western Park Health Centre, Didcot**	Delivery of health centre and GP services at Great Western Park, Didcot	District scale - South Ox & Vale	Mitigating impacts of new development	Committed	Short Term (to 2030)	High Complexity Project	To be confirmed	Partially funded	Primary healthcare centre
589	Energy and Utilities	Energy infrastructure	**New Didcot GSP**	The new Didcot grid supply point project, awarded to Linxon by National Grid (NGET), is a key part of upgrading Great Britain's electricity network to handle increased demand and renewable energy, involving new high-voltage equipment to boost capacity and resilience in	Countywide	Enabling new development	Committed	Short Term (to 2030)	High Complexity Project	To be confirmed	Funded by Service Provider	Electricity Reinforcement (Large Package)

Sifting ID	Type	Sub Type	Project	Protecting or enhancing environment and biodiversity	Contribution to reduction in emissions	Contribution towards climate change resilience	Contribution towards sustainable water systems	Numbers of new homes directly unlocked by the project	Scale of homes supported by the project	Contribution towards priority Regeneration and Place Making schemes.	Contribution towards wider infrastructure projects (Unlocking interdependent schemes)	Supporting Health and well being	Supporting access to social and cultural infrastructure	Addressing social deprivation and exclusion
563	Transport	Active Modes	**Wheatley to Oxford (SATN)**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact
564	Transport	Active Modes	**Wantage to Harwell Campus (SATN)**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	5,000 - 10,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
565	Water	Wastewater Treatment	**Wantage Sewage Treatment Works**	Moderate Positive Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	> 2,500 Homes	> 10,000 Homes	Negligible Impact	Negligible Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact
566	Transport	Active Modes	**Ock Street (SATN)**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact
567	Transport	Active Modes	**Milton Park to Abingdon, west of Sutton Courtenay (SATN)**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	5,000 - 10,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact
568	Transport	Active Modes	**Henley-on-Thames to Caversham in Reading (SATN)**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
569	Transport	Active Modes	**Harwell Campus to Didcot, via Hagbourne Hill (SATN)**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	5,000 - 10,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
570	Transport	Active Modes	**Harwell Campus to Didcot via Milton Heights and Milton Park (SATN)**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	5,000 - 10,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
571	Transport	Active Modes	**Grove to Milton Park and Didcot, via Steventon (Cinder Track extension) (SATN)**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	> 10,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
572	Transport	Active Modes	**Faringdon to Swindon via Shrivenham and Watchfield (SATN)**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	< 1,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
573	Transport	Active Modes	**Didcot to Wallingford, via Hithercroft (SATN)**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
574	Water	Wastewater Treatment	**Didcot Sewage Treatment Works**	Moderate Positive Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	> 2,500 Homes	> 10,000 Homes	Negligible Impact	Negligible Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact
575	Energy and Utilities	Energy Infrastructure	**Didcot Power Station Heat Network**	Negligible Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	< 100 Homes	> 10,000 Homes	Moderate Positive Impact	Negligible Impact	Low Positive impact	Negligible Impact	Moderate Positive Impact
576	Water	Wastewater Treatment	**Culham Sewage Treatment Works**	Moderate Positive Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	> 2,500 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	Negligible Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact
577	Energy and Utilities	Energy Infrastructure	**Culham Campus Heat Network**	Negligible Impact	Very High Positive Impact	High Positive Impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	Moderate Positive Impact	Negligible Impact	Low Positive impact	Negligible Impact	High Positive Impact
579	Water	Wastewater Treatment	**Abingdon-on-Thames Sewage Treatment Works**	Moderate Positive Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	> 2,500 Homes	2,500 - 5,000 Homes	Negligible Impact	Negligible Impact	Moderate Positive Impact	Negligible Impact	Low Positive impact
580	Transport	Active Modes	**Abingdon to Shippon via A34 pedestrian bridge (SATN)**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
581	Transport	Active Modes	**Abingdon to Oxford via Radley and Kennington (SATN)**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	2,500 - 5,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact
582	Transport	Active Modes	**Abingdon to Culham, with Thames Crossing (SATN)**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	> 10,000 Homes	Negligible Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	High Positive Impact
583	Transport	Active Modes	**Abingdon to Berinsfield via A415 (SATN)**	Moderate Positive Impact	High Positive Impact	Low Positive impact	Low Positive impact	< 100 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Negligible Impact
585	Water	Wastewater Treatment	**Church Hanborough Sewage Treatment Works**	Moderate Positive Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	> 2,500 Homes	2,500 - 5,000 Homes	Negligible Impact	Negligible Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact
586	Transport	Highways	**A4095 SLR Howes Lane**	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	> 2,500 Homes	5,000 - 10,000 Homes	Low Positive impact	Negligible Impact	Negligible Impact	Low Positive impact	Negligible Impact
587	Water	Wastewater Treatment	**Bicester Sewage Treatment Works**	Moderate Positive Impact	Low Positive impact	High Positive Impact	Very High Positive Impact	> 2,500 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	Negligible Impact	Moderate Positive Impact	Negligible Impact	Low Positive impact
141	Green Infrastructure	Flood Risk Management, Green Infrastructure	**Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Landscape Recovery**	Very High Positive Impact	High Positive Impact	Very High Positive Impact	Very High Positive Impact	< 100 Homes	5,000 - 10,000 Homes	Moderate Positive Impact	Low Positive impact	High Positive Impact	High Positive Impact	Moderate Positive Impact
498	Health and Social Care	Primary Healthcare and Public Health	**Great Western Park Health Centre, Didcot**	Low Positive impact	Low Positive impact	Low Positive impact	Low Positive impact	> 2,500 Homes	> 10,000 Homes	Moderate Positive Impact	Low Positive impact	High Positive Impact	High Positive Impact	High Positive Impact
589	Energy and Utilities	Energy infrastructure	**New Didcot GSP**	Low Positive impact	High Positive Impact	High Positive Impact	Negligible Impact	100 - 500 Homes	> 10,000 Homes	Negligible Impact	Very High Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact

Sifting ID	Type	Sub Type	Project	Numbers of new Jobs directly unlocked by the project	Scale of New employment site Jobs supported by the project.	Contribution towards an inclusive existing economy	Contribution towards priority economic growth sectors	Supporting sustainable connectivity between settlements	Supporting sustainable connectivity within settlements	Supporting sustainable digital connectivity of Ox-shire	Supporting sustainable energy network across Ox-shire
563	Transport	Active Modes	**Wheatley to Oxford (SATN)**	< 100 Jobs	< 1,000 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
564	Transport	Active Modes	**Wantage to Harwell Campus (SATN)**	< 100 Jobs	> 10,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
565	Water	Wastewater Treatment	**Wantage Sewage Treatment Works**	> 2,500 Jobs	2,500 - 5,000 Jobs	Negligible Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
566	Transport	Active Modes	**Ock Street (SATN)**	< 100 Jobs	1,000 - 2,500 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
567	Transport	Active Modes	**Milton Park to Abingdon, west of Sutton Courtenay (SATN)**	< 100 Jobs	5,000 - 10,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
568	Transport	Active Modes	**Henley-on-Thames to Caversham in Reading (SATN)**	< 100 Jobs	< 1,000 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
569	Transport	Active Modes	**Harwell Campus to Didcot, via Hagbourne Hill (SATN)**	< 100 Jobs	> 10,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
570	Transport	Active Modes	**Harwell Campus to Didcot via Milton Heights and Milton Park (SATN)**	< 100 Jobs	> 10,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
571	Transport	Active Modes	**Grove to Milton Park and Didcot, via Steventon (Cinder Track extension) (SATN)**	< 100 Jobs	> 10,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
572	Transport	Active Modes	**Faringdon to Swindon via Shrivenham and Watchfield (SATN)**	< 100 Jobs	< 1,000 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
573	Transport	Active Modes	**Didcot to Wallingford, via Hithercroft (SATN)**	< 100 Jobs	5,000 - 10,000 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
574	Water	Wastewater Treatment	**Didcot Sewage Treatment Works**	> 2,500 Jobs	2,500 - 5,000 Jobs	Negligible Impact	High Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
575	Energy and Utilities	Energy Infrastructure	**Didcot Power Station Heat Network**	< 100 Jobs	2,500 - 5,000 Jobs	Moderate Positive Impact	High Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Very High Positive Impact
576	Water	Wastewater Treatment	**Culham Sewage Treatment Works**	> 2,500 Jobs	2,500 - 5,000 Jobs	Negligible Impact	High Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
577	Energy and Utilities	Energy Infrastructure	**Culham Campus Heat Network**	< 100 Jobs	1,000 - 2,500 Jobs	Moderate Positive Impact	High Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Very High Positive Impact
579	Water	Wastewater Treatment	**Abingdon-on-Thames Sewage Treatment Works**	> 2,500 Jobs	2,500 - 5,000 Jobs	Negligible Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
580	Transport	Active Modes	**Abingdon to Shippon via A34 pedestrian bridge (SATN)**	< 100 Jobs	1,000 - 2,500 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
581	Transport	Active Modes	**Abingdon to Oxford via Radley and Kennington (SATN)**	< 100 Jobs	1,000 - 2,500 Jobs	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
582	Transport	Active Modes	**Abingdon to Culham, with Thames Crossing (SATN)**	< 100 Jobs	< 1,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
583	Transport	Active Modes	**Abingdon to Berinsfield via A415 (SATN)**	< 100 Jobs	1,000 - 2,500 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Very High Positive Impact	Low Positive impact	Low Positive impact
585	Water	Wastewater Treatment	**Church Hanborough Sewage Treatment Works**	> 2,500 Jobs	2,500 - 5,000 Jobs	Negligible Impact	Low Positive impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
586	Transport	Highways	**A4095 SLR Howes Lane**	> 2,500 Jobs	2,500 - 5,000 Jobs	Low Positive impact	Moderate Positive Impact	Low Positive impact	Low Positive impact	Low Positive impact	Negligible Impact
587	Water	Wastewater Treatment	**Bicester Sewage Treatment Works**	> 2,500 Jobs	5,000 - 10,000 Jobs	Negligible Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact	Negligible Impact	Low Positive impact
141	Green Infrastructure	Flood Risk Management, Green Infrastructure	**Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Landscape Recovery**	< 100 Jobs	< 1,000 Jobs	High Positive Impact	High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Negligible Impact	Low Positive impact
498	Health and Social Care	Primary Healthcare and Public Health	**Great Western Park Health Centre, Didcot**	< 100 Jobs	< 1,000 Jobs	High Positive Impact	Moderate Positive Impact	Negligible Impact	Negligible Impact	Low Positive impact	Low Positive impact
589	Energy and Utilities	Energy infrastructure	**New Didcot GSP**	500 - 1000 Jobs	> 10,000 Jobs	Low Positive impact	Very High Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Moderate Positive Impact	Very High Positive Impact

Sifting ID	Type	Sub Type	Project	Environment				Place				Social			Productivity				Connectivity				Environment	Place	Social	Productivity	Connectivity	Appraisal Score	Weighted Scenario - Growth Focused
563	Transport	Active Modes	**Wheatley to Oxford (SATN)**	2	3	1	1	0	0	0	1	4	2	3	0	0	3	2	2	4	1	1	7	1	12	5	8	33	33
564	Transport	Active Modes	**Wantage to Harwell Campus (SATN)**	2	3	1	1	0	3	0	1	4	2	0	0	4	3	3	2	4	1	1	7	4	8	10	8	37	44
565	Water	Wastewater Treatment	**Wantage Sewage Treatment Works**	2	1	3	4	4	4	0	0	2	0	0	4	2	0	2	0	0	0	1	10	8	3	8	1	30	44
566	Transport	Active Modes	**Ock Street (SATN)**	2	3	1	1	0	2	0	1	4	2	3	0	1	3	3	2	4	1	1	7	3	12	7	8	37	40
567	Transport	Active Modes	**Milton Park to Abingdon, west of Sutton Courtenay (SATN)**	2	3	1	1	0	3	0	1	4	2	3	0	3	3	3	2	4	1	1	7	4	12	9	8	40	46
568	Transport	Active Modes	**Henley-on-Thames to Caversham in Reading (SATN)**	2	3	1	1	0	0	0	1	4	2	0	0	0	3	2	2	4	1	1	7	1	8	5	8	29	29
569	Transport	Active Modes	**Harwell Campus to Didcot, via Hagbourne Hill (SATN)**	2	3	1	1	0	3	0	1	4	2	0	0	4	3	3	2	4	1	1	7	4	8	10	8	37	44
570	Transport	Active Modes	**Harwell Campus to Didcot via Milton Heights and Milton Park (SATN)**	2	3	1	1	0	3	0	1	4	2	0	0	4	3	3	2	4	1	1	7	4	8	10	8	37	44
571	Transport	Active Modes	**Grove to Milton Park and Didcot, via Steventon (Cinder Track extension) (SATN)**	2	3	1	1	0	4	0	1	4	2	0	0	4	3	3	2	4	1	1	7	5	8	10	8	38	46
572	Transport	Active Modes	**Faringdon to Swindon via Shrivenham and Watchfield (SATN)**	2	3	1	1	0	0	0	1	4	2	0	0	0	3	2	2	4	1	1	7	1	8	5	8	29	29
573	Transport	Active Modes	**Didcot to Wallingford, via Hithercroft (SATN)**	2	3	1	1	0	2	0	1	4	2	0	0	3	3	2	2	4	1	1	7	3	8	8	8	34	39
574	Water	Wastewater Treatment	**Didcot Sewage Treatment Works**	2	1	3	4	4	4	0	0	2	0	0	4	2	0	3	0	0	0	1	10	8	3	9	1	31	45
575	Energy and Utilities	Energy Infrastructure	**Didcot Power Station Heat Network**	0	4	3	1	0	4	2	0	1	0	2	0	2	2	3	0	0	0	4	8	6	4	7	4	29	35
576	Water	Wastewater Treatment	**Culham Sewage Treatment Works**	2	1	3	4	4	3	2	0	2	0	0	4	2	0	3	0	0	0	1	10	9	3	9	1	32	45
577	Energy and Utilities	Energy Infrastructure	**Culham Campus Heat Network**	0	4	3	1	0	2	2	0	1	0	3	0	1	2	3	0	0	0	4	8	4	5	6	4	27	30
579	Water	Wastewater Treatment	**Abingdon-on-Thames Sewage Treatment Works**	2	1	3	4	4	2	0	0	2	0	1	4	2	0	2	0	0	0	1	10	6	4	8	1	29	41
580	Transport	Active Modes	**Abingdon to Shippon via A34 pedestrian bridge (SATN)**	2	3	1	1	0	2	0	1	4	2	0	0	1	3	3	2	4	1	1	7	3	8	7	8	33	36
581	Transport	Active Modes	**Abingdon to Oxford via Radley and Kennington (SATN)**	2	3	1	1	0	2	0	1	4	2	3	0	1	3	2	2	4	1	1	7	3	12	6	8	36	39
582	Transport	Active Modes	**Abingdon to Culham, with Thames Crossing (SATN)**	2	3	1	1	0	4	0	1	4	2	3	0	0	3	3	2	4	1	1	7	5	12	6	8	38	42
583	Transport	Active Modes	**Abingdon to Berinsfield via A415 (SATN)**	2	3	1	1	0	3	2	1	4	2	0	0	1	3	3	2	4	1	1	7	6	8	7	8	36	40
585	Water	Wastewater Treatment	**Church Hanborough Sewage Treatment Works**	2	1	3	4	4	2	0	0	2	0	0	4	2	0	1	0	0	0	1	10	6	3	7	1	27	39
586	Transport	Highways	**A4095 SLR Howes Lane**	1	0	0	0	4	3	1	0	0	1	0	4	2	1	2	1	1	1	0	1	8	1	9	3	22	35
587	Water	Wastewater Treatment	**Bicester Sewage Treatment Works**	2	1	3	4	4	3	2	0	2	0	1	4	3	0	2	0	0	0	1	10	9	4	9	1	33	47
141	Green Infrastructure	Flood Risk Management, Green Infrastructure	**Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Landscape Recovery**	4	3	4	4	0	3	2	1	3	3	2	0	0	3	3	2	2	0	1	15	6	11	6	5	43	46
498	Health and Social Care	Primary Healthcare and Public Health	**Great Western Park Health Centre, Didcot**	1	1	1	1	4	4	2	1	3	3	3	0	0	3	2	0	0	1	1	4	11	12	5	2	34	42
589	Energy and Utilities	Energy infrastructure	**New Didcot GSP**	1	3	3	0	1	4	0	4	0	0	0	2	4	1	4	2	2	2	4	7	9	0	11	10	37	48

Sifting ID	Type	Sub Type	Project	Delivery - responsible party	Delivery partners	Strategic Infrastructure Dependency	Status Notes	Location	Delivery Timescales	Cost	Cost Notes	Funding Notes	Delivery Risks and Complexity Notes	Source
563	Transport	Active Modes	**Wheatley to Oxford (SATN)**	Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Wheatley to Oxford						
564	Transport	Active Modes	**Wantage to Harwell Campus (SATN)**	Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Wantage to Harwell Campus						SATN, Science Vale Active Modes Network Route 1 (part of LTCP)
565	Water	Wastewater Treatment	**Wantage Sewage Treatment Works**	Thames Water	Developers		End Year estimated 2030	Wantage and Grove area	2030	£39,710,000	AMP8	Thames Water		Thames Water AMP8 and South and Vale Water Cycle Study for the JLP
566	Transport	Active Modes	**Ock Street (SATN)**	Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Abingdon	Medium and Long Term		All ABP04 schemes are design dependent			SATN, Abingdon LCWIP
567	Transport	Active Modes	**Milton Park to Abingdon, west of Sutton Courtenay (SATN)**	Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Didcot to Abingdon						SATN
568	Transport	Active Modes	**Henley-on-Thames to Caversham in Reading (SATN)**	Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Henley-on-Thames to Reading						SATN, Expected to feature in upcoming Henley-on-Thames LCWIP
569	Transport	Active Modes	**Harwell Campus to Didcot, via Hagbourne Hill (SATN)**	Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Harwell Campus to Didcot						SATN, Science Vale Active Modes Network (SVATN LTCP), Didcot LCWIP
570	Transport	Active Modes	**Harwell Campus to Didcot via Milton Heights and Milton Park (SATN)**	Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Harwell Campus to Didcot						SATN, Didcot LCWIP, SVATN route 4 (part of LTCP)
571	Transport	Active Modes	**Grove to Milton Park and Didcot, via Steventon (Cinder Track extension) (SATN)**	Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Grove to Didcot						SATN, Didcot LCWIP, SVATN Route 2 (Part of LTCP)
572	Transport	Active Modes	**Faringdon to Swindon via Shrivenham and Watchfield (SATN)**	Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Faringdon to Swindon						SATN
573	Transport	Active Modes	**Didcot to Wallingford, via Hithercroft (SATN)**	Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Didcot to Wallingford						SATN, LTCP
574	Water	Wastewater Treatment	**Didcot Sewage Treatment Works**	Thames Water	Developers		Scheme due to complete in 2028 and 2033	Didcot	2028-2033	£92,659,000	AMP8	Thames Water		Thames Water AMP8 and South and Vale Water Cycle Study for the JLP
575	Energy and Utilities	Energy Infrastructure	**Didcot Power Station Heat Network**	To be confirmed, currently investigated by Vale of White Horse District	Developers			Didcot	2035-45	Unknown	Techno-economic feasibility study due for completion in summer 2026 will provide estimates of capital costs. It is unlikely there will be further council funds available in	Funding has been secured to undertake the techno-economic feasibility study.	Key delivery risks include high upfront capital costs required to deliver heat network	The overlapping opportunities for capturing waste heat in this area from alignment of National Zoning
576	Water	Wastewater Treatment	**Culham Sewage Treatment Works**	Thames Water	Developers		Scheme is being designed and due to complete in 2027 and 2032	Culham	2027-2032	£27,260,000	AMP8	Thames Water		Thames Water AMP8 and South and Vale Water Cycle Study for the JLP
577	Energy and Utilities	Energy Infrastructure	**Culham Campus Heat Network**	To be confirmed, currently investigated by South Oxfordshire District	Developers			Culham	2035-45	Unknown	Techno-economic feasibility study due for completion in summer 2026 will provide estimates of capital costs. It is unlikely there will be further council funds available in	Internal council funding is being used to undertake the techno-economic	Key delivery risks include high upfront capital costs required to deliver heat network	Culham has been designated as the first AI Growth Zone by the UK government. As part of this, a
579	Water	Wastewater Treatment	**Abingdon-on-Thames Sewage Treatment Works**	Thames Water	Developers		Scheme is being designed and due to complete in 2027	Abingdon	2027	Unknown	AMP8	Thames Water		Thames Water AMP8 and South and Vale Water Cycle Study for the JLP
580	Transport	Active Modes	**Abingdon to Shippon via A34 pedestrian bridge (SATN)**	Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Abingdon to Shippon						Abingdon LCWIP
581	Transport	Active Modes	**Abingdon to Oxford via Radley and Kennington (SATN)**	Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Abingdon to Oxford						SATN, Abingdon LCWIP and Oxford LCWIP
582	Transport	Active Modes	**Abingdon to Culham, with Thames Crossing (SATN)**	Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Abingdon to Culham						Abingdon LCWIP, Allocation for Culham (adopted and emerging Local Plans), SATN
583	Transport	Active Modes	**Abingdon to Berinsfield via A415 (SATN)**	Oxfordshire County Council, Developers	Active Modes England, Local Authorities, Walk Wheel Cycle Trust			Abingdon to Berinsfield						Referenced in Didcot and Abingdon LCWIP, South Oxfordshire IDP, SATN
585	Water	Wastewater Treatment	**Church Hanborough Sewage Treatment Works**	Thames Water	Developers		Due to complete in 2027		2027	Unknown	AMP8	Thames Water		Thames Water AMP8
586	Transport	Highways	**A4095 SLR Howes Lane**	Hallam Land developers / OCC			Planning application due to be submitted in 2026; just appointing Stantec for application + detailed design; in negotiations with Homes		2026/27 detailed design; delivery 2028 if permissions and	£30,000,000		£4m OCC corporate front-funding allocated for detailed design; £7m		
587	Water	Wastewater Treatment	**Bicester Sewage Treatment Works**	Thames Water	Developers			Bicester		£92,090,000	AMP8	Thames Water		Thames Water AMP8
141	Green Infrastructure	Flood Risk Management, Green Infrastructure	**Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Landscape Recovery**	Freshwater Habitats Trust	Multiple partner organisations including Earth Trust, Environment		The project is currently at designing stages with investment engagement	Project Area across the Ock and Thame Catchments	April 2026 to completion in March 2056	£37,500,000	Estimated cost of £25-50 million over 20 years.	The project is currently at development phase which is funded through Round		Oxon Green Futures
498	Health and Social Care	Primary Healthcare and Public Health	**Great Western Park Health Centre, Didcot**	NHS BOB ICB / Developers	BOB ICB, Vale of White Horse District Council, Developer (Taylor		Planning application approved in April 2025. Current issues being resolved include reimbursement mechanism of service	Didcot						https://www.bucksoxonberksw.icb.nhs.uk/our-places/great-western-park-didcot-gp-services
589	Energy and Utilities	Energy infrastructure	**New Didcot GSP**	National Grid	Linxon		Works beginning							SSEN

A3

Appendix 3 - OXIS Project List

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
1	Water	Flood Risk Management, Green Infrastructure	**Oxford Flood Alleviation Scheme**	Delivery of a two-stage channel within the floodplain west of Oxford to improve water flow and reduce flood risk to developed areas. The scheme will create a new stream and wetland corridor, spanning approximately 5 km from north of Botley Road to the River Thames south of the A423 Kennington Railway Bridge. It adopts a	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Oxfordshire Scale	Partially funded	Progress to Prioritisation		Environment Agency	Oxfordshire County Council, Oxford City Council, Vale of White Horse District Council, Thames Water, Thames Regional	To reduce flood risk to all properties in Oxford currently at risk of flooding, as well as other utilities including railways, local	Delivery of the scheme will enable reopening of the Cowley Branch line to passengers services by providing flood		No direct link to strategic housing sites, however flood mitigation across the area may support development opportunities in	1284
2	Green Infrastructure	Flood Risk Management, Green Infrastructure	**Evenlode Landscape Recovery**	The Evenlode Landscape Recovery Project, led by the North East Cotswold Farmer Cluster CIC, aims to restore the habitats of (the Evenlode, Glyme and Dorn) rivers, to deliver clean water, natural flood management, carbon sequestration, nature recovery and related social outcomes. The project will cover	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Partially funded	Progress to Prioritisation		The North East Cotswolds Farmer Cluster CIC	Oxfordshire County Council, DEFRA					10
3	Green Infrastructure	Flood Risk Management, Green Infrastructure	**Oxfordshire Nature Recovery Fund (ONReF)**	The Oxfordshire Nature Recovery Fund (ONReF) provides early-stage funding for natural capital projects that deliver biodiversity gains and financial returns by: Creating habitat banks to meet mandatory Biodiversity Net Gain (BNG) targets.	In Scope	Partial Information	Strategic innovation and enhancements	Pending	Oxfordshire Scale	Partially funded	Retained in Stage 1		Trust for Oxfordshire's Environment						
4	Green Infrastructure	Green Infrastructure	**43.6 Ha of general green space - Bicester**	Provision of 43.6 Ha of general green space according to standards assessed for 7500 dwellings.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	CDC, landowners				BIC H1	
7	Water	Water Supply	**Upgrade of the supply boosters at Woodstock**	Strategic water supply upgrades to the Woodstock water booster station to support growth North of Woodstock	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Local Authority Scale - West Oxfordshire	No funding	Retained in Stage 1		Thames Water	Thames Water					
8	Water	Water Supply	**Thames Water Metering Programme**	Ongoing rollout of smart water metres and data services	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Oxfordshire Scale	Fully funded	Retained in Stage 1		Thames Water						
9	Water	Water Supply	**Thames Water Leakage Reduction Works**	Programme of works to reduce leakage in the area, including active leak detection, mains renewal and pressure management.	In Scope	Partial Information	Maintenance or refurbishment	Committed	Oxfordshire Scale	Fully funded	Retained in Stage 1		Thames Water						
11	Water	Water Supply	**South East Strategic Reservoir Option (SESRO) Abingdon Reservoir**	Proposed new reservoir exceeding 30 million cubic metres of water storage, together with associated development required for the construction and operation of the project including, but not limited to, water transfer tunnel/pipelines; water inlet and outlet structures; pumping stations; watercourse diversions; new	In Scope	Partial Information	Enabling new development, Mitigating impacts of new development	Pending	Larger Than Oxfordshire	Fully funded	Retained in Stage 1		Thames Water	Thames Water - Lead (also on behalf of Affinity Water and Southern Water) Dept of Environment, Food & Rural Affairs	Oxfordshire and the wider South East region face significant water stress. Modelling of future water resources				
12	Water	Water Supply	**Severn to Thames Transfer**	Proposed Strategic Resource Option (SRO) involving raw water transfer from the River Severn Catchment to the River Thames Catchment	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	Partially funded	Progress to Prioritisation		Thames Water	Severn Trent, United Utilities		Development of a new water resource (i.e. Severn to Thames Transfer (STT) or the South East Strategic Reservoir Option) in		All sites	
14	Water	Water Supply	**Improvements to Moulsford groundwater source output**	Improvement of the Moulsford Chalk groundwater source to increase deployable output as part of WRMP24 to enhance supply resilience in the Swindon-Oxford-London area. Option deployable output of around 8Ml/d.	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	Progress to Prioritisation		Thames Water						
15	Water	Water Supply	**Development of Oxford Canal - Transfer from Dukes Cut to Farmoor**	Conveyance option to transfer raw water from Oxford Canal at Duke's Cut into the River Thames upstream of the Farmoor intake. The scheme is mutually exclusive with the Oxford Canal to Cropredy conveyance option. This will deliver benefit of 10.3 Ml/d pipeline capacity.	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	Progress to Prioritisation		Thames Water						
17	Water	Wastewater Treatment	**Oxford Sewage Treatment Works Upgrade**	Major upgrade of the Oxford Sewage Treatment Works to provide a significant increase in treatment capacity, larger storm tanks and a higher quality of treated effluent going into the river. This is expected to address population forecasts to 2040. Ongoing investigations post this date are in the pipeline as Thames Water will	In Scope	Partial Information	Enabling new development, Mitigating impacts of new development	Committed	Oxfordshire Scale	To be funded by delivery bodies	Progress to Prioritisation		To be funded by TW and developers		To facilitate growth and protect the environment		18000	Scheme agreed to allow for occupation of development from 2027. The Environment Agency had previously challenged planning	35000
18	Water	Wastewater Treatment	**Cassington Sewage Treatment Works Upgrade**	Cassington Sewage Treatment Works (STW) upgrade to improve its ability to treat the volumes of incoming sewage and reduce need for untreated discharges in wet weather.	In Scope	Partial Information	Mitigating impacts of new development	Under Construction	Oxfordshire Scale	Fully funded	Retained in Stage 1		Thames Water					KID H1	
19	Water	Wastewater Treatment	**Banbury Sewage Treatment Works Upgrade**	Banbury Sewage Treatment works (STW) upgrade programme to increase capacity from 266 to 490 litres per second, reducing the need for untreated discharges in wet weather and providing a higher quality of treated effluent going to watercourses.	In Scope	Partial Information	Enabling new development, Mitigating impacts of new development	Under Construction	Local Authority Scale - Cherwell	Fully funded	Retained in Stage 1		Thames Water	Oxfordshire County Council, Local Planning Authorities and the Environment Agency				Banbury Regeneration	
20	Water	Wastewater Treatment	**Banbury 4 - Bankside Phase 2, Extension and enlargement of Bankside Phase 1 connections and pumping station if required.**	Extension and enlargement of Bankside Phase 1 connections and pumping station if required. This is to support Banbury 4- Bankside Phase 2 sites.	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Non-strategic	Developer Direct Delivery or Contributions	Retained in Stage 1		Thames Water		Ensure utilities infrastructure grows at the same rate as communities			Banbury 4 - Bankside Phase 2 (BAN M/U1, BAN M/U2, BAN H3)	
21	Water	Wastewater Treatment	**Banbury 1 Canalside - Relocating or Realigning of twin foul rising main**	Relocating or realigning of twin foul rising main at Canalside, Banbury	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Non-strategic	Developer Direct Delivery or Contributions	Retained in Stage 1		Thames Water	Environment Agency, Cherwell District Council and Developers	Ensure utilities infrastructure grows at the same rate as communities and to be able to accommodate future development			BAN H3, BAN M/U1, BANM/U2 and BAN E1	
22	Water	Wastewater Treatment	**Witney Sewage Treatment Works Upgrade**	Witney STW is being upgraded at a cost of more than £16 million. This work will provide a major increase in treatment capacity, from 240 to 399 litres per second. This will reduce the need for untreated discharges in wet weather. This work is expected to complete in autumn 2025.	In Scope	Partial Information	Mitigating impacts of new development	Under Construction	Local Authority Scale - West Oxfordshire	Fully funded	Retained in Stage 1		Thames Water	Thames Water	Expects location to meet all government targets for storm overflows by 2040-2045				
23	Water	Wastewater Treatment	**Chipping North Sewage Treatment Works Upgrade**	Chipping Norton STW is being upgraded at a cost of more than £5 million. This will improve its ability to treat the volumes of incoming sewage reducing the need for untreated discharges in wet weather. The scheme is due to complete in 2027.	In Scope	Partial Information	Mitigating impacts of new development	Under Construction	Local Authority Scale - West Oxfordshire	Fully funded	Retained in Stage 1		Thames Water	Thames Water	Location to meet all government targets for storm overflows by 2040 - 2045				
24	Water	Flood Risk Management	**River Windrush (Witney) Flood Storage Area**	West End Link Road flood storage area on the flood plain of the River Windrush upstream of Witney. Emerging evidence indicates that significant upstream water management and attentnuation would be required.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - West Oxfordshire	No funding	Progress to Prioritisation		Environment Agency	WODC / OCC / Environment Agency / Developers	To offset impacts of the West End Link Road and manage flooding upstream	Delivery of the scheme will be linked to the West End Link Road. West End Link Road is undergoing feasibility study stage as of	1250	No direct link, however delivery of the West End Link Road is identified to be able to unlock growth in the North Witney Strategic	
26	Water	Flood Risk Management	**Ditch clearance programme throughout the District**	Annual ditch clearance programme throughout West Oxfordshire	In Scope	Partial Information	Maintenance or refurbishment	Committed	Local Authority Scale - West Oxfordshire	Partially funded	Retained in Stage 1		West Oxfordshire District Council	WODC / Developers					
27	Social Infrastructure	Further and Higher Education	**Further Education Facility at Kidlington**	Emerging plans for a further education facilitating at Kidlington	In Scope	Poor Information	Mitigating impacts of new development	Ambition	Oxfordshire Scale	To be confirmed	Retained in Stage 1		FE providers						
28	Social Infrastructure	Secondary Education	**New secondary school - North West Bicester**	New secondary school provision to accommodate growth to 2042: New Secondary School - North West Bicester Currently assumed as 6FE including sixth form - may need to grow larger depending on uptake / mix of residents	In Scope	Comprehensive Information	Mitigating impacts of new development	Pending	Oxfordshire Scale	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	OCC Education providers Housing developers				All sites with residential use	
29	Social Infrastructure	Secondary Education	**New secondary school - Kidlington / Begbroke**	Secondary school (900- place) at Land East of the A44 with capacity on site and land to expand to be able to accommodate 1100 pupils. (Proportionate contributions from individual sites)	In Scope	Comprehensive Information	Mitigating impacts of new development	Pending	Oxfordshire Scale	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	OCC Education providers Housing developers				KID H1	
30	Social Infrastructure	Secondary Education	**New secondary school - Banbury**	New secondary school provision including new playing fields and playing grounds to be located in the south of the Salt Way site (in addition to recent expansion of Blessed George Napier by 2FE at Bankside Phase 2)	In Scope	Partial Information	Mitigating impacts of new development	Pending	Oxfordshire Scale	Developer Direct Delivery or Contributions	Retained in Stage 1		Developers	OCC Education providers Housing developers				All sites with residential use	
31	Social Infrastructure	Secondary Education	**Gosford Hill Secondary School Rebuild**	Rebuild of Gosford Hill Secondary School on the existing site next to existing buildings for 900 school places with potential to expand further if required. Including car parking, landscaping and re-instatement of access from	In Scope	Comprehensive Information	Maintenance or refurbishment	Committed	Oxfordshire Scale	Fully funded	Retained in Stage 1		Department for Education Schools Rebuilding Programme	Department for Education Contract				N/A	
32	Social Infrastructure	Secondary Education	**Heyford Park School Expansion**	Proposed secondary expansion of the Heyford Park School from two forms of entry to three to meet future demand. Existing proposals include expansion of the secondary phase starting from September 2027, consolidating secondary provision at the Officers' Mess site where new purpose-built specialist facilities for	In Scope	Comprehensive Information	Mitigating impacts of new development	Committed	Oxfordshire Scale	Fully funded	Retained in Stage 1		Heyford Park School	Oxfordshire County Council, the EPA Trust					
33	Social Infrastructure	Leisure Facilities	**Expansion of existing Bicester Leisure Centre**	Expansion of existing Bicester Leisure Centre including a new indoor sports hall and new learning pool.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		CDC OCC Bicester TC Private sector developers Sports clubs and organisations Schools	CDC OCC Bicester TC Private sector developers Sports clubs and organisations Schools				BIC H1	
34	Social Infrastructure	Leisure Facilities	**Kidlington and Gosford Leisure Centre redevelopment**	Development of leisure provision at Kidlington and Gosford Leisure Centre - new learner pool being considered.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Developers	CDC				KID H1	
35	Social Infrastructure	Leisure Facilities	**Refurbishment of off-site library Cherwell**	Reconfiguration and refurbishment of off-site library to provide additional capacity for growth	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Developers	OCC				RUR H1	
36	Social Infrastructure	Leisure Facilities	**Sports hall at PR8 Secondary School**	Sports hall at PR8 Secondary School for shared community use ?one additional 4 court sports hall to Sport England specification	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Developers	OCC CDC				KID H1	
37	Transport	Highways	**Highways and environmental improvements to the Central corridor**	Highways and environmental Improvements to the Central corridor: Kings End and Queens.	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Committed	Local Authority Scale - Cherwell	To be confirmed	Non-Strategic		OCC Private sector developers	OCC Private sector developers				All sites	
38	Social Infrastructure	Further and Higher Education	**Oxford Brookes Headington Hill site**	Oxford Brookes is constructing two new buildings at its Headington Hill site. The university is also developing the Clive Booth Student Village.	In Scope	Partial Information	Strategic innovation and enhancements	Completed	Larger Than Oxfordshire	Fully funded	Retained in Stage 1		Oxford Brookes						
39	Social Infrastructure	Further and Higher Education	**University of Oxford Additional Teaching and Research Facilities**	University of Oxford seeks to improve their existing facilities and accommodate the need for new space for teaching and research. Existing masterplan areas include Radcliffe Observatory Quarter, Park Hospital / Old Road Campus, Tinbergen redevelopment, Science Area and Begbroke Science Park. Student housing is	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Partially funded	Progress to Prioritisation		University of Oxford		To provide a better environment for higher education research and teaching		1400		1000
40	Health and Social Care	Further and Higher Education, Acute Healthcare	**Extension to Clinical Biomanufacturing Facility, Churchill Hospital**	The Clinical Biomanufacturing Facility (CBF) at Churchill Hospital is being extended with a new modular manufacturing building. This extension, approved by Oxford City Council, will enhance the facility's capacity to produce investigational medicinal products (IMPs) for clinical trials. The project includes a new building,	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	Retained in Stage 1		University of Oxford	Oxford University Hospital				No direct links to housing sites	
41	Social Infrastructure	Leisure Facilities	**Blackbird Leys Community Hub**	Provision of BBL Community Hub as part of wider regeneration efforts within the estate.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxford City Council						
42	Social Infrastructure	Leisure Facilities	**North Oxford Community Centre**	Investment into North Oxford Community Centre, to create hub with Ferry Leisure Centre	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxford City Council						
43	Social Infrastructure	Leisure Facilities	**Refurbishment and extension of existing Ferry Leisure Centre**	Refurbishment and extension of existing Ferry Leisure Centre	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate		Oxford City Council						
44	Health and Social Care	Further and Higher Education, Mental Healthcare	**Warneford Park Mental Health Hospital and Medical Research Campus**	Development of a world class, state-of-the-art medical research campus focused on mental health at the current Warneford Hospital site in Headington. This includes a new mental hospital which will provide Warneford Hospital in modern form and consolidation of other mental health wards in Oxford City; a new	In Scope	Comprehensive Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Partially funded	Progress to Prioritisation		Oxford Health NHS Foundation Trust	University of Oxford	The site contains the current Warneford Hospital which comprises a patchwork of disjointed Grade II listed buildings across a	Initial investigations from Thames Water has identified an inability of the existing water network infrastructure to	230	The site is expected to directly deliver 230 student accommodation units (272 beds) across all phases, of which 175 beds are	
45	Health and Social Care	Primary Healthcare and Public Health	**Bicester Health Centre Extension**	Extension of Bicester Health Centre to generate additional clinical space	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - Cherwell	Fully funded	Retained in Stage 1		BOB ICB	Bicester Health Centre	Ensure health infrastructure grows at the same rate as communities		7977	All residential sites in the Bicester area	
46	Health and Social Care	Primary Healthcare and Public Health	**New Diamond Place Health Centre at Summertown**	New health centre in the preferred option of Summertown (Diamond Place), consolidating Banbury Road and Summertown surgeries. Potential to also include consolidation of Wolvercote surgery.	In Scope	Partial Information	Addressing existing shortfalls	Ambition	Non-strategic	To be confirmed	Retained in Stage 1		BOB ICB	Oxford City Council as landowner	The project will mainly consist of service consolidation and will be expected to serve existing patients rather than new		180	Delivery of the site is likely to be linked to the Diamond Place and Ewert House development allocated for at least 180	
47	Health and Social Care	Primary Healthcare and Public Health	**Central City Community Healthcare Hub**	Oxford Health NHS Foundation Trust proposes three new community healthcare hubs to serve Oxford City and its nearby small towns and villages. East Oxford Health Centre is an existing NHS site from which services are provided already. There are currently no proposals to redesign the layout of the estate.	In Scope	Partial Information	Strategic innovation and enhancements	Completed	Local Authority Scale - Oxford City	Completed	Retained in Stage 1		Oxford Health NHS Foundation Trust		East Oxford Health Centre is expected to continue host the Oxford City facing patient clinics and a visiting out of hours service.			Existing service with no linked direct housing sites	
48	Health and Social Care	Primary Healthcare and Public Health	**North City Community Healthcare Hub**	Oxford Health NHS Foundation Trust proposes three new community healthcare hubs to serve Oxford City and its nearby small towns and villages. North City (Jordan Hill, Murray House) is expected to serve the northern part of Oxford. Murray House is operational since May 2025.	In Scope	Partial Information	Strategic innovation and enhancements	Completed	Local Authority Scale - Oxford City	Completed	Retained in Stage 1		Oxford Health NHS Foundation Trust					No direct strategic employment sites linked to the project, although this is expected to serve the northern parts of Oxford City	
49	Health and Social Care	Primary Healthcare and Public Health	**South City Community Healthcare Hub**	Oxford Health NHS Foundation Trust proposes three new community healthcare hubs to serve Oxford City and its nearby small towns and villages. South City Hub is the last community healthcare hub to be created as part of the Oxford City Healthcare Hubs programme to bring healthcare teams and services to improve	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	To be confirmed	Progress to Prioritisation		Oxford Health NHS Foundation Trust					No known direct link to strategic housing sites	
52	Health and Social Care	Primary Healthcare and Public Health	**Woodstock Surgery Relocation**	Potential relocation of Woodstock Surgery through new build	In Scope	Partial Information	Maintenance or refurbishment, Mitigating impacts of new development	Investigation	Local Authority Scale - West Oxfordshire	Partially funded	Non-Strategic		BOB ICB, Woodstock Surgery	BOB ICB, Woodstock Surgery	Reports has highlighted the existing surgery's status as not fit for purpose. There is also increasing demand from new			Unknown - location of the new service has yet to be determined	
53	Health and Social Care	Primary Healthcare and Public Health	**New premises for a family and children's centre at Berinsfield**	New premises for a family and children's centre at Berinsfield	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	Retained in Stage 1		Oxfordshire County Council / South Oxfordshire District Council / Developer	Oxfordshire County Council / South Oxfordshire District Council / Developer	To be delivered as part of the allocation (Land at Berinsfield Garden Village)		1700	Land at Berinsfield Garden Village	
54	Health and Social Care	Acute Healthcare	**Bicester Community Hospital Extension**	Extension to Bicester Community Hospital to provide a second storey.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Cherwell	No funding	Progress to Prioritisation		Oxford University Hospital Trust (OUHT)	BOB ICB, NHS England				All sites with residential use	

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
1	Water	Flood Risk Management, Green Infrastructure	**Oxford Flood Alleviation Scheme**	No direct link to strategic employment sites	As of May 2025, the Secretary of State has approved the Compulsory Purchase Order enabling procurement of land needed for		https://www.oxfordshirefloodtoolkit.com/wp-content/uploads/2024/03/OFAS-scheme-route-map-scaled.jpg	Short Term (to 2030). Medium Term (2030-40)	Expects construction to start in late 2026	2025	2035			Theoretical cost updated based on NISTA information	Funding mechanisms for the project is being finalised at present with Full Business Case to be submitted to the	Oxford IDP (October 2023); Engagement with the Environment Agency; NISTA Infrastructure Pipeline
2	Green Infrastructure	Flood Risk Management, Green Infrastructure	**Evenlode Landscape Recovery**	Ten direct permanent jobs will be created along with skills sharing opportunities with other areas	Investment Ready	Cotswolds		https://www.cotswoldfarmers.org/evenlode-landscape-recovery	Short - Long Term (2025 - 2050)	Project to run from September 2025 to September 20255	2025	2050	£75,000,000.00	£75,000,000.00	Project Value: ?75 million- ?20-30 million equity investment sought	20-30 million equity investment sought, part of the Oxon Green Future programme. Project partly funded by DEFRA	https://www.cotswoldfarmers.org/evenlode-landscape-recovery
3	Green Infrastructure	Flood Risk Management, Green Infrastructure	**Oxfordshire Nature Recovery Fund (ONReF)**		Investment Ready			Longer Term (2040-50), Medium Term (2030-40), Short Term (to 2030)	2016-2031	2025	2050	£11,000,000.00	£11,000,000.00	Project Value: ?6-11 million	The project will be funded by debt and/or bond finance. Part of the Oxon Green Futures programme. nature outcomes are	https://oxongreenfutures.co.uk/investment-opportunities/nature-recovery-biodiversity-net-gain/oxfordshire-nature-recovery-fund-
4	Green Infrastructure	Green Infrastructure	**43.6 Ha of general green space - Bicester**		Anticipated to be delivered through site.	Bicester area		Medium Term (2030-40)	Medium - long term			£8,895,852.00	£8,895,852.00		Developers	Cherwell IDP (December 2024)
7	Water	Water Supply	**Upgrade of the supply boosters at Woodstock**		No publicly available information on water supply projects in Woodstock at present. The project is also not identified in the	Woodstock		Short Term (to 2030)	2016-2021	2016	2021			Cost not known - detailed costs to be calculated in TW's Business Plan 2015-2020	Thames Water Business Plan Developers	West Oxfordshire IDP (November 2016)
8	Water	Water Supply	**Thames Water Metering Programme**		Ongoing project			Short Term (to 2030)	Delivery expected to be ongoing, however the current AMP8 covers up to 2030							OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
9	Water	Water Supply	**Thames Water Leakage Reduction Works**		Ongoing project delivery			Short Term (to 2030)	Ongoing programme however the current AMP8 covers to 2050					PR24 expects TW to deliver a 22% leakage reduction in AMP8, with c. £161m investment (per Ofwat final determination		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
11	Water	Water Supply	**South East Strategic Reservoir Option (SESRO) Abingdon Reservoir**		Development Consent Order application submitted and now at pre-application stage.	The site for the proposed new reservoir is south west of Abingdon in Oxfordshire. The site is bounded by the A34 to the east, the		Medium Term (2030-40)	The project is expected to be construction ready by 2025-20320. The current milestones as updated in August 2025 for	2029	2040	£6,600,000,000.00	£6,600,000,000.00	The scheme was previously costed at 2.2 billion based on 2021-2022 cost price base. Recent	The scheme is expected to be funded by the water companies including Thames Water, Affinity Water and Southern Water.	Cherwell IDP (December 2024)
12	Water	Water Supply	**Severn to Thames Transfer**		Proposal currently at Gate 2 Submission under the RAPID process			Medium Term (2030-40)	Project at investigation stage, however the earliest date for construction-ready status is Q3 2028 and commissioning completion			£1,122,500,000.00	£1,122,500,000.00	CAPEX estimate based on range of £975m and £1270m.		Cherwell IDP (December 2024)
14	Water	Water Supply	**Improvements to Moulsford groundwater source output**		Project identified through WRMP24 WFD but no identified programme through AMP8	Wallingford		Medium Term (2030-40)	No confirmed delivery timescale at present					No confirmed cost at present		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
15	Water	Water Supply	**Development of Oxford Canal - Transfer from Dukes Cut to Farmoor**		Further environmental investigations have been completed at WRMP24 and the option has been further developed however this	West Oxford		Medium Term (2030-40)	No determined option					TBC		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
17	Water	Wastewater Treatment	**Oxford Sewage Treatment Works Upgrade**		Permitted development confirmed for Phase 1 & 2 works.	Oxford STW is located south of the city near Sandford-on-Thames	OX4 4XN	Short Term (to 2030)	Oxford STW July 2025 Report forecast completion of works by 2030 (Phase 1-Phase 4). Comments from stakeholders	2027	2030	£270,000,000.00	£270,000,000.00	Cost note updated based on Oxford STW July 2025 Report	Thames Water	Oxford IDP (October 2023)
18	Water	Wastewater Treatment	**Cassington Sewage Treatment Works Upgrade**		Latest publication by Thames Water indicates that the upgrade will be completed by late 2025.	Kidlington area		Short Term (to 2030)	Short term		2025			Costs to be determined as individual development comes forward	Upgrade is already underway and is expected to be paid through developer contributions and Thames Water's	Cherwell IDP (December 2024)
19	Water	Wastewater Treatment	**Banbury Sewage Treatment Works Upgrade**		The upgrade is expected to be completed by 2029	Banbury Area		Short Term (to 2030)	Short to Medium term, timescales updated based on latest TW reporting			£14,700,000.00	£14,700,000.00	Cost updated based on Thames Water reporting in April 2025 (£14.7 million)	Thames Water	Cherwell IDP (December 2024)
20	Water	Wastewater Treatment	**Banbury 4 - Bankside Phase 2, Extension and enlargement of Bankside Phase 1 connections and pumping station if required.**			Banbury Area		To be confirmed						Unknown	Scheme is expected to be funded by Thames Water and Developer Contributions	Cherwell IDP (June 2025)
21	Water	Wastewater Treatment	**Banbury 1 Canalside - Relocating or Realigning of twin foul rising main**		To be implemented as part of the delivery of Canalside CDC Reg 19 Local Plan Policy BAN M/U1	Banbury Area		Medium Term (2030-40), Short Term (to 2030)	Expected to be delivered as part of development to 2042					No known costs identified in IDP	To be funded by site developers and utility providers	Cherwell IDP (June 2025)
22	Water	Wastewater Treatment	**Witney Sewage Treatment Works Upgrade**			Witney		Short Term (to 2030)	2016-2025	2016	2025			Cost estimate updated based on Thame Water information		West Oxfordshire IDP (November 2016)
23	Water	Wastewater Treatment	**Chipping North Sewage Treatment Works Upgrade**			Chipping Norton		Short Term (to 2030)	2016-2027	2016	2027	£5,000,000.00	£5,000,000.00	£5 million		West Oxfordshire IDP (November 2016)
24	Water	Flood Risk Management	**River Windrush (Witney) Flood Storage Area**		Preferred scheme identified in IDP, however the Environment Agency considers that the costs outweigh the benefits of the	Witney		Short Term (to 2030)	2021-2026	2021	2026	£2,200,000.00	£2,200,000.00		S106 funding, EA funding, other funding sources to be identified	West Oxfordshire IDP (November 2016)
26	Water	Flood Risk Management	**Ditch clearance programme throughout the District**		Ongoing project			Short Term (to 2030)	2016-2031	2016	2031	£225,000.00	£225,000.00		Some funding held for ditch clearance from East Eynsham Development (S106); council revenue, and other sources of	West Oxfordshire IDP (November 2016)
27	Social Infrastructure	Further and Higher Education	**Further Education Facility at Kidlington**		Proposals being discussed at present although there are no publicly available information at this stage, such as the	Kidlington		To be confirmed								OxIS Stage 1 Technical Engagement
28	Social Infrastructure	Secondary Education	**New secondary school - North West Bicester**		To be delivered following the progression of the Strategic Sites through the planning application process, LGF bids and	Bicester area		Medium Term (2030-40)	Medium - long term			£42,532,000.00	£42,532,000.00	?42.532m @ BCIS TPI = 390	Developers	Cherwell IDP (December 2024)
29	Social Infrastructure	Secondary Education	**New secondary school - Kidlington / Begbroke**		County education comments on the PR8 BID application require suitable secondary school provision.	Kidlington area		Medium Term (2030-40)	Medium - long term			£38,342,000.00	£38,342,000.00	?36.342m@ BCIS TPI=390	Developers	Cherwell IDP (December 2024)
30	Social Infrastructure	Secondary Education	**New secondary school - Banbury**		New secondary school cost based on 600 pupil places plus associated playing fields and playing grounds.	Banbury area		Medium Term (2030-40)	Medium - long term			£25,000,000.00	£25,000,000.00	?25.006m @ BCIS TPI=390	Developers	Cherwell IDP (December 2024)
31	Social Infrastructure	Secondary Education	**Gosford Hill Secondary School Rebuild**		Planning consent secured on 13/06/2024 (Plan App ref 24/00070F), Fully funded by the Dept for Education This project is within	Kidlington area		Short Term (to 2030)	Short term 2024-2026/27	2024	2027	£45,000,000.00	£45,000,000.00	?45 million based on 2025 values	100% Department for Education Schools Rebuilding Programme	Cherwell IDP (December 2024)
32	Social Infrastructure	Secondary Education	**Heyford Park School Expansion**		Planning application permitted (24/02771/F)	Heyford	OX25 5HH	Short Term (to 2030)							Funded through S106 expenditure	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
33	Social Infrastructure	Leisure Facilities	**Expansion of existing Bicester Leisure Centre**		Feasibility study and indicative plan completed in 2017. It is understood that consents not gained as project is at early	Bicester area		Medium Term (2030-40)	Medium - long term			£2,200,000.00	£2,200,000.00	c.2.2m	Approx ?340k Secured through Developers for NW Bicester development	Cherwell IDP (December 2024)
34	Social Infrastructure	Leisure Facilities	**Kidlington and Gosford Leisure Centre redevelopment**		Early stages of feasibility	Kidlington area		Medium Term (2030-40)	Medium term			£5,710,000.00	£5,710,000.00	c. ?5.71m	Developers	Cherwell IDP (December 2024)
35	Social Infrastructure	Leisure Facilities	**Refurbishment of off-site library Cherwell**		Early stage feasibility, not fully funded or gained consent	Rural area		Longer Term (2040-50)	Long term						Developers	Cherwell IDP (December 2024)
36	Social Infrastructure	Leisure Facilities	**Sports hall at PR8 Secondary School**		To be delivered with scheme38 above.	Kidlington area		Medium Term (2030-40)	Short - medium term			£2,340,000.00	£2,340,000.00	c. ?2.34m	Developers	Cherwell IDP (December 2024)
37	Transport	Highways	**Highways and environmental improvements to the Central corridor**		Proposal for improvements included in the Bicester LCWIP (agreed by OCC Cabinet in September 2020).	Bicester area		Medium Term (2030-40)	Short - medium term			£850,000.00	£850,000.00	c. ?850k	£850k S106 held and further £450k secured	Cherwell IDP (December 2024)
38	Social Infrastructure	Further and Higher Education	**Oxford Brookes Headington Hill site**		December 2024 notes that significant progress was made on both the Headington Hill site and the Clive Booth Student	Oxford		Completed								OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
39	Social Infrastructure	Further and Higher Education	**University of Oxford Additional Teaching and Research Facilities**		Existing schemes have submitted planning applications / under construction.	Oxford	OX2 6GG; OX1 3PS	Short - Medium Term (2025 - 2040)							Some components of the masterplans are likely to be fully funded, however long term and future plans including Osney Mead is	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
40	Health and Social Care	Further and Higher Education, Acute Healthcare	**Extension to Clinical Biomanufacturing Facility, Churchill Hospital**	No direct link to employment sites	Planning permission granted 2025	Oxford	OX3 7LE	Short Term (to 2030)						No clear cost for the project but this is covered as part of a £11.5 million grant by OUH and matched by University of Oxford	Funded as part of a £11.5 million grant by the Oxford University Hospitals (OUH) to the University of Oxford, which the	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
41	Social Infrastructure	Leisure Facilities	**Blackbird Leys Community Hub**			South Oxford		Short Term (to 2030)	2025-2030	2025	2030	£550,000.00	£550,000.00			Oxford IDP (October 2023)
42	Social Infrastructure	Leisure Facilities	**North Oxford Community Centre**			North Oxford		Short Term (to 2030)	2025-2030	2025	2030	£800,000.00	£800,000.00			Oxford IDP (October 2023)
43	Social Infrastructure	Leisure Facilities	**Refurbishment and extension of existing Ferry Leisure Centre**			North Oxford		Short Term (to 2030)	2025-2030	2025	2030	£14,000,000.00	£14,000,000.00			Oxford IDP (October 2023)
44	Health and Social Care	Further and Higher Education, Mental Healthcare	**Warneford Park Mental Health Hospital and Medical Research Campus**	No estimated FTE in submitted planning application.	Hybrid planning application submitted (25/01859/OUTFU)	Oxford	OX3 7JX	Short Term (to 2030)	Latest public consultation indicates building work to commence in 2028 with a two year construction programme	2028	2031	£750,000,000.00	£750,000,000.00	Consultation website	Seed funding to enable the development of an outline business case and achieve planning has been approved by NHS	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
45	Health and Social Care	Primary Healthcare and Public Health	**Bicester Health Centre Extension**	No specified direction contribution to employment sites	The latest IDP submitted for examination does not provide a project status, however the Bicester Health Centre practice	Bicester area	OX26 6AT	Medium Term (2030-40), Short Term (to 2030)	IDP indicates that the project is expected to be delivered between 2024 and 2031.			£965,000.00	£965,000.00	As indicated in the submitted IDP	Funding status is indicated as unknown in the submitted IDP, however work has already commenced which may imply that	Cherwell IDP (December 2024)
46	Health and Social Care	Primary Healthcare and Public Health	**New Diamond Place Health Centre at Summertown**	No direct relationship with strategic employment sites	Diamond Place is currently allocated for mixed use development and is expected to be continuously supported through the	North Oxford		Medium Term (2030-40)	2025 - 2035	2025	2035			Dependent on scope and scale	No known funding position in IDP	Oxford IDP (October 2023)
47	Health and Social Care	Primary Healthcare and Public Health	**Central City Community Healthcare Hub**	Existing service with no linked direct employment sites	An existing NHS site from which services are provided already. No further infrastructure investment necessary	Oxford	£CX4 1XD	Completed						Project Completed		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
48	Health and Social Care	Primary Healthcare and Public Health	**North City Community Healthcare Hub**	No direct strategic employment sites linked to the project, although this is expected to serve the northern parts of Oxford City		Jordan Hill Business Park	OX2 8DR	Completed	The new community healthcare hub is operational since May 2025.		2025					OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
49	Health and Social Care	Primary Healthcare and Public Health	**South City Community Healthcare Hub**	No known direct link to strategic employment sites	The new hub is identified as part of the Oxford City Healthcare Hubs programme, however the location for the South City hub	Oxford City. Location to be confirmed - general area of Blackbird Leys and Cowley,		Short Term (to 2030)	No known delivery timescale, although it is expected that consolidation of health services are likely to take place within the					No known project costs	No published funding information	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
52	Health and Social Care	Primary Healthcare and Public Health	**Woodstock Surgery Relocation**	Unknown - location of the new service has yet to be determined	Stakeholders has recently met on the scheme with the https://woodstock-tc.gov.uk/wp-	Woodstock - note catchment serving Cherwell and West Oxfordshire		Short Term (to 2030)	2016-2021	2016	2021	£4,500,000.00	£4,500,000.00	Based on West Oxfordshire IDP	No confirmed funding. The site is expected to be funded through developer contributions, but further capital	West Oxfordshire IDP (November 2016)
53	Health and Social Care	Primary Healthcare and Public Health	**New premises for a family and children's centre at Berinsfield**		Proposed allocation. No planning applications submitted as of September 2025.			Short Term (to 2030)	2025-2030	2025	2030			tbd through the planning application process/S106	tbd through the planning application process/S106; children's centre contribution could either be through direct	South Oxfordshire and Vale of White Horse IDP (December 2024)
54	Health and Social Care	Acute Healthcare	**Bicester Community Hospital Extension**		Exploring the provision of Bicester Central primary care improvements. Planning permission granted for 2 storey wings and	Bicester area	OX26 6HT	Short Term (to 2030)	Medium term 2028-2031					TBC as indicated in IDP	NHS England Capital Funding	Cherwell IDP (December 2024)

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
55	Health and Social Care	Acute Healthcare	**Horton Hospital Site Review**	Review of the Horton Hospital site to assess how expansion to accommodate the needs of new development can be achieved.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Oxfordshire Scale	No funding	**Progress to Prioritisation**		Oxford University Hospital Trust (OUHT)	NHS England	To ensure that infrastructure keeps pace with development.			No direct housing sites identified, desirable for placemaking	
56	Social Infrastructure	Further and Higher Education	**Adult learning centre at Berinsfield**	New premises for an Adult learning centre at Berinsfield	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Oxfordshire County Council / South Oxfordshire District Council / Developer	Oxfordshire County Council / South Oxfordshire District Council / Developer			1700	Land at Berinsfield Garden Village	
57	Health and Social Care	Acute Healthcare	**John Radcliffe Hospital Expansion**	The extension will provide a modular theatre building with link corridor, along with two external plant buildings, associated infrastructure, landscaping and parking	In Scope	Partial Information	Mitigating impacts of new development	Committed	Oxfordshire Scale	Fully funded	**Retained in Stage 1**		Oxford University Hospitals NHS Foundation Trust		To provide additional operating theatres to address waiting lists for complex elective procedures, meeting the demands of the			No direct links with strategic housing sites	
58	Transport	Highways	**Signalising A4095 Upper Campsfield Road/A4260 junction and enhancement of pedestrian/cycle crossings**	Signalising A4095 Upper Campsfield Road/A4260 junction and enhancement of pedestrian/cycle crossings.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Non-strategic	No funding	**Retained in Stage 1**		OCC, bus service providers, developers					KID H1	
65	Health and Social Care	Emergency Services	**Relocation of Bicester Fire Station**	Relocation of Bicester Fire Station	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Oxfordshire Scale	To be confirmed	**Retained in Stage 1**		Oxfordshire County Council		Ensure emergency and rescue infrastructure grows at the same rate as communities.			All sites with residential use	
66	Social Infrastructure	Secondary Education	**Grenoble Road New Secondary School**	New 600-place secondary school to mitigate impacts from committed development at Grenoble Road, Bayswater Brook and Northfield. Land of 6.77 hectare required at Land at Grenoble Road allocation.	In Scope	Comprehensive Information	Mitigating impacts of new development	Pending	Oxfordshire Scale	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Oxfordshire County Council / Developer			Linked with secondary school options for Culham Campus strategic site and Dalton Barracks. Phasing and delivery of the	1100	Land at Bayswater Brook, edge of Oxford	
67	Social Infrastructure	Secondary Education	**Land adjacent to Culham Campus Secondary School**	New secondary school of 900 places (may be required for 1500 pupils) at Land adjacent to Culham Science Centre. The site is capable of hosting 1500 pupils, but initial delivery of 900 place school.	In Scope	Comprehensive Information	Mitigating impacts of new development	Pending	Oxfordshire Scale	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Oxfordshire County Council / Developer		Education requirement linked to new developments		1700	Land at Berinsfield Garden Village	
69	Social Infrastructure	Secondary Education	**North West Grove Secondary school**	A new all-through school at North West Grove, with its secondary phase opening around 2025 (St Johns CofE Academy).	In Scope	Comprehensive Information	Mitigating impacts of new development	Completed	Oxfordshire Scale	Fully funded	**Retained in Stage 1**		Oxfordshire County Council / Developer	Oxfordshire County Council / Developer			624	North West Grove	
70	Social Infrastructure	Secondary Education, Special Education Needs and Disabilities (SEND)	**New Secondary Provision - North East Didcot and associated SEND Provision**	New planned secondary provision at North East Didcot	In Scope	Partial Information	Mitigating impacts of new development	Pending	Oxfordshire Scale	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Oxfordshire County Council / Developer					The school supports a number of developments in the Didcot area, including Didcot North East (circa 2,000 homes,	
71	Social Infrastructure	Special Education Needs and Disabilities (SEND)	**Faringdon Special Free School**	A new state-of-the-art special school in Faringdon (SEMH/ASD) for age range 7-19. The school will have a capacity of 118 places with a planned opening date of 2026/27.	In Scope	Comprehensive Information	Mitigating impacts of new development	Committed	Oxfordshire Scale	Fully funded	**Retained in Stage 1**		Academy Provider	Oxfordshire County Council, the Department for Education, the Gallery Trust	Additional special schools are required to meet the growth demand in Oxfordshire.			No direct relationship with sites	
72	Energy and Utilities	Energy Infrastructure	**Reinforcements to Bicester North sub station**	Reinforcements to Bicester North sub station Third 30MVA transformer added at Bicester North PSS	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - Cherwell	To be delivered by utility companies and developers	**Progress to Prioritisation**		Developers, utility companies	National Grid SSEN				BIC H1, BIC E1, BIC E2, BIC E3	
73	Social Infrastructure	Further and Higher Education	**New Adult Learning Centre in Witney**	New adult learning centre in Witney	In Scope	Poor Information	Mitigating impacts of new development	Ambition	Oxfordshire Scale	To be confirmed	**Retained in Stage 1**		Oxfordshire County Council / West Oxfordshire District Council / Developer						
74	Social Infrastructure	Further and Higher Education	**Expansion of Carterton Community College**	Expansion of Carterton Community College	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	No funding	**Retained in Stage 1**		Oxfordshire County Council, Carterton Community College						
75	Energy and Utilities	Energy Infrastructure	**Reinforcements to Arncott substation**	Reinforcements to Arncott substation	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - Cherwell	To be delivered by utility companies and developers	**Progress to Prioritisation**		Developers, utility companies	National Grid SSEN				BIC E4, BIC E5	
76	Energy and Utilities	Energy Infrastructure	**Reinforcement to East Claydon National Grid Transmission substation**	Reinforcement to East Claydon National Grid Transmission substation	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - Cherwell	To be confirmed	**Progress to Prioritisation**		NGET, NGED and SSEN					All sites	
77	Energy and Utilities	Energy Infrastructure	**Reinforcement to Cowley National Grid Transmission substation**	Reinforcement to Cowley National Grid Transmission substation	In Scope	Partial Information	Enabling new development	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**		Utility companies	National Grid				All sites	
78	Energy and Utilities	Energy Infrastructure	**2 new electrical substations in Banbury**	2 new electrical substations.	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - Cherwell	To be delivered by utility companies and developers	**Progress to Prioritisation**		To be funded by site developers and utility providers	NGED				All sites	
79	Energy and Utilities	Energy Infrastructure	**HV offsite reinforcement works to assist Woodstock and Yarnton primary substations.**	HV offsite reinforcement works to assist Woodstock and Yarnton primary substations.	In Scope	Partial Information	Enabling new development	Pending	Local Authority Scale - Cherwell	To be delivered by utility companies and developers	**Progress to Prioritisation**		Developers	National Grid SSEN				KID H1	
80	Energy and Utilities	Energy Infrastructure	**Reinforcement of existing electricity network: Banbury to Bloxham**	Reinforcement of existing electricity network: Banbury to Bloxham.	In Scope	Partial Information	Enabling new development	Pending	Local Authority Scale - Cherwell	To be delivered by utility companies and developers	**Progress to Prioritisation**		To be funded by site developers and utility providers	SSE				All sites	
81	Energy and Utilities	Energy Infrastructure	**Provision of a new combined heat and power plant at Canalside**	Provision of a new combined heat and power plant at Canalside	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	To be confirmed	**Non-Strategic**		TBC	CDC				BAN M/U1, BAN E1	
82	Energy and Utilities	Energy Infrastructure	**Extension of North West Bicester district heating network and potential connection to Ardley ERF**	Extension of North West Bicester district heating network into the rest of the EcoTown as it is delivered. Considering use of heat from Ardley Energy Recovery Facility to the rest of the town.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	To be confirmed	**Progress to Prioritisation**		TBC	CDC developers OCC SSEN VIRIDOR EA				BIC H1	
83	Energy and Utilities	Energy Infrastructure	**Cherwell - 2 planned battery installations (40MW)**	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - Cherwell	Fully funded	**Retained in Stage 1**		Renewable Energy Providers						
84	Energy and Utilities	Energy Infrastructure	**Cherwell - 19 planned solar photovoltaics installations (36MW)**	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - Cherwell	Fully funded	**Retained in Stage 1**		Renewable Energy Providers						
85	Energy and Utilities	Energy Infrastructure	**Updating of a section of the 132kV cable and addition of a transformer at Osney Lane Bulk Supply Point (BSP)**	Updating of a section of the 132kV cable at Osney Lane Bulk Supply Point (BSP) to accommodate demand from development within the city. Installation of an additional 132/33kV transformer and 132kV circuit reinforcement.	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - Oxford City	To be confirmed	**Progress to Prioritisation**		SSE						
86	Energy and Utilities	Energy Infrastructure	**Delivery of a substation required to support the Diamond Place regeneration Scheme**	Delivery of a substation required to support the Diamond Place regeneration scheme	In Scope	Partial Information	Enabling new development	Investigation	Non-strategic	To be confirmed	**Retained in Stage 1**		SSE					Diamond Place Regeneration	
87	Energy and Utilities	Energy Infrastructure	**Reinforcements to Yarnton Bulk Supply Point**	Reinforcements to Yarnton Bulk Supply Point. An additional 132/33 kV transformer and about 1.12 km of 132 kV circuit onsite to allow for GIS re-configuration is required. The capacity to be released is estimated as 282 MVA. Construction of 14.7 km of new 132kV circuit from Cowley GSP to Yarnton BSP. New 33kV GIS busbar	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		SSE			Cowley GSP		To support identified development quantum within the Oxford North development	
88	Social Infrastructure	Secondary Education	**Witney Secondary School Expansion**	Expansion of Wood Green School with a new £4 million Science and Art building following approval in March 2025. Work began in April 2025 and is expected to be completed by September 2026	In Scope	Comprehensive Information	Strategic innovation and enhancements	Committed	Oxfordshire Scale	Fully funded	**Retained in Stage 1**		Wood Green School, Oxfordshire County Council						
89	Water	Flood Risk Management	**Construction of upstream storage areas and reintroduction of water meadow in Shilton**	Construction of upstream storage areas and reintroduction of water meadow in Shilton	In Scope	Partial Information	Mitigating impacts of new development	Completed	Local Authority Scale - West Oxfordshire	Fully funded	**Retained in Stage 1**		West Oxfordshire District Council	WODC / Environment Agency					
90	Green Infrastructure	Green Infrastructure	**Playing pitches, Dalton Barracks**	Delivery of Playing Pitches at Dalton Barracks	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developer	Vale of White Horse District Council			2750	Land at Dalton Barracks Garden Village, Shippon	
91	Green Infrastructure	Green Infrastructure	**Playing pitches, Land at Northfield**	Delivery of Playing Pitches at Land at Northfield	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developer	South Oxfordshire District Council			1800	Land at Northfield, Edge of Oxford	
92	Green Infrastructure	Green Infrastructure	**Local Nature Reserve - Kidlington**	New publicly accessible Local Nature Reserve (c. 29 ha) based on Rowel Brook at Land East of the A44.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developers	CDC OCC BBOWT					
94	Green Infrastructure	Green Infrastructure	**Canalside parkland**	Public open green space as informal canal side parkland on 23.4 hectares of land as shown.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developers	CDC					
95	Green Infrastructure	Green Infrastructure	**Wildlife Corridors - Kidlington**	Protection and enhancement of existing wildlife corridors, including along Frogwelldown Lane District Wildlife Site and Dolton Lane, and the protection of existing hedgerows and trees.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developers	CDC OCC BBOWT					
96	Green Infrastructure	Green Infrastructure	**Replacement golf facility at Land at Frieze Way Farm**	A replacement golf facility at Land at Frieze Way Farm PR8c should the need for replacement be demonstrated.	In Scope	Partial Information	Maintenance or refurbishment	Investigation	Local Authority Scale - Cherwell	To be confirmed	**Retained in Stage 1**		Developers	Cherwell District Council					
97	Transport	Bus, Coach and SRT	**Bus service improvement to Eastern Arc**	Bus service improvement to Eastern Arc	In Scope	Partial Information	Mitigating impacts of new development	Pending	Oxfordshire Scale	To be confirmed	**Non-Strategic**		S106	OCC Bus operators Developers				KID H1	
98	Green Infrastructure	Green Infrastructure	**Berks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Bernwood, Otmoor and the Ray (RBOR)**	Landscape-scale initiative to protect, restore and connect important habitats between Bernwood, Otmore and the River Ray valley for the benefits of wildlife and people. The Living Landscape is one of the last remaining traditional floodplain meadows in England and includes 48,400 hectares of woodland, mixed	In Scope	Partial Information	Strategic innovation and enhancements	Pending	Larger Than Oxfordshire	Partially funded	**Progress to Prioritisation**		BBOWT						
99	Green Infrastructure	Green Infrastructure	**Kidlington green infrastructure network**	Green infrastructure network with connected wildlife corridors, including within the developable area. The improvement of the existing network including hedgerows between the proposed Community.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developers	CDC OCC BBOWT					
100	Green Infrastructure	Green Infrastructure	**Formal sport pitches provision at Land South East of Kidlington**	Formal sport pitches provision at Land South East of Kidlington (PR7a) including: 4ha of football pitches.	In Scope	Partial Information	Mitigating impacts of new development	Committed	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developers	Cherwell District Council				KID H1	
101	Green Infrastructure	Green Infrastructure	**A nature conservation area - Kidlington**	A nature conservation area on c. 12.2 ha of land to the east of the railway line, south of the Oxford Canal and north of Sandy Lane.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developers	CDC OCC BBOT					
102	Green Infrastructure	Green Infrastructure	**Oxford Burial Meadow**	The Oxford Burial Meadow site is a 17-acre area of land, owned by Oxford City Council, off Oxford Road. The site is large enough to accommodate about 45 years of burials. The land, which is currently being used for farming, is planned for a new public meadow with burial use featuring new trees, wildflower meadows and	In Scope	Partial Information	Strategic innovation and enhancements	Pending	Local Authority Scale - Oxford City	Fully funded	**Retained in Stage 1**		Oxford City Council						
103	Green Infrastructure	Green Infrastructure	**New community woodland - Kidlington**	New community woodland (7.8 ha) to the north west of PR9 developable area and to the east of Dolton Lane.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developers	CDC					
104	Green Infrastructure	Green Infrastructure	**Extension to Cutteslowe Park - Kidlington**	Extension to Cutteslowe Park (c.11ha) including land set aside for the creation of wildlife habitats and for nature trail/circular walks accessible from the new primary school.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developers	CDC					
105	Green Infrastructure	Green Infrastructure	**Green infrastructure corridor - Kidlington**	Green infrastructure corridor (c.8 ha) incorporating a pedestrian, wheelchair and all- weather cycle route along PR6a's eastern boundary.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developers	CDC BBOWT					
106	Transport	Active Modes	**Donnington Playing Fields Cycle Path**	The scheme will provide a new path through Donnington Playing Fields to connect Meadow Lane with Cavell Road. The path will enter the park through a new access on Meadow Lane to the west of the playing field and cross the field in parallel to the southern boundary to meet Cavell Road. The current entrance from Meadow	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - Oxford City	Fully funded	**Retained in Stage 1**		Oxford City Council, Oxfordshire County Council		Local cycle route improvements				
107	Green Infrastructure	Green Infrastructure	**Strategic Site GI - Dalton Barracks Garden Village inc Country Aprk**	Green infrastructure including a) parks, gardens, and amenity green space (18.31 ha), b) allotments (2.44 ha), c) children's play space and teenager provision (3.35 ha) , d) country park (52ha). Phase 1 includes a landscape buffer to the SSSI to the northwest. The second phase would deliver extensive	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developer	Developer			2750	Land at Dalton Barracks Garden Village, Shippon	
108	Green Infrastructure	Green Infrastructure	**Green infrastructure network - Kidlington**	Green infrastructure network with connected wildlife corridors, including within the residential area, and the improvement of the existing network including within the Lower Cherwell Conservation Target Area and to the Meadows West of the Oxford Canal Local.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developers	CDC OCC BBOWT					

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
55	Health and Social Care	Acute Healthcare	**Horton Hospital Site Review**	No direct employment sites identified, desirable for placemaking	Outline business case published in 2021. The September 2021 bid was submitted but the OUHT application to the New Hospital	Banbury Area	OX16 9AL	Short - Medium Term (2025 - 2040)	Throughout plan period			£370,000,000.00	£370,000,000.00	No known costs at this stage although previous bid was for £ 370m	IDP expects to be funded through NHS England capital funding	Cherwell IDP (December 2024)
56	Social Infrastructure	Further and Higher Education	**Adult learning centre at Berinsfield**					Medium Term (2030-40)	2031-2035	2031	2035				tbd through the planning application process/S106; adult learning centre contribution on this site could either be	South Oxfordshire and Vale of White Horse IDP (December 2024)
57	Health and Social Care	Acute Healthcare	**John Radcliffe Hospital Expansion**	No direct links with strategic employment sites	Planning permission granted 2024	Oxford		Short Term (to 2030)	Expected completion by Spring/Summer 2026	2024	2026			No published costs	Assumes fully funded as project is close to completion	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
58	Transport	Highways	**Signalising A4095 Upper Campsfield Road/A4260 junction and enhancement of pedestrian/cycle crossings**		Was identified within the A44/A4260 corridor study but no further progress has been made at this stage. Design to be	Kidlington area		Medium Term (2030-40)	Short - medium term			£1,040,000.00	£1,040,000.00	c. ?1.04m	Unfunded. Potential sources of funding include: s278 plans as part of Minerals planning application, Local Growth Fund	Cherwell IDP (December 2024)
65	Health and Social Care	Emergency Services	**Relocation of Bicester Fire Station**		One Public Estate has been unable to find a shared solution to the relocation of Bicester Fire Station.	Bicester area		Medium Term (2030-40)	Throughout plan period			£19,000,000.00	£19,000,000.00	(c.?19m	Unknown	Cherwell IDP (December 2024)
66	Social Infrastructure	Secondary Education	**Grenoble Road New Secondary School**		Detailed plans for the secondary school are not specified in the Pupil Place Plan yet: Current school capacity is expected to			Medium Term (2030-40)	Housing Delivery between 2031/32 and 2041/42. Assumes delivery of the secondary school in the medium term.	2031	2042	£25,006,000.00	£25,006,000.00		Developer contributions / Oxfordshire County Council	South Oxfordshire and Vale of White Horse IDP (December 2024)
67	Social Infrastructure	Secondary Education	**Land adjacent to Culham Campus Secondary School**		Detailed plans for the new school are not specified through the Pupil Place Plan - 'The large-scale housing growth due at			Longer Term (2040-50)	Housing Delivery to start at 2030/31 to beyond 2050. Assumes delivery of the secondary school in the long term.			£39,542,800.00	£39,542,800.00		Funding through developer contributions/Oxfordshire County Council	South Oxfordshire and Vale of White Horse IDP (December 2024)
69	Social Infrastructure	Secondary Education	**North West Grove Secondary school**					Short Term (to 2030)				£28,200,000.00	£28,200,000.00			South Oxfordshire and Vale of White Horse IDP (December 2024)
70	Social Infrastructure	Secondary Education, Special Education Needs and Disabilities (SEND)	**New Secondary Provision - North East Didcot and associated SEND Provision**			Didcot		To be confirmed								OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
71	Social Infrastructure	Special Education Needs and Disabilities (SEND)	**Faringdon Special Free School**	No direct relationship with sites	Committed with a planned opening date in 2026/27	Faringdon		Short Term (to 2030)	2025-2027	2025	2027	£14,400,000.00	£14,400,000.00		Funding allocated by the Department for Education	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
72	Energy and Utilities	Energy Infrastructure	**Reinforcements to Bicester North sub station**		Will be funded from development, timescale will be three years from when developer confirm upgrade(s) required and	Bicester area		Medium Term (2030-40)	Short - medium term				£0.00		Developers, utility companies	Cherwell IDP (December 2024)
73	Social Infrastructure	Further and Higher Education	**New Adult Learning Centre in Witney**					To be confirmed								
74	Social Infrastructure	Further and Higher Education	**Expansion of Carterton Community College**			Carterton		Short Term (to 2030)	2016-2031	2016	2031				County Council funding, S106, CIL. No known capital funding for Caterton Community College at present.	West Oxfordshire IDP (November 2016)
75	Energy and Utilities	Energy Infrastructure	**Reinforcements to Arncott substation**		Will be funded from development, timescale will be three years from when developer confirm upgrade(s) required and	Bicester area		Medium Term (2030-40)	Short - medium term				£0.00		Developers, utility companies	Cherwell IDP (December 2024)
76	Energy and Utilities	Energy Infrastructure	**Reinforcement to East Claydon National Grid Transmission substation**		Proposals being developed. Expected to be fully funded by NGET. To be complete by 2031.	Bicester, Banbury and areas served from East Claydon Transmission substation		Medium Term (2030-40)	Short - medium term				£0.00		Utility companies	Cherwell IDP (December 2024)
77	Energy and Utilities	Energy Infrastructure	**Reinforcement to Cowley National Grid Transmission substation**		Proposals being developed.	Kidlington and areas served from Cowley Transmission substation		Longer Term (2040-50)	Long term				£0.00		Utility companies. Likely to be funded through RRIO.	Cherwell IDP (December 2024)
78	Energy and Utilities	Energy Infrastructure	**2 new electrical substations in Banbury**		Secured in approval of the planning application for Banbury 5- North of Hanwell Fields (12/01789/OUT).	Banbury Area		Medium Term (2030-40)	Short - medium term				£0.00		To be funded by site developers and utility providers	Cherwell IDP (December 2024)
79	Energy and Utilities	Energy Infrastructure	**HV offsite reinforcement works to assist Woodstock and Yarnton primary substations.**			Kidlington area		Medium Term (2030-40)	Medium - long term				£0.00		Developers	Cherwell IDP (December 2024)
80	Energy and Utilities	Energy Infrastructure	**Reinforcement of existing electricity network: Banbury to Bloxham**		Addressing generation and demand constraints in Banbury. The grid in Bloxham does not have enough demand load and	Banbury Area		Short Term (to 2030)	Short term			£28,000,000.00	£28,000,000.00	c.?28 m	To be funded by site developers and utility providers	Cherwell IDP (December 2024)
81	Energy and Utilities	Energy Infrastructure	**Provision of a new combined heat and power plant at Canalside**		To be implemented as part of Canalside delivery.	Banbury Area		Medium Term (2030-40)	Medium - long term				£0.00		TBC	Cherwell IDP (December 2024)
82	Energy and Utilities	Energy Infrastructure	**Extension of North West Bicester district heating network and potential connection to Ardley ERF**		Feasibility work is complete however the connection to Ardley Energy Recovery Centre is not being pursued at this point in	Bicester area		Medium Term (2030-40)	Medium term			£61,000,000.00	£61,000,000.00		TBC	Cherwell IDP (December 2024)
83	Energy and Utilities	Energy Infrastructure	**Cherwell - 2 planned battery installations (40MW)**			Cherwell		To be confirmed					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
84	Energy and Utilities	Energy Infrastructure	**Cherwell - 19 planned solar photovoltaics installations (36MW)**			Cherwell		To be confirmed					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
85	Energy and Utilities	Energy Infrastructure	**Updating of a section of the 132kV cable and addition of a transformer at Osney Lane Bulk Supply Point (BSP)**		Part of Cowley GSP group reinforcement projects in initial development	Central and West Oxford		Medium Term (2030-40)	2020-2030	2020	2030		£0.00	Dependent on scope and scale	Likely to be funded through SSEN capital investment programme / developers	Oxford IDP (October 2023)
86	Energy and Utilities	Energy Infrastructure	**Delivery of a substation required to support the Diamond Place Regeneration Scheme**			North Oxford		Medium Term (2030-40)	2025-2035	2025	2035		£0.00	Dependent on scope and scale		Oxford IDP (October 2023)
87	Energy and Utilities	Energy Infrastructure	**Reinforcements to Yarnton Bulk Supply Point**		Scheduled SSEN reinforcements			Medium Term (2030-40)	2025-2035	2025	2035	£5,000,000.00	£5,000,000.00	Estimated between ?1-5m		Oxford IDP (October 2023)
88	Social Infrastructure	Secondary Education	**Witney Secondary School Expansion**		Under Construction	Witney		Short Term (to 2030)	2025-2026	2025	2026	£4,000,000.00	£4,000,000.00			West Oxfordshire IDP (November 2016)
89	Water	Flood Risk Management	**Construction of upstream storage areas and reintroduction of water meadow in Shilton**		Project timescale is identified to be completed before 2016 at the time of publication	Shilton		Short Term (to 2030)	2016	2016	2016	£80,000.00	£80,000.00		Funded - Funding administered by the Environment Agency	West Oxfordshire IDP (November 2016)
90	Green Infrastructure	Green Infrastructure	**Playing pitches, Dalton Barracks**					Medium Term (2030-40)	2025-2035	2025	2035	£8,605,507.00	£8,605,507.00	The Sport England Calculator will need to be re-run at the time of a planning application / when determining the costs	Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
91	Green Infrastructure	Green Infrastructure	**Playing pitches, land at Northfield**					Medium Term (2030-40)	2025-2035	2025	2035	£8,496,870.00	£8,496,870.00	The Sport England Calculator will need to be re-run at the time of a planning application / when determining the costs	Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
92	Green Infrastructure	Green Infrastructure	**Local Nature Reserve - Kidlington**		To be delivered by development proposal.	Kidlington area		Medium Term (2030-40)	Short - medium term			£5,950,000.00	£5,950,000.00	c. 75.95m	Developers	Cherwell IDP (December 2024)
94	Green Infrastructure	Green Infrastructure	**Canalside parkland**		To be delivered by development proposal.	Kidlington area		Medium Term (2030-40)	Short - medium term			£4,700,000.00	£4,700,000.00	c. 74.7m	Developers	Cherwell IDP (December 2024)
95	Green Infrastructure	Green Infrastructure	**Wildlife Corridors - Kidlington**		To delivered by development proposal.	Kidlington area		Longer Term (2040-50)	Short - long term			£4,600,000.00	£4,600,000.00	c. 74.6m	Developers	Cherwell IDP (December 2024)
96	Green Infrastructure	Green Infrastructure	**Replacement golf facility at Land at Frieze Way Farm**		*should the need for replacement be demonstrated.	Kidlington area		Medium Term (2030-40)	Short - medium term			£4,000,000.00	£4,000,000.00	c. 74m	Developers	Cherwell IDP (December 2024)
97	Transport	Bus, Coach and SRT	**Bus service improvement to Eastern Arc**		Financial contributions to support public transport connectivity between PR6/7 sites and Eastern Arc ? notably major	Kidlington area		Medium Term (2030-40)	Medium term			£2,200,000.00	£2,200,000.00	?2.2m	S106	Cherwell IDP (December 2024)
98	Green Infrastructure	Green Infrastructure	**Berks Bucks & Oxon Wildlife Trust (BBOWT) - Reconnecting Bernwood, Otmoor and the Ray (RBOR)**				https://www.bbowt.org.uk/sites/default/files/2023-07/rbor-report-summary.pdf	Medium - Long Term (2030-50)				£3,500,000.00	£3,500,000.00		Development funding secured (£12,182), further £3.5m to be secured for 2027-2032 delivery	https://www.bbowt.org.uk/rbor
99	Green Infrastructure	Green Infrastructure	**Kidlington green infrastructure network**		To be delivered by development proposal.	Kidlington area		Medium Term (2030-40)	Short - medium term			£3,360,000.00	£3,360,000.00	c. ?3.36m	Developers	Cherwell IDP (December 2024)
100	Green Infrastructure	Green Infrastructure	**Formal sport pitches provision at Land South East of Kidlington**		Provision of land at PR7a. To be delivered by development proposals - has been secured in legal agreement.	Kidlington area		Medium Term (2030-40)	Medium term			£3,170,000.00	£3,170,000.00	c. ?3.17m	Developers	Cherwell IDP (December 2024)
101	Green Infrastructure	Green Infrastructure	**A nature conservation area - Kidlington**		To be delivered by development proposal.	Kidlington area		Medium Term (2030-40)	Throughout plan period			£2,490,000.00	£2,490,000.00	c. ?2.49m	Developers	Cherwell IDP (December 2024)
102	Green Infrastructure	Green Infrastructure	**Oxford Burial Meadow**		Planning to submit planning application in Autumn 2025	Project will include a planning application to South Oxfordshire District Council		To be confirmed				£2,400,000.00	£2,400,000.00		City Council allocated £2.4m to deliver the scheme	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
103	Green Infrastructure	Green Infrastructure	**New community woodland - Kidlington**		To be delivered by development proposal.	Kidlington area		Medium Term (2030-40)	Short - medium term			£2,300,000.00	£2,300,000.00	c. ?2.3m	Developers	Cherwell IDP (December 2024)
104	Green Infrastructure	Green Infrastructure	**Extension to Cutteslowe Park - Kidlington**		TBC	Kidlington area		Medium Term (2030-40)	Short - medium term			£2,200,000.00	£2,200,000.00	c. ?2.2m	Developers	Cherwell IDP (December 2024)
105	Green Infrastructure	Green Infrastructure	**Green infrastructure corridor - Kidlington**		To be delivered by development proposal	Kidlington area		Medium Term (2030-40)	Short - medium term			£1,600,000.00	£1,600,000.00	c. ?1.6m	Developers	Cherwell IDP (December 2024)
106	Transport	Active Modes	**Donnington Playing Fields Cycle Path**		Planning application approved	Donnington Playing Fields		Short Term (to 2030)				£1,047,000.00	£1,047,000.00		Funded through transferred Growth deal funding	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
107	Green Infrastructure	Green Infrastructure	**Strategic Site GI - Dalton Barracks Garden Village inc Country Aprk**					Medium Term (2030-40)	2025-2035	2025	2035	£1,000,000.00	£1,000,000.00		Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
108	Green Infrastructure	Green Infrastructure	**Green infrastructure network - Kidlington**		To be delivered by development proposal.	Kidlington area		Medium Term (2030-40)	Short - medium term			£581,000.00	£581,000.00		Developers	Cherwell IDP (December 2024)

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
109	Green Infrastructure	Green Infrastructure	**Strategic Site GI - Culham Campus**	Green infrastructure including a) parks, gardens, and amenity green space (23.31 ha), b) allotments (3.1 ha), c) children's play space and teenager provision (4.27 ha).	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developer	Developer			3500	Land adjacent to Culham Campus	
110	Green Infrastructure	Green Infrastructure	**Strategic Site GI - Land south of Grenoble Road**	Green infrastructure including a) parks, gardens, and amenity green space (19.98 ha), b) allotments (2.6 ha), c) children's play space and teenager provision (3.66 ha). South Oxford Science Village will deliver vast green spaces including sports pitches, parks and landscaped	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developer	Developer			3000	Land south of Grenoble Road, Edge of Oxford	
111	Green Infrastructure	Green Infrastructure	**North of Bruern Abbey Banks Reprofile**	Reprofile banks North of Bruern Abbey to limit amount of steep sided clay banks favoured by signal crayfish, to reduce extent of invasive species.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - West Oxfordshire	No funding	**Retained in Stage 1**		EA, Cotswolds River Trust, Wychwood Project, Wild Oxfordshire						
112	Green Infrastructure	Green Infrastructure	**Strategic Site GI - Land at Northfield**	Green infrastructure including a) parks, gardens, and amenity green space (19.98 ha), b) allotments (2.6 ha), c) children's play space and teenager provision (3.66 ha). Planning application is being developed to deliver a new neighbourhood. Plans will include new homes, a	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developer	Developer			1800	Land at Northfield, Edge of Oxford	
113	Green Infrastructure	Green Infrastructure	**Strategic Site GI - Berinsfield Garden Village**	Green infrastructure including a) parks, gardens, and amenity green space (11.32 ha), b) allotments (1.5 ha), c) children's play space and teenager provision (2.07 ha). Masterplan project comprising parks, gardens, natural and semi-natural green space, and amenity green	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developer	Developer			1700	Land at Berinsfield Garden Village	
114	Green Infrastructure	Green Infrastructure	**Strategic Site GI - Bayswater Brook**	Green infrastructure including a) parks, gardens, and amenity green space (7.32 ha), b) allotments (0.97 ha), c) children's play space and teenager provision (1.34 ha). Site proposed to deliver more than 10% increase in biodiversity and 65 hectares of GBI, integrating trees,	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developer	Developer			1100	Land at Bayswater Brook, edge of Oxford	
115	Green Infrastructure	Green Infrastructure	**Strategic Site GI - North West Valley Park**	Green infrastructure including a) parks, gardens, and amenity green space (5.32 ha), b) allotments (0.71 ha), c) children's play space and teenager provision (0.97 ha). Proposal includes a range of corridors creating a green infrastructure network throughout the site that will	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developer	Developer			800	North West Valley Park, Didcot	
116	Green Infrastructure	Green Infrastructure	**Strategic Site GI - North West Grove**	Green infrastructure including a) parks, gardens, and amenity green space (4.15 ha), b) allotments (0.55 ha), c) children's play space and teenager provision (0.76 ha). Proposed scheme includes infrastructure for a number of community uses, including allotments, youth play	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developer	Developer			624	North West Grove Didcot	
117	Green Infrastructure	Green Infrastructure	**Deer Park Wood, Witney**	Woodland management, habitat creation, development and management of public recreation opportunities of Deer Park Wood, Witney	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - West Oxfordshire	Partially funded	**Non-Strategic**		Witney Woodland Volunteers, with support from the Wychwood Project	West Oxfordshire District Council as landowners					
118	Green Infrastructure	Green Infrastructure	**Sport pitches, North West Bicester Ecotown**	14 hectares of sport pitches at North West Bicester Ecotown.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	**Retained in Stage 1**		A2 Dominion Housing developers					BIC H1	
119	Green Infrastructure	Green Infrastructure	**Bicester Urban Edge Park**	Establishing an urban edge park around the outskirts of Bicester, by protecting the existing network of green spaces and securing new open space and linear route provision linked with public footpaths/ cycleways, to create a circular route with connections to the town centre and the countryside beyond.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Cherwell	To be confirmed	**Non-Strategic**		Landowners	Cherwell District Council				All sites	
120	Water	Flood Risk Management	**Construction of storage area upstream of industrial estate in Crawley**	Construction of storage area upstream of industrial estate in Crawley	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - West Oxfordshire	No funding	**Retained in Stage 1**		West Oxfordshire District Council						
121	Transport	Bus, Coach and SRT	**Bus link between Bridge Street and Tramway Road**	Bus link between Bridge Street and Tramway Road to better serve the railway station, Canalside redevelopment and Longford Park (Bankside);	In Scope	Partial Information	Enabling new development	Under Construction	Local Authority Scale - Cherwell	Fully funded	**Retained in Stage 1**		Fully funded by OCC, Growth Board	OCC				BAN H3, BAN M/U1, BAN E1	
122	Green Infrastructure	Green Infrastructure	**Linear Park along Bayswater Brook**	Proposals for a linear park along Bayswater Brook as part of the Barton Area Action Plan. This is to improve the local environment and provide walking and cycling routes.	In Scope	Partial Information	Mitigating impacts of new development	Committed	Non-strategic	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developer	South Oxfordshire District Council				Development north of Bayswater Brook	
123	Green Infrastructure	Green Infrastructure	**Extension of Carterton Country Park**	Extension of Carterton Country Park	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - West Oxfordshire	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developer	West Oxfordshire District Council				Potential North Carterton Garden Village, Kilkenny Farm - 25/00487/OUT (350 homes)	
126	Green Infrastructure	Green Infrastructure	**Lower Windrush Valley Project**	Various projects to improve accessibility, recreation opportunities, tourism, landscape and nature conservation within the Lower Windrush Valley Project area. It operates to the LWVP Strategic Plan 201502025.	In Scope	Partial Information	Strategic innovation and enhancements	Ongoing Delivery	Local Authority Scale - West Oxfordshire	Partially funded	**Retained in Stage 1**		LWVP / WODC / OCC / Mineral operators / Developers / Landowners						
127	Transport	Highways	**Bicester - Banbury Road Corridor Improvements**	Highway capacity and active travel improvements to peripheral Banbury Road and improvements to signalisation of Banbury Road. Banbury Road Roundabout and Junction Improvements (junction of A4095 and B4100)	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		TBC	Private sector developers OCC				BIC H1	
128	Green Infrastructure	Green Infrastructure	**Restoration of the Wilts and Berks Canal**	The Wilts & Berks Canal Trust is actively restoring the 70-mile Wilts & Berks Canal, aiming to create a navigable waterway for recreation, leisure, and wildlife support. The restoration involves partnerships with developers, local authorities, and volunteers, with sections being rebuilt and rewatered along the route from	In Scope	Partial Information	Strategic innovation and enhancements	Ongoing Delivery	Larger Than Oxfordshire	Partially funded	**Retained in Stage 1**		Wiltshire Swindon & Oxfordshire Canal Partnership	Vale of White Horse District Council, Oxfordshire County Council					
129	Green Infrastructure	Green Infrastructure	**Upper Thames River Valleys Living Landscape**	Upper Thames Living Landscape area covers approximately 2,760 hectares of riverside meadows and pastures, ditches and riverbanks that stretch from Lechlade-on-Thames to Northmoor in west Oxfordshire. Internationally important plant communities still thrive here, together with rare wading birds that find a haven	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	**Retained in Stage 1**		Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust	Oxfordshire County Council					
130	Green Infrastructure	Green Infrastructure	**North Wessex Downs / Cotswold National Landscape - Farming in Protected Landscapes**	DEFRA grant programme for nature recovery, climate and people & places	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	**Retained in Stage 1**		Local National Landscapes team	DEFRA, farmers and land managers					
131	Green Infrastructure	Green Infrastructure	**North Wessex Downs National Landscape- Nature Recovery Plan**	Nature Recovery Plan setting our priorities for habitats /species and guiding partnership delivery. Current plan in force for the period of 2025-2030.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	**Retained in Stage 1**		Local National Landscapes team						
132	Water	Flood Risk Management	**Construction of a flood storage area north of Bampton**	Construction of a flood storage area north of Bampton	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - West Oxfordshire	No funding	**Non-Strategic**		West Oxfordshire District Council	Environment Agency					
133	Green Infrastructure	Green Infrastructure	**Cotswold National Landscape - Glorious Cotswold Grasslands**	Ongoing programme to restore and create Jurassic limestone wildflower grassland	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	**Retained in Stage 1**		National Landscape team	landowners and partners					
134	Water	Flood Risk Management	**Lye Valley Catchment Flow Reduction and Florence Park SuDS**	Opportunity identified by Thames Water to take a catchment-approach for the areas of Lye Valley and Florence Park, which are hydraulically linked. The Lye Valley Catchment Flow reduction scheme aims to reduce flow to prevent erosion of a water-dependent and water-quality sensitive Site of Special Scientific	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Oxford City	To be confirmed	**Progress to Prioritisation**		Thames Water	Oxfordshire County Council and Oxford City Council	Reduced the risk of flooding identified			No housing sites directly identified	
135	Green Infrastructure	Green Infrastructure	**Cotswold National Landscape - Cotswolds Champions Programme**	Grants scheme for local landscape enhancement projects	In Scope	Partial Information	Strategic innovation and enhancements	Completed	Larger Than Oxfordshire	Completed	**Retained in Stage 1**		National landscape teams						
136	Green Infrastructure	Green Infrastructure	**Cotswold National Landscape - Ash tree dieback**	Area-wide response programme (guidance, felling/replanting, resilience) to widespread ash dieback	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	**Retained in Stage 1**		National Landscapes team						
137	Green Infrastructure	Green Infrastructure	**Chilterns / North Wessex Downs National Landscape- Mend the Gap Programme**	Mitigation/enhancement programme to address visual/environmental impacts of Great Western Main Line electrification around the Goring Gap	In Scope	Partial Information	Mitigating impacts of new development	Committed	Larger Than Oxfordshire	Fully funded	**Retained in Stage 1**		National Landscapes team						
138	Green Infrastructure	Green Infrastructure	**Chilterns / Cotswold National Landscape - Access for All**	DEFRA capital programme to remove access barriers	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	**Retained in Stage 1**		National Landscapes team						
139	Green Infrastructure	Green Infrastructure	**Extension of County Park, Carterton**		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**								
140	Green Infrastructure	Green Infrastructure	**Conserve and enhance the Cotswolds AONB**		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**								
141	Green Infrastructure	Flood Risk Management, Green Infrastructure	**Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Project**	A Landscape Recovery project - working with farmers and land managers to deliver landscape recovery and build the Freshwater Network across two lowland catchments. This project supports net zero, protected sites and biodiversity - while balancing the needs of farm businesses and food production - The project spans over	In Scope	Partial Information	Strategic innovation and enhancements	Under Construction	Larger Than Oxfordshire	Partially funded	**Retained in Stage 1**		Freshwater Habitats Trust						
142	Energy and Utilities	Energy Infrastructure	**Upgrade to Headington Bulk Supply Point**	Installation 11.98 km of 132 kV dual circuit between Cowley GSP and Headington BSP. Circuits from Cowley GSP to Headington will no longer be shared with Yarnton and Witney BSPs.	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - Oxford City	To be confirmed	**Progress to Prioritisation**		SSEN						
143	Energy and Utilities	Energy Infrastructure	**Oxford - 6 planned solar photovoltaics installations (1MW)**	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - Oxford City	Fully funded	**Retained in Stage 1**		Renewable Energy Providers						
144	Energy and Utilities	Waste Infrastructure	**Redevelopment of Redbridge HWRC (Oxford)**		Out of Scope / Duplicate: Waste infrastructure to be	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
145	Energy and Utilities	Energy Infrastructure	**South Oxfordshire - 3 planned battery installations (49.9MW)**	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - South Oxfordshire and Vale of White Horse	Fully funded	**Retained in Stage 1**		Renewable Energy Providers						
146	Energy and Utilities	Energy Infrastructure	**South Oxfordshire - 11 planned solar photovoltaics installations (202MW)**	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - South Oxfordshire and Vale of White Horse	Fully funded	**Retained in Stage 1**		Renewable Energy Providers						
149	Energy and Utilities	Energy Infrastructure	**Upgrade to Drayton Bulk Supply Point**	Reinforcement of 11 x 33 kV circuit breakers at Drayton BSP Reinforcement of 2 x 7.71 km 132 kV circuits between Drayton and Culham tee	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - South Oxfordshire and Vale of White Horse	To be confirmed	**Progress to Prioritisation**		SSEN						
150	Energy and Utilities	Energy Infrastructure	**Vale of White Horse - 6 planned solar photovoltaics installations (55MW)**	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - South Oxfordshire and Vale of White Horse	Fully funded	**Retained in Stage 1**		Renewable Energy Providers						
151	Energy and Utilities	Energy Infrastructure	**Vale of White Horse - 3 planned battery installations (0MW)**	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - South Oxfordshire and Vale of White Horse	Fully funded	**Retained in Stage 1**		Renewable Energy Providers						
152	Social Infrastructure	Energy Infrastructure, Further and Higher Education	**Green Construction Skills Centre**	This project is for an extension to the Green Construction Skills Centre in Abingdon, and will enable Abingdon & Witney College to expand its green construction programme offer. Expected construction period of 12-18 months following investment secured. The project is expected to reduce 150 tonnes of CO2 in total each	In Scope	Comprehensive Information	Strategic innovation and enhancements	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**Progress to Prioritisation**		Abingdon & Witney College						7
156	Energy and Utilities	Energy Infrastructure	**Upgrade to Witney Bulk Supply Point**	Additional 132/33 kV transformer New 132 kV Air Insulated Switchgear (AIS) at Witney BSP Reinforcement of the 132 kV circuits between Yarnton and Witney	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - West Oxfordshire	To be confirmed	**Progress to Prioritisation**		SSEN						
159	Energy and Utilities	Energy Infrastructure	**West Oxfordshire - 3 planned battery installations (19MW)**	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - West Oxfordshire	Fully funded	**Retained in Stage 1**		Renewable Energy Providers						
160	Energy and Utilities	Energy Infrastructure	**West Oxfordshire - 11 planned solar photovoltaics installations (134MW)**	Planned renewable energy generation and storage projects. A total of 64 renewable energy generation and storage projects in Oxfordshire are under construction or awaiting construction.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - West Oxfordshire	Fully funded	**Retained in Stage 1**		Renewable Energy Providers						
162	Energy and Utilities	Waste Infrastructure	**New waste transfer station**	New waste transfer station	Out of Scope / Duplicate: Waste infrastructure to be	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council	OCC / WODC / Waste operators					
163	Energy and Utilities	Waste Infrastructure	**Improvements to the strategic waste management and reuse infrastructure serving West Oxfordshire**	Improvements to the strategic waste management and reuse infrastructure serving West Oxfordshire	Out of Scope / Duplicate: Waste infrastructure to be	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**			OCC / WODC / Waste operators / Third sector organisations					
164	Energy and Utilities	Digital Infrastructure	**Harwell Science and Innovation Campus 5G Network**	The ECH project is working to scope, procure, and commission a managed private 5G network across significant parts of Harwell. This will provide a secure, business-grade wireless network, offering external and internal coverage for the resident science laboratories, research organisations and start-ups.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - South Oxfordshire and Vale of White Horse	Partially funded	**Progress to Prioritisation**		Oxfordshire County Council	England's Connected Heartland					

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
109	Green Infrastructure	Green Infrastructure	**Strategic Site GI - Culham Campus**					Medium Term (2030-40)	Duration of development			£319,114.00	£319,114.00	estimated costs are derived from the study but are only the capital costs for this infrastructure.	Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
110	Green Infrastructure	Green Infrastructure	**Strategic Site GI - Land south of Grenoble Road**					Medium Term (2030-40)	Duration of development			£273,526.00	£273,526.00	estimate costs are derived from the study but are only the capital costs for this infrastructure	Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
111	Green Infrastructure	Green Infrastructure	**North of Bruern Abbey Banks Reprofile**		Planning phase			Short Term (to 2030)	2016-2031	2016	2031	£250,000.00	£250,000.00	£166,000 - £250,000	Grant applications and charitable donations	West Oxfordshire IDP (November 2016)
112	Green Infrastructure	Green Infrastructure	**Strategic Site GI - Land at Northfield**					Medium Term (2030-40)	Duration of development			£164,006.00	£164,006.00	estimated costs are derived from the study but are only the capital costs for this infrastructure.	Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
113	Green Infrastructure	Green Infrastructure	**Strategic Site GI - Berinsfield Garden Village**			Berinsfield		Medium Term (2030-40)	Duration of development			£154,971.00	£154,971.00	estimated costs are derived from the study, but are only the capital costs for this infrastructure; councils will also seek a	Funding through developer contributions and/or delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
114	Green Infrastructure	Green Infrastructure	**Strategic Site GI - Bayswater Brook**					Medium Term (2030-40)	Duration of development			£100,211.00	£100,211.00		Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
115	Green Infrastructure	Green Infrastructure	**Strategic Site GI - North West Valley Park**					Medium Term (2030-40)	Duration of development			£72,831.00	£72,831.00		Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
116	Green Infrastructure	Green Infrastructure	**Strategic Site GI - North West Grove**					Medium Term (2030-40)	Duration of development			£56,814.00	£56,814.00	estimated costs are derived from the study but are only the capital costs for this infrastructure.	Developer contributions and/or direct delivery on site	South Oxfordshire and Vale of White Horse IDP (December 2024)
117	Green Infrastructure	Green Infrastructure	**Deer Park Wood, Witney**		Ongoing habitat creation	Witney		Short Term (to 2030)	2016-2031	2016	2031	£50,000.00	£50,000.00	£25,000 - £50,000	S106 from development within locality. External funding, charitable donations and local fundraising	West Oxfordshire IDP (November 2016)
118	Green Infrastructure	Green Infrastructure	**Sport pitches, North West Bicester Ecotown**		Some secured through: North West Bicester Phase 1 (Exemplar site-Elmsbrook) S106. (10/01780/HYBRID).	Bicester area		Medium Term (2030-40)					£0.00			Cherwell IDP (December 2024)
119	Green Infrastructure	Green Infrastructure	**Bicester Urban Edge Park**		Project is at an early stage of development	Bicester area		Medium Term (2030-40)	Throughout plan period				£0.00		TBC	Cherwell IDP (December 2024)
120	Water	Flood Risk Management	**Construction of storage area upstream of industrial estate in Crawley**		Construction under way	Crawley		Short Term (to 2030)	2016-2021	2016	2021	£200,000.00	£200,000.00		WODC revenue S106	West Oxfordshire IDP (November 2016)
121	Transport	Bus, Coach and SRT	**Bus link between Bridge Street and Tramway Road**		Construction starts 24/10/24 for 12 months Cherwell Street, Banbury ? Bus Service Improvement Scheme (including Bridge	Banbury Area		Short Term (to 2030)	Short - long term			£3,990,000.00	£3,990,000.00	?3.99m	Fully funded by OCC, Growth Board	Cherwell IDP (December 2024)
122	Green Infrastructure	Green Infrastructure	**Linear Park along Bayswater Brook**		Part of a planning application granted in October 2024			Medium Term (2030-40), Short Term (to 2030)					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
123	Green Infrastructure	Green Infrastructure	**Extension of Carterton Country Park**					To be confirmed					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
126	Green Infrastructure	Green Infrastructure	**Lower Windrush Valley Project**		Ongoing project programme			Short Term (to 2030)	2016-2031	2016	2031		£0.00		S106 / Charitable donations and local fundraising	West Oxfordshire IDP (November 2016)
127	Transport	Highways	**Bicester - Banbury Road Corridor Improvements**		Scheme approved; continuing engagement on the details of the scheme.	Bicester area		Medium Term (2030-40)	Medium term			£5,500,000.00	£5,500,000.00	5.5m	TBC	Cherwell IDP (December 2024)
128	Green Infrastructure	Green Infrastructure	**Restoration of the Wilts and Berks Canal**		Ongoing project			Short Term (to 2030)					£0.00		Most ongoing work are funded through grants and developer contributions	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
129	Green Infrastructure	Green Infrastructure	**Upper Thames River Valleys Living Landscape**		Ongoing landscape-scale recovery			To be confirmed					£0.00		Multi-phase project, however the remaining habitat bank project will be financed through revenue.	https://www.bbowt.org.uk/wildlife/living-landscapes/upper-thames-living-landscape
130	Green Infrastructure	Green Infrastructure	**North Wessex Downs / Cotswold National Landscape - Farming in Protected Landscapes**		Rolling grant programme to March 2026. The Cotswolds programme has allocated £4.5m to 165 projects to date.			Short Term (to 2030)					£0.00		Grant programme	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
131	Green Infrastructure	Green Infrastructure	**North Wessex Downs National Landscape- Nature Recovery Plan**					Short Term (to 2030)					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
132	Water	Flood Risk Management	**Construction of a flood storage area north of Bampton**		Investigation stage	Bampton		Short Term (to 2030)	2016-2021	2016	2021			To be identified	The EA consider that currently the costs outweigh the benefits but if partnership funding could be secured from other	West Oxfordshire IDP (November 2016)
133	Green Infrastructure	Green Infrastructure	**Cotswold National Landscape - Glorious Cotswold Grasslands**		Ongoing project			Short Term (to 2030)					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
134	Water	Flood Risk Management	**Lye Valley Catchment Flow Reduction and Florence Park SuDS**	No employment sites directly identified	Opportunities identified through the Thames Water DWMP Catchment Strategic Plan	Oxford		Short - Medium Term (2025 - 2040)	No known delivery timescales					No known cost of the project	No confirmed funding position	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
135	Green Infrastructure	Green Infrastructure	**Cotswold National Landscape - Cotswolds Champions Programme**		Grant scheme closed			Completed					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
136	Green Infrastructure	Green Infrastructure	**Cotswold National Landscape - Ash tree dieback**		Ongoing multi-year programme			To be confirmed					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
137	Green Infrastructure	Green Infrastructure	**Chilterns / North Wessex Downs National Landscape- Mend the Gap Programme**		Ongoing project programme due to complete by 2025			To be confirmed					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
138	Green Infrastructure	Green Infrastructure	**Chilterns / Cotswold National Landscape - Access for All**		Capital programme			To be confirmed					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
139	Green Infrastructure	Green Infrastructure	**Extension of County Park, Carterton**					Out of Scope / Duplicate								Out of Scope / Duplicate
140	Green Infrastructure	Green Infrastructure	**Conserve and enhance the Cotswolds AONB**					Out of Scope / Duplicate								Out of Scope / Duplicate
141	Green Infrastructure	Flood Risk Management, Green Infrastructure	**Freshwater Habitats Trust - Ock and Thame Farmers: Freshwater and Floodplain Restoration Project**		Ongoing project now at development and delivery phases			Short Term (to 2030)		2024	2026				Set up funding of £750k secured through the DEFRA Landscape Recovery Round 2 fund, further delivery finance to be	https://freshwaterhabitats.org.uk/projects/ock-and-thame-farmers/
142	Energy and Utilities	Energy Infrastructure	**Upgrade to Headington Bulk Supply Point**		Part of the BSP upgrade has been committed for completion before 2026 (£5m)	Headington		Short Term (to 2030)					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
143	Energy and Utilities	Energy Infrastructure	**Oxford - 6 planned solar photovoltaics installations (1MW)**			Oxford		To be confirmed					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
144	Energy and Utilities	Waste Infrastructure	**Redevelopment of Redbridge HWRC (Oxford)**					Out of Scope / Duplicate								OxIS Stage 1 Technical Consultation
145	Energy and Utilities	Energy Infrastructure	**South Oxfordshire - 3 planned battery installations (49.9MW)**			South Oxford		To be confirmed					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
146	Energy and Utilities	Energy Infrastructure	**South Oxfordshire - 11 planned solar photovoltaics installations (202MW)**			South Oxford		To be confirmed					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
149	Energy and Utilities	Energy Infrastructure	**Upgrade to Drayton Bulk Supply Point**			Drayton		Short Term (to 2030)					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
150	Energy and Utilities	Energy Infrastructure	**Vale of White Horse - 6 planned solar photovoltaics installations (55MW)**			Vale of White Horse		To be confirmed					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
151	Energy and Utilities	Energy Infrastructure	**Vale of White Horse - 3 planned battery installations (0MW)**			Vale of White Horse		To be confirmed					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
152	Social Infrastructure	Energy Infrastructure, Further and Higher Education	**Green Construction Skills Centre**	Direct creation of 7 jobs	Investment Ready	Abingdon	OX14 1GG	Short Term (to 2030)		2025		£5,000,000.00	£5,000,000.00			Oxon Green Futures
156	Energy and Utilities	Energy Infrastructure	**Upgrade to Witney Bulk Supply Point**			Witney		Short Term (to 2030)					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
159	Energy and Utilities	Energy Infrastructure	**West Oxfordshire - 3 planned battery installations (19MW)**			West Oxfordshire		To be confirmed					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
160	Energy and Utilities	Energy Infrastructure	**West Oxfordshire - 11 planned solar photovoltaics installations (134MW)**			West Oxfordshire		To be confirmed					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
162	Energy and Utilities	Waste Infrastructure	**New waste transfer station**					Out of Scope / Duplicate	2016-2031	2016	2031	£3,000,000.00	£3,000,000.00		Waste management companies, other funding sources to be identified	West Oxfordshire IDP (November 2016)
163	Energy and Utilities	Waste Infrastructure	**Improvements to the strategic waste management and reuse infrastructure serving West Oxfordshire**					Out of Scope / Duplicate	2016-2031	2016	2031		£0.00		Waste management companies, Third sector organisations, S106	West Oxfordshire IDP (November 2016)
164	Energy and Utilities	Digital Infrastructure	**Harwell Science and Innovation Campus 5G Network**	Harwell Science and Innovation Campus	Delivery procured to Vodafone			Short Term (to 2030)							Funded by the Department for Science, Innovation and Technology (5G Innovation Regions). £3.8m capital funding to be spen	OxIS Stage 1 Technical Engagement

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
165	Energy and Utilities	Waste Infrastructure	**Replacement of Ardley HWRC with a new facility**		Out of Scope / Duplicate: Waste infrastructure to be	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
166	Energy and Utilities	Digital Infrastructure	**Bicester to Bletchley 5G Rail Corridor**	Delivery of connected trackside private 5G network along East West Rail between Bicester and Bletchley. The project aims to improve passenger Wi-Fi whilst providing a connectivity solution for neighbouring businesses, farms, and isolated homes in not-spots along the route. The project will demonstrate a new	In Scope	Partial Information	Strategic innovation and enhancements	Completed	Larger Than Oxfordshire	Fully funded	**Retained in Stage 1**		England's Connected Heartland	Oxfordshire County Council, East West Rail		East West Rail			
167	Energy and Utilities	Energy Infrastructure	**Proposed new Farmoor GSP**	Proposed new GSP at Farmoor to serve Botley West and other local generation schemes.	In Scope	Partial Information	Enabling new development	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**		National Grid						
168	Energy and Utilities	Energy Infrastructure	**Hyer Power Project**	A hydrogen and refuelling rig is currently being installed on the Highways Depot at Drayton - this project focusses on developing hydrogen fuel cells with the aim of assessing how hydrogen may be able to support net-zero operation in vehicle types where charging downtime or limited	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Oxfordshire Scale	Fully funded	**Retained in Stage 1**		Oxfordshire County Council						
169	Energy and Utilities	Energy Infrastructure	**Low Carbon Hub - Solar Rooftop Pipeline**	The Low Carbon Hub Solar Rooftop Pipeline aims to develop a pipeline of large roof-mounted renewable energy projects across businesses, schools and community buildings throughout Oxfordshire. By increasing local renewable energy generation, the project will support the county's transition to a low-carbon future,	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Oxfordshire Scale	No funding	**Progress to Prioritisation**		Oxfordshire's Low Carbon Hub						
170	Energy and Utilities	Digital Infrastructure	**Mobile Digital Twin Platform**	Oxfordshire County Council is currently at exploration stage with regards to the development of a Mobile Digital Twin Platform which will provide robust evidence for intervention against measured parameters of both coverage and capacity,	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**		Oxfordshire County Council	Partners					
171	Energy and Utilities	Digital Infrastructure	**Project Gigabit Oxfordshire**	Countywide Superfast broadband (24 Meg/sec.) Phase 1 - 90% coverage Phase 2 - 95% coverage	In Scope	Partial Information	Strategic innovation and enhancements	Completed	Oxfordshire Scale	Fully funded	**Retained in Stage 1**		Building Digital UK	Central Government BT / Open Reach OCC CDC					
172	Energy and Utilities	Digital Infrastructure	**GigaHubs**	Provide gigabit-capable broadband to 193 public service sites, including schools, GP surgeries, libraries and other public spaces, in mostly rural locations where fibre connectivity is difficult and expensive to provide.	In Scope	Partial Information	Strategic innovation and enhancements	Completed	Oxfordshire Scale	Fully funded	**Retained in Stage 1**		Oxfordshire County Council	Delivered by Neos Networks as the provider					
173	Transport	Highways	**A34 on-slip improvements to the Pear Tree and Botley junction interchanges around Kidlington**	A34 on-slip improvements to the Pear Tree and Botley junction interchanges to the immediate south of the district.	In Scope	Partial Information	Mitigating impacts of new development	To be confirmed	Local Authority Scale - Cherwell	To be confirmed	**Retained in Stage 1**		TBC	OCC				N/A	
174	Transport	Highways	**Signalisation of Kidlington Roundabout**	Signalisation of Kidlington Roundabout	In Scope	Partial Information	Mitigating impacts of new development	To be confirmed	Local Authority Scale - Cherwell	Partially funded	**Retained in Stage 1**		OCC					KID H1	
175	Transport	Rail	**Improvements to Banbury Station**	Re-designing the Banbury Railway Station forecourt to create an interchange that will provide for through bus services and feature a taxi rank, better and secure cycle facilities, and more pedestrian space, with an improved public realm giving a sense of arrival.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	Partially funded	**Progress to Prioritisation**		Chiltern Railways	Dept for Transport Network Rail Chiltern Railways Department for Transport				All sites	
176	Transport	Highways	**Improving accessibility for active travel along the A4260 Windsor Street/Cherwell Street Corridor**	Improving accessibility along the A4260 Windsor Street / Cherwell Street corridor for bus, walking and cycling; improving access across this corridor for walking, wheeling and cycling; greening the corridor to create a more enhanced sense of place.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Direct delivery by developer	OCC				All sites	
177	Transport	Bus, Coach and SRT	**Reviewing need for a bus station and rejuvenating/relocating Banbury Bus Station**	Reviewing the need for a bus station and rejuvenating and/or relocating Banbury Bus Station, including adding capacity and better linkage with the town centre. Existing bus station site or new site at George Street as one option to be explored. Train station mobility hub to be considered for long distance bus services.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developers	OCC developers				All sites	
178	Transport	Highways, Bus, Coach and SRT, Active Modes	**A44 Mobility Hub at London Oxford Airport**	A44 Mobility Hub at London Oxford Airport.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	Partially funded	**Non-Strategic**		Local Growth Fund bids, Developers, other third party contributions.	OCC, bus service providers, developers				N/A	
179	Transport	Highways	**East-West strategic movements: multi-modal corridor improvements**	East-west strategic movements: Hennef Way multi- modal corridor improvements including movements across the corridor	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	Partially funded	**Progress to Prioritisation**		OCC	OCC			6500	All sites	
180	Transport	Highways	**A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)**	Highway capacity improvements to peripheral routes: southern corridor Provision of new highway link in the form of a south east perimeter road with improvements to bus priority and the walking / cycling environment along the A41.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Cherwell	Partially funded	**Progress to Prioritisation**		OCC	OCC		190	10000	All Bicester sites	
181	Transport	Highways	**Highway capacity improvements to peripheral routes in Bicester area**	Highway capacity improvements to peripheral routes: Western corridor Changes and improvements to Howes Lane/Bucknell Road Junction: North West Bicester Ecotown all other phases Realignment of Howes Lane and Lords Lane (A4095) including provision of active travel measures.	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	To be confirmed	**Progress to Prioritisation**		S38. Part completed.	OCC Private sector developers			10000	BIC H1 BIC E2 BIC E1	
182	Transport	Highways	**Highway capacity improvements to eastern corridor around Bicester**	Highway capacity improvements to peripheral routes: eastern corridor Local Transport Plan 4 and its Bicester Strategy address traffic and travel demands growth resulting from LP1 to 2031. for Eastern corridor improvements along Skimmingdish Lane and Charbridge Lane, including the junctions,	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Cherwell	Partially funded	**Progress to Prioritisation**		OCC Developers	OCC Developers			10000	All sites	
183	Transport	Highways, Active Modes	**Junction improvements and signalisation at Bankside / Hightown Road and Swan Close Road/Tramway**	Bankside/Hightown Road and Swan Close Road/Tramway junction improvements (signalisation); accessibility improvements along and across Bankside	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	To be confirmed	**Non-Strategic**		Funding bids to government Developers	OCC				All sites	
184	Transport	Rail	**Railway Station Access and Accessibility Improvements at Bicester North (including mobility hub improvements)**	Improved access to existing and additional rail services at Bicester North Railway Station with schemes including improvements for access to all platforms, and transport hubs elements including improved cycle parking quality and quantity, improved integration with local bus services, and EV charging provision for any	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - Cherwell	To be confirmed	**Retained in Stage 1**		Network Rail	Department for Transport, Active Travel England, England's Economic Heartland, Local Authorities					
185	Transport	Bus, Coach and SRT	**Bus service between Oxford and Begbroke**	4 buses per hour service between Oxford and Begbroke routed Land East of the A44 development site (A44/A4144 corridor).	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Cherwell	To be confirmed	**Retained in Stage 1**		Bus operator and developer funded	OCC, bus service providers, developers				KID H1	
186	Social Infrastructure	Special Education Needs and Disabilities (SEND)	**Two new special schoools in SE Oxfordshire**	The county council is planning two new special schools in the Didcot area to serve south east Oxfordshire: One special school is due to be built within the Valley Park development, and will specialise in educating children with Profound & Multiple Learning Difficulties (PMLD), Severe Learning Difficulties (SLD) and other	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Oxfordshire Scale	No funding	**Non-Strategic**		Oxfordshire County Council	Academy Provider	Additional special schools are required to meet the growth demand in Oxfordshire.			Valley Park housing development in Didcot	
187	Transport	Bus, Coach and SRT	**Improving the routing, quality and level of bus services and facilities to employment areas and new residential areas**	Improving the routing, quality and level of bus services and facilities to employment areas and new residential areas and the introduction of real time information technology on buses and bus stops, provide mini mobility hubs with cycle parking at bus stops.	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Local Authority Scale - Cherwell	To be confirmed	**Retained in Stage 1**		TBC	OCC				All sites	
188	Transport	Bus, Coach and SRT	**Bus lane on A44 between Langford Lane and Spring Hill**	Southbound bus lane on A44, between Langford Lane and Spring Hill junction.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Cherwell	To be confirmed	**Non-Strategic**		OCC, bus service providers, developers					KID H1	
189	Transport	Bus, Coach and SRT	**Bicester Bus Priority**	Introduction of bus priority measures such as bus gates, lanes, and priority signals along key urban routes in Bicester.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - Cherwell	To be confirmed	**Retained in Stage 1**		Local Transport Authorities	Active Travel England, Operators, Sustrans					
190	Transport	Active Modes	**Bicester pedestrian and cycle links: Southern connectivity project**	Bicester pedestrian and cycle links: Southern connectivity project. Kingsmere, Bicester Business Park, Graven Hill, Bicester Village Station, Bicester Village and into the town centre.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Non-strategic	To be confirmed	**Retained in Stage 1**		TBC	OCC CDC Private sector developers		180,192		All Bicester sites	
191	Transport	Bus, Coach and SRT	**Vehicular spine route through Land East of the A44**	Vehicular spine route through Land East of the A44 (suitable for use by buses).	In Scope	Partial Information	Mitigating impacts of new development	Committed	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Development proposal	OCC				N/A	
192	Transport	Active Modes	**Bicester London Road Active Travel Scheme**	A new two-way cycleway on the west and south-west side of London Road between the Ploughley Road and Launton Road junctions. The cycleway will merge with the existing layouts at the Rodney House Roundabout and the new Pioneer Roundabout.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - Cherwell	Fully funded	**Retained in Stage 1**		Oxfordshire County Council			190			
193	Transport	Active Modes	**Banbury Western Active Travel Corridor**	Western active travel corridor including western including Ruscote Avenue, part of Warwick Road, Orchard Way, Queensway to the two secondary schools on Springfield Avenue.	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	Partially funded	**Non-Strategic**		Oxfordshire County Council						
194	Green Infrastructure	Green Infrastructure, Active Modes	**River Cherwell Waterway Park**	Corridor along the River Cherwell in mid-Cherwell England, encompassing a network of walking and cycling routes, as well as nature recovery efforts with the aim of improving access to the river and enhancing its natural environment. Strategic project proposed as part of the Green and Blue Infrastructure Strategy.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	No funding	**Progress to Prioritisation**		Cherwell District Council						
195	Transport	Highways	**Review Banbury Town traffic circulation**	Review Banbury Town / traffic circulation, including bus routing.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Cherwell	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Developers	OCC developers				BAN H3, BAN M/U1, BAN M/U2	
196	Transport	Bus, Coach and SRT	**Bus lane on A44 between Langford Lane and Blandon**	Northbound and southbound bus lane on A44 between Langford Lane and Bladon.	In Scope	Poor Information	Strategic innovation and enhancements	To be confirmed	Local Authority Scale - Cherwell	To be confirmed	**Non-Strategic**		Potential sources of funding include: Oxfordshire Growth Deal North Oxford All Modes Corridor Improvements, Local	Oxfordshire County Council				KID H1	
197	Transport	Highways	**East-west strategic movements: Warwick Road Corridor**	East-west strategic movements: Warwick Road Corridor (covering the roundabout junctions with A422 Ruscote Avenue and Orchard Way).	In Scope	Partial Information	Mitigating impacts of new development	Pending	Local Authority Scale - Cherwell	Partially funded	**Progress to Prioritisation**		OCC	OCC			6500	All sites	
198	Transport	Bus, Coach and SRT, Active Modes	**A4165 Oxford Road Active Travel and Public Transport Improvements**	A4165 Oxford Road Active Travel and Public Transport Improvements	In Scope	Poor Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Oxford City	To be confirmed	**Retained in Stage 1**		Oxfordshire County Council			Potential link to the North Oxford Corridor Improvements in support of growth in Cherwell. This is also in close proximity to		Potential link to the North Oxford Corridor Improvements in support of growth in Cherwell	
199	Transport	Active Modes	**Banbury Muddy Bank**	The ◆rrucklу bank◆linkingthe canal towpath to Station Approach is beinginvestigated with a view to constructing steps and potentially a ramp to enable formal access between the station and the town centre without the need to cross any roads.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Non-strategic	To be confirmed	**Non-Strategic**		Oxfordshire County Council	Landowners, Network Rail, Canal & River Trust and Chiltern Railways					
200	Transport	Highways	**A41 Improvements: Highway Capacity Improvement**	Highway capacity improvements along the A41 Bicester South East Perimeter Road to reduce congestion and improve journey time reliability.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Local Transport Authorities	Department for Transport, National Highways, Active Travel England, Sustrans					
201	Transport	Rail	**East West Rail Phase 2 - via Bicester**	East West Rail Phase 2 - Oxford to Bletchley/ Milton Keynes via Bicester	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Secured	Dept of Transport East West Rail Company Ltd (EWR Co) Network Rail OCC				All sites	
202	Transport	Rail	**Rail Electrification from Oxford ? Banbury - Leamington Spa including road bridge alterations at Bridge Street, and A422 Hennef**	Rail Electrification from Oxford ? Banbury - Leamington Spa including road bridge alterations at Bridge Street, and A422 Hennef Way.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		TBC	Network Rail Chiltern Railways OCC				All sites	
203	Transport	Rail	**London Road, Bicester Level Crossing Removal**	*Identifying a long term solution to this crossing is a key requirement to enabling the full potential of East West Rail to be realised: funding required to develop the Business Case that supports the solution with a view to enabling delivery in Control Period 7 (linked with delivery of East West Rail). The level crossing in	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector					
204	Transport	Active Modes	**Cycle super highway along the A4260 to/from Oxford Parkway**	Cycle super highway along the A4260/A4165 to/from Oxford Parkway.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Developers	OCC				N/A	
205	Transport	Active Modes	**Bicester pedestrian and cycle link: Oxford Road to Field Street**	Bicester pedestrian and cycle link: Oxford Road to Field Street Part of central corridor	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Committed	OCC CDC Private sector developers				N/A	
206	Transport	Active Modes	**Inter-urban active travel network: Brackley to Banbury**	New inter-urban active travel network to connect Brackley to Banbury.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Local Transport Authorities	Active Travel England, Sustrans					
207	Transport	Active Modes	**Inter-urban active travel network: Banbury - Bicester**	New inter-urban active travel network to connect Banbury to Bicester.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Local Transport Authorities	Active Travel England, Sustrans					
208	Transport	Active Modes	**Pedestrian/Cycle bridge over the Oxford Canal and Railway.**	Pedestrian/Cycle bridge over the Oxford Canal and Railway.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		TBC	OCC				N/A	
209	Transport	Active Modes	**Cycle super highway along A4165**	Cycle super highway along A4165 to/from Oxford Parkway to Oxford city centre.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**			OCC				N/A	
210	Transport	Active Modes	**Middleton Stoney Road Active Travel scheme (Phase 1 Expected Completion: Spring 2026).**	A new two-way cycleway along the full length of Middleton Stoney Road, between Oxford Road and Howes Lane, together with new footway and zebra crossings.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**								

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
165	Energy and Utilities	Waste Infrastructure	**Replacement of Ardley HWRC with a new facility**					Out of Scope / Duplicate								OxIS Stage 1 Technical Consultation
166	Energy and Utilities	Digital Infrastructure	**Bicester to Bletchley 5G Rail Corridor**		Under delivery			Short Term (to 2030)							Funded by the Department for Science, Innovation and Technology (5G Innovation Regions). £3.8m capital funding to be spent	OxIS Stage 1 Technical Engagement
167	Energy and Utilities	Energy Infrastructure	**Proposed new Farmoor GSP**		Planning / consultation stage			Short Term (to 2030)							Likely to be funded by NGET with cost recovery through charges	
168	Energy and Utilities	Energy Infrastructure	**Hyer Power Project**		Rig being installed at present			Short Term (to 2030)							The project was fully funded by a £3.9M grant from APC/Innovate UK, with Oxfordshire County Council (OCC)	OxIS Stage 1 Technical Engagement
169	Energy and Utilities	Energy Infrastructure	**Low Carbon Hub - Solar Rooftop Pipeline**		Project underway in September / Autumn 2025			Short Term (to 2030)		2025	2030	£833,000.00	£833,000.00	Project Value: ?833,000 for 2 projects in current pipeline	A total of £833,000 will need to be secured	Oxon Green Futures
170	Energy and Utilities	Digital Infrastructure	**Mobile Digital Twin Platform**					Short Term (to 2030)								OxIS Stage 1 Technical Engagement
171	Energy and Utilities	Digital Infrastructure	**Project Gigabit Oxfordshire**		Project completed in May 2025.			Completed	Short term			£10,000,000.00	£10,000,000.00	c. ?10 m	Phase 1: complete Phase 2: secured Phase 3 - TBC	Cherwell IDP (December 2024) + West Oxfordshire IDP (November 2016 + Oxfordshire Digital Infrastructure Strategy
172	Energy and Utilities	Digital Infrastructure	**GigaHubs**		The project began in March 2022 and continues to progress, aiming to complete in September 2024. Project completed as			Completed	2025-2041	2025	2041	£7,250,000.00	£7,250,000.00		Fully Funded - OCC = ?5M Project Gigabit (DCMS) = ?2M	? Oxfordshire Digital Infrastructure Strategy and Delivery Plan (January 2020) ? Cherwell IDP (December 2024)
173	Transport	Highways	**A34 on-slip improvements to the Pear Tree and Botley junction interchanges around Kidlington**		TBC	Kidlington area		Medium Term (2030-40)	Short - medium term				£0.00		TBC	Cherwell IDP (December 2024)
174	Transport	Highways	**Signalisation of Kidlington Roundabout**		TBC	Kidlington area		Medium Term (2030-40)	Short - medium term			£6,000,000.00	£6,000,000.00	?6m	?1m growth deal funding	Cherwell IDP (December 2024)
175	Transport	Rail	**Improvements to Banbury Station**		Access to Banbury Station ? Tramway Rd Improvements - Phase 1and 2 October 2024 to April 2025 and Phase 2.	Banbury Area		Short - Medium Term (2025 - 2040)	Throughout the Local Plan period			£6,000,000.00	£6,000,000.00	c. ?6m	Some funding secured OCC Developers	Cherwell IDP (December 2024)
176	Transport	Highways	**Improving accessibility for active travel along the A4260 Windsor Street/Cherwell Street Corridor**		The Cherwell Street Corridor scheme is currently in the preliminary design stage, construction to start early/mid 2025.	Banbury Area		Medium Term (2030-40)	Short - medium term			£8,000,000.00	£8,000,000.00	c. ?8m	Direct delivery by developers, Developer contributions	Cherwell IDP (December 2024)
177	Transport	Bus, Coach and SRT	**Reviewing need for a bus station and rejuvenating/relocating Banbury Bus Station**		Work on town centre bus access and movement ongoing, related to delivery of BSIP-funded Cherwell Street bus lane.	Banbury Area		Medium Term (2030-40)	Short - medium term			£8,000,000.00	£8,000,000.00	c. ?8m	Developers	Cherwell IDP (December 2024)
178	Transport	Highways, Bus, Coach and SRT, Active Modes	**A44 Mobility Hub at London Oxford Airport**		Funding from developers is being sought, land is currently proposed to be safeguarded	Kidlington area		Medium Term (2030-40)	Short - medium term			£17,000,000.00	£17,000,000.00	c. ?17m (without land) c ?21 m (with land) c ?3.4 million secured	Local Growth Fund bids, Developers, other third party contributions.	Cherwell IDP (December 2024)
179	Transport	Highways	**East-West strategic movements: multi-modal corridor improvements**		M40 J11 has been fully signalised and MOVA operation system installed as part of High Speed Rail (HS2) works An options	Banbury Area		Short - Medium Term (2025 - 2040)	Throughout plan period			£18,000,000.00	£18,000,000.00	c. ?18m	Developers Held s106; further s106 negotiations; other funding opportunities tbc	Cherwell IDP (December 2024)
180	Transport	Highways	**A41 Highway capacity improvements to southern corridor (Bicester South East Perimeter Road)**		The part of the South East Perimeter Road (SEPR) through Graven Hill has been delivered as their Employment Access	Bicester area		Short - Medium Term (2025 - 2040)	Short - medium term			£21,300,000.00	£21,300,000.00	c?21.3m for South East Perimeter Road (SEPR) Western Section	Some funding secured Developers	Cherwell IDP (December 2024)
181	Transport	Highways	**Highway capacity improvements to peripheral routes in Bicester area**		Funding being sought to continue the design work for the A4095 and its delivery. Negotiations are ongoing.	Bicester area		Short - Medium Term (2025 - 2040)	Short - medium term			£27,400,000.00	£27,400,000.00	?27.4m	S38. Part completed.	Cherwell IDP (December 2024)
182	Transport	Highways	**Highway capacity improvements to eastern corridor around Bicester**		Works to provide crossings on Wretchwick Way secured from Wretchwick Green. Informal crossings on Skimmingdish Lane ?	Bicester area		Short - Medium Term (2025 - 2040)	Short - medium term						Some funding secured	Cherwell IDP (December 2024)
183	Transport	Highways, Active Modes	**Junction improvements and signalisation at Bankside / Hightown Road and Swan Close Road/Tramway**		Chicanes have been removed and replaced with traffic calming cushions, and cycle lanes introduced.	Banbury Area		Medium Term (2030-40)	Short - medium term			£10,000,000.00	£10,000,000.00	c. ?10m	Funding bids to government Developers	Cherwell IDP (December 2024)
184	Transport	Rail	**Railway Station Access and Accessibility Improvements at Bicester North (including mobility hub improvements)**		Proposed intervention	Bicester		Medium Term (2030-40)	Medium term			£20,000,000.00	£20,000,000.00	Capital Investment: ?5m- ?20m , Public Operational Investment: Medium	Revenue Generation: High	England's Economic Heartland Investment Prioritisation Framework: Connectivity Study 4: Thames Valley ? Northampton
185	Transport	Bus, Coach and SRT	**Bus service between Oxford and Begbroke**		Funding from developers at PR8/PR9 is being sought.	Kidlington area		Medium Term (2030-40)	Short - medium term				£0.00	Pending development	Bus operator and developer funded	Cherwell IDP (December 2024)
186	Social Infrastructure	Special Education Needs and Disabilities (SEND)	**Two new special schools in SE Oxfordshire**	No direct relationship with sites	Identifying an academy sponsor at present. Consultation undertaken in Summer 2025.	Didcot Valley Park		Short Term (to 2030), Medium Term (2030-40)	Unknown but expected to be in medium term to address need beyond 2027. Current hope is for it to open in 2028,					No known estimate at present		OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
187	Transport	Bus, Coach and SRT	**Improving the routing, quality and level of bus services and facilities to employment areas and new residential areas**		New bus services to/from Chalker Way and Nickling Road started in February 2024. Real time information screens have been	Banbury Area		Medium Term (2030-40)	Throughout plan period			£7,500,000.00	£7,500,000.00	?750,000 per annum - assume 10 year funding	TBC	Cherwell IDP (December 2024)
188	Transport	Bus, Coach and SRT	**Bus lane on A44 between Langford Lane and Spring Hill**		Options assessment complete.	Kidlington area		Medium Term (2030-40)	Short - medium term			£2,200,000.00	£2,200,000.00	?2.2m		Cherwell IDP (December 2024)
189	Transport	Bus, Coach and SRT	**Bicester Bus Priority**		Proposed Intervention	Bicester		Short Term (to 2030)	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
190	Transport	Active Modes	**Bicester pedestrian and cycle Links: Southern connectivity project**		Discussions have been held with Network Rail via local bike user group about permitting pedestrians via the 'cattle	Bicester area		Medium Term (2030-40)	Short - medium term			£5,000,000.00	£5,000,000.00	c. ?5m	TBC	Cherwell IDP (December 2024)
191	Transport	Bus, Coach and SRT	**Vehicular spine route through Land East of the A44**		To be delivered by development	Kidlington area		Short Term (to 2030)	Short term					On-site transport mitigation/ design considerations	Development proposal	Cherwell IDP (December 2024)
192	Transport	Active Modes	**Bicester London Road Active Travel Scheme**		(Phase 1 Expected Completion: Spring 2026)	Bicester		Short Term (to 2030)								OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
193	Transport	Active Modes	**Banbury Western Active Travel Corridor**					Medium Term (2030-40)							Design feasibility work funded through Active Travel Tranche 5 (£125k OCC budget for feasibility)	OCC Transport Infrastucture List
194	Green Infrastructure	Green Infrastructure, Active Modes	**River Cherwell Waterway Park**		Concept proposed through the Green and Blue Infrastructure Strategy	https://lucmaps.co.uk/CherwellGBIDigitalReport/mid-cherwell-corridor/		Medium - Long Term (2030-50)					£0.00	Creation of new parks and flood plain restoration is anticipated to be >£500k.	No identified funding at present but expected to be funded through S106 contributions and grants on a project-by-	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
195	Transport	Highways	**Review Banbury Town traffic circulation**		To be progressed. Previous bus access points met with resistance	Banbury Area		Longer Term (2040-50)	Short - long term			£3,250,000.00	£3,250,000.00	c. ?3.25m	Developers	Cherwell IDP (December 2024)
196	Transport	Bus, Coach and SRT	**Bus lane on A44 between Langford Lane and Blandon**		TBC	Kidlington area		Medium Term (2030-40)	Short - medium term			£3,890,000.00	£3,890,000.00	?3.89m	Potential sources of funding include: Oxfordshire Growth Deal North Oxford All Modes Corridor Improvements, Local	Cherwell IDP (December 2024)
197	Transport	Highways	**East-west strategic movements: Warwick Road Corridor**		In Progress. The Warwick Road junctions are being considered as part of OCC work on the	Banbury Area		Short - Medium Term (2025 - 2040)	Short - medium term			£2,500,000.00	£2,500,000.00	c. ?2.5m	Some funding committed	Cherwell IDP (December 2024)
198	Transport	Bus, Coach and SRT, Active Modes	**A4165 Oxford Road Active Travel and Public Transport Improvements**					To be confirmed								OCC Transport Infrastructure List
199	Transport	Active Modes	**Banbury Muddy Bank**		Difficulties with identifying the landowners have been overcome, and officers have engaged with the			To be confirmed								Oxfordshire County Council Transport Infrastructure List
200	Transport	Highways	**A41 Improvements: Highway Capacity Improvement**		Proposed Intervention	Bicester		Out of Scope / Duplicate	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
201	Transport	Rail	**East West Rail Phase 2 - via Bicester**		Construction in progress. Due to be handed over to Network Rail. Negotiations in progress about the operation of EWR.	Bicester area		Out of Scope / Duplicate	Short term (2020-2025)	2020	2025	£1,200,000,000.00	£1,200,000,000.00	c. ?1.2 Billion	Secured	Cherwell IDP (December 2024)
202	Transport	Rail	**Rail Electrification from Oxford ? Banbury - Leamington Spa including road bridge alterations at Bridge Street, and A422 Hennef**		Network Rail Decarbonisation Strategy (July 2020) has identified the route through Bicester and Banbury for electrification.	Banbury Area		Out of Scope / Duplicate	Medium term				£0.00		TBC	Cherwell IDP (December 2024)
203	Transport	Rail	**London Road, Bicester Level Crossing Removal**		Proposed Intervention	Bicester		Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
204	Transport	Active Modes	**Cycle super highway along the A4260 to/from Oxford Parkway**		Funding from developers is being sought.	Kidlington area		Out of Scope / Duplicate	Short - medium term			£5,250,000.00	£5,250,000.00	?5.25m	Developers	Cherwell IDP (December 2024)
205	Transport	Active Modes	**Bicester pedestrian and cycle Link: Oxford Road to Field Street**		Oxford Road to the Kings End/Church Street junction complete. The rest of the scheme was postponed to be reviewed as	Bicester area		Out of Scope / Duplicate	Short - medium term			£5,000,000.00	£5,000,000.00	c. ?5m	Committed	Cherwell IDP (December 2024)
206	Transport	Active Modes	**Inter-urban active travel network: Brackley to Banbury**		Proposed Intervention	Banbury Area		Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
207	Transport	Active Modes	**Inter-urban active travel network: Banbury - Bicester**		Proposed Intervention	Banbury + Bicester		Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
208	Transport	Active Modes	**Pedestrian/Cycle bridge over the Oxford Canal and Railway.**		TBC	Kidlington area		Out of Scope / Duplicate	Short - medium term			£250,000.00	£250,000.00	?250k	TBC	Cherwell IDP (December 2024)
209	Transport	Active Modes	**Cycle super highway along A4165**		TBC	Kidlington area		Out of Scope / Duplicate	Short - medium term				£0.00			Cherwell IDP (December 2024)
210	Transport	Active Modes	**Middleton Stoney Road Active Travel scheme (Phase 1 Expected Completion: Spring 2026).**			Middleton Stoney		Out of Scope / Duplicate					£0.00			OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
211	Transport	Active Modes	**Improvements to facilities for cyclists and pedestrians at key destinations and employment sites**	Improvements to facilities for cyclists and pedestrians at key destinations and employment sites including London Oxford Airport and at Oxford Parkway Railway Station and Oxford Park and Ride (formerly known as Water Eaton Park and Ride) (Overarching Scheme)	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		TBC	OCC CDC				N/A	
212	Transport	Rail	**Proposed Begbroke Railway Station**	Explore potential for a new rail station/halt between Kidlington and Begbroke. OxRAIL 2040 proposes Begbroke station to serve the Oxford University Innovation District and strengthening the emerging science line.	In Scope	Partial Information	Enabling new development	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**		N/A	Network Rail, OCC, Rail providers, Begbroke Science Park/Oxford University				N/A	
213	Transport	Bus, Coach and SRT	**Improving the Oxford to Banbury bus service and quality of bus**	Developing interurban services through enhancements or new services: Improving the Oxford to Banbury bus service and quality of bus, along with equipping vehicles with real- time information equipment	In Scope	Poor Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	Partially funded	**Poor Information**		Some funding secured	OCC Bus Operators Private sector developers				All sites	
214	Transport	Rail	**Improvement to rolling stock on routes serving Cherwell**	Improvement to rolling stock on routes serving Cherwell	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Great Western Railways	Great Western Railways, Network Rail				All sites	
215	Transport	Rail	**Rail Freight Interchange at Bicester MOD**	Rail freight interchange at Bicester MOD to facilitate inter-modal freight journeys from the Oxford Branch line.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Network Rail	Department for Transport, National Highways, Local Authorities, Operators, Private Sector					
216	Transport	Rail	**Rail Freight Interchange - Bicester**	Rail freight interchange northwest of Bicester to facilitate inter-modal freight journeys on the Chiltern main line	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Network Rail	Department for Transport, National Highways, Local Authorities, Operators, Private Sector					
217	Transport	Bus, Coach and SRT	**Improving public transport to and from London Oxford Airport**	Improving the level of public transport to and from London Oxford Airport.	Out of Scope / Duplicate	Poor Information	Strategic innovation and enhancements	To be confirmed	Oxfordshire Scale	To be confirmed	**Out of Scope / Duplicate**		TBC	OCC				N/A	
218	Transport	Highways	**Bicester Road Improvements**	Location: Bicester. Identified via the OxCam Roads Connectivity Study	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - Cherwell	To be confirmed	**Out of Scope / Duplicate**		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
219	Transport	Highways	**A34 improvements: Bicester - Oxford**	Reliability and safety improvements on the A34 between Bicester and Oxford	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	**Out of Scope / Duplicate**		National Highways	Department for Transport, Active Travel England, Local Authorities, Sustrans					
221	Transport	Bus, Coach and SRT	**Bus lane on A44 between Spring Hill junction and Pear Tree interchange**	Southbound bus lane on A44 between Spring Hill junction and Pear Tree interchange.	In Scope	Partial Information	Mitigating impacts of new development	Completed	Local Authority Scale - Cherwell	Completed	**Retained in Stage 1**							KID H1	
222	Transport	Highways	**A420 Road Safety Improvements**	*Safety improvements along A420 at known junction hotspots and where there are adjacent active travel routes, potentially including speed cameras, average speed cameras and reduced speed limits in high casualty areas to improve road user safety and reduce delays from accidents.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
223	Transport	Rail	**East West Rail: Passing loops between Bicester and Cambridge**	Passing loops on East West Rail between Bicester and Cambridge to allow for express rail services to overtake slower speed local / freight rail services.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Network Rail	Department for Transport, Local Authorities, Operators					
224	Transport	Rail	**East West Rail Digital Infrastructure**	Providing digital infrastructure along the line of East West Rail.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector					
225	Transport	Rail	**East West Rail - Strategic Transport interchanges**	Creation of new strategic transport interchanges along East West Rail at Winslow, Bicester, Oxford, Oxford Parkway, Aylesbury, Bletchley, Milton Keynes. Sustrans expresses interest using the East West Rail corridor to facilitate improvements to NCN	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Network Rail	Department for Transport, Local Authorities, Operators, Private Sector					
226	Transport	Rail	**East West Rail - Oxford North Junction Upgrade**	Rail capacity improvements at Oxford North Junction. This includes three new crossovers, which allow trains to switch tracks. Upgrade along East-West rail line.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Network Rail	Department for Transport, Local Authorities, Operators					
227	Transport	Rail	**Cherwell Valley Line Electrification between Oxford and Didcot**	Increase rail capacity and substantially reduce emissions, noise, and air pollution through extension of 25kV overhead electrification north from Great Western Main Line to at least Oxford Railway Station. Combined with Cherwell Valley Line Capacity Improvements between Oxford and Didcot to allow more rail services to	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector					
228	Transport	Rail	**Chiltern Mainline non-continuous electrification**	Non-continuous electrification of the Chiltern Main Line to support deployment of battery electric multiple units as part of the widescale battery train deployment across Oxfordshire.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	**Progress to Prioritisation**		Network Rail	Department for Transport, England's Economic Heartland, Local Authorities, Operators, Private Sector		Relationship with East West Rail Phase 1			
229	Transport	Rail	**East West Rail Phase 1 - Oxford to Milton Keynes**	EWR Phase 1 will EWR Phase reinstate (e.g. Disused Varsity Rail Line) and upgrade railway lines to enable new train services to run between Oxford and Milton Keynes. Creating opportunities for interchange at Bletchley to Bedford.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector					
230	Transport	Bus, Coach and SRT	**A420 Mobility Hubs**	*Reduce car dependency and alleviate congestion on and around the A420 corridor through a series of mobility hubs to encourage use of more sustainable modes such as public transport (particularly to integrate with improved S6 bus service), cycling, and or micro mobility for all or part of journeys. Sites will include	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Local Transport Authorities	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
231	Transport	Bus, Coach and SRT	**A420 Junction Improvements**	*Traffic flow improvements (in additional to committed work from National Highways) at the following key junctions along the A420 corridor to reduce localised congestion and improve journey time reliability for local and express bus services in particular:	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
232	Transport	Bus, Coach and SRT	**A420 Bus Priority Measures**	*Measures between Swindon and Oxford to reduce bus journey times, improve reliability and facilitate the introduction of new express bus services, including; - Upgrades to all stops services by existing S6 service between Oxford and Swindon	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		National Highways	Department for Transport, National Highways, England's Economic Heartland, Local Authorities, Operators					
233	Transport	Bus, Coach and SRT	**A4074 Corridor Mobility Hubs and Bus Priority Measures**	Reduce car dependency and alleviate congestion on and around the A4074 corridor through a mobility hub facility with electric vehicle charging at Golden Balls Roundabout or Berinsfield or Sandford (supported through bus prioritisation in the northern section of the A4074, possibly in the form of a new bus lane in the	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
234	Transport	Active Modes	**Interurban active travel network: Improvements to the National Cycle Network**	Improvements to the Sustrans National Cycle Network throughout Peterborough, Northampton and Oxford. Sustrans outlines that there are a number of improvements that they would like to make to the NCN in these areas.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Local Transport Authorities	Active Travel England, Sustrans					
235	Transport	Active Modes	**Brackley - Banbury - Middleton Cheney Active travel link**	Location: Oxfordshire, West Northants. Banbury Local Cycling and Walking Infrastructure Plan	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Local Transport Authorities	Department for Transport, Active Travel England, England's Economic Heartland, Local Authorities, Sustrans					
236	Transport	Highways	**Encouraging Freight from A420 to Strategic Road Network**	*Reduced use of A420 and nearby local roads by freight vehicles not travelling to or from the area, with schemes including traffic management / calming measures along the A420 between Oxford and Swindon to reduce rat-running through local villages, with due consideration to impact on emissions as well as pushing	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		National Highways	Department for Transport, National Highways, England's Economic Heartland, Local Authorities, Operators, Private Sector					
237	Transport	Bus, Coach and SRT	**Central Oxfordshire Park and Ride**	New radial park and ride sites for Oxford within the Outer Oxford area. Potential locations include: Eynsham on the A40, Langford Lane on the A44 and A4260, East Kidlington on the A34, Cumnor on the A420, Lodge Hill on the A34 and Sandford. Further development of this scheme should look to consider appropriate access	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	**Retained in Stage 1**		Local Transport Authorities	Active Travel England, Operators, Sustrans					
238	Transport	Bus, Coach and SRT	**Improved Bus Services Connecting Science Vale and New Wantage and Grove Railway Station**	Travel time and frequency improvements to existing service enabled by bus priority and road safety improvements, with additional vehicles and drivers to provide minimum 15 minute frequency between new railway station on Great Western Main Line, Wantage / Grove, Harwell Science and Research Campus	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	**Retained in Stage 1**		Local Transport Authorities	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
239	Green Infrastructure	Green Infrastructure, Water	**Chilterns National Landscape - Chilterns Chalk Streams Project**	Chilterns National Landscape - Chilterns Chalk Streams Project	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	**Retained in Stage 1**		Chilterns National Landscape						
240	Transport	Bus, Coach and SRT	**Improved Bus Service Between Didcot, Cowley and Headington**	Reduced congestion from planned development and increased mode shift to public transport through new or improved inter-urban bus service using Science Vale Bridge to serve areas to the west of A34 between Didcot and Headington, with integration at Didcot Parkway Station, Culham Railway Station and Science Park,	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	**Retained in Stage 1**		Local Transport Authorities	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
242	Transport	Rail	**Wolvercote Rail Junction: Capacity Upgrades**	Oxfordshire has historically had some of the highest levels of bus patronage in the country. In 2019 a total of 40.8 million bus journeys were made with 59.0 journeys per head of population, making Oxfordshire the best performing shire county in terms of bus use per capita. Patronage today is around 90-95% of pre-COVID	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	**Retained in Stage 1**		Network Rail	Department for Transport, Local Authorities, Operators					
243	Transport	Rail	**Thames Valley Rail Corridor Capacity Programme**	To deliver capacity improvements to alleviate forecast passenger overcrowding on high peak hour services on main line services into London Paddington (Thames Valley Corridor).	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators					
244	Transport	Rail	**Solihull Corridor Frequency Enhancements**	To deliver higher frequency services on the Solihull Corridor in Birmingham and additional services to Banbury and Oxford. In development.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Local Transport Authorities	Department for Transport, Network Rail, National Highways, Active Travel England, England's Economic Heartland, Local					
245	Transport	Rail	**Birmingham Airport Connectivity Enhancements**	An infrastructure scheme to deliver two trains an hour between Birmingham International, Coventry, Leamington Spa, Banbury and Oxford as well as an additional train between London Marylebone and Birmingham Moor Street. This would require additional Marylebone and Birmingham Mainline as well. This	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Local Transport Authorities	Department for Transport, Network Rail, National Highways, Active Travel England, England's Economic Heartland, Local					
246	Transport	Rail	**North Cotswold Line Improvements**	*Enhancement of The North Cotswold Line would achieve a significant upgrade to public transport connectivity between the cities of Oxford and Worcester by doubling the frequency of trains from one train per hour to two trains per hour on this route. This would be achieved by double tracking less than ten miles of	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	**Progress to Prioritisation**		Network Rail	Local Authorities					
247	Transport	Highways	**Infrastructure for Alternative Fuel Vehicles**	Increase the number of electric vehicle charge points (EVCP) and hydrogen fuelling stations throughout both Urban and Rural areas within the region to help support the use of private zero emission vehicles.	In Scope	Partial Information	Enabling new development	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Others / Private Sector	National Highways, Local Authorities					
248	Transport	Rail	**New direct rail services between Oxford to Bristol which could in time serve new stations along the line**	The reinstatement of the Oxford to Bristol service via Swindon would create an important connection between Oxford, Swindon, Bath and Bristol also providing a direct service between Swindon and Oxford without the need to change at Didcot Parkway. Reducing journey times by around 30%, this service would	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	**Progress to Prioritisation**		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector	New Wantage and Grove Railway Station				
249	Transport	Rail	**Extension of Great Western Main Line Dynamic Passing Loop**	Additional rail capacity on Great Western Main Line through the extension of a third track west of Challow towards Shrivenham from the existing four track section (at the location of the planned Wantage and Grove Railway Station) to provide an increase in freight services and a new passenger service as a dynamic passing	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector					
250	Transport	Bus, Coach and SRT	**Enhanced interurban bus services between Oxford and Northampton**	Enhanced interurban public transport network between Oxford and Northampton via Silverstone, Bicester, Brackley and Towcester. This includes improved bus frequencies and operating hours, supported by arterial bus priority at key pinch points, to secure improved journey times. This also includes upgraded bus stations	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Local Transport Authorities	Department for Transport, Operators					
251	Transport	Rail	**Extension of Birmingham/Banbury Services beyond Oxford to/from Swindon and Bristol**	Additional train services through extension of 1tph service from Birmingham/Banbury beyond Oxford to Swindon (or Bristol) if sufficient capacity on Great Western Main Line, enabled by Cherwell Valley Line additional capacity and electrification.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector					
252	Transport	Rail	**East West Rail - Electrification**	Electrification of East West Rail	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Network Rail	Department for Transport, Local Authorities, Operators		Note this shares same infrastructure section with the elcetrif frieght spine proposed in OxRAIL which may need to be			
253	Transport	Rail	**Cotswold Line Double tracking (Oxford - Hanborough)**	Double tracking of the Cotswold Line between Oxford to Hanborough.	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	**Out of Scope / Duplicate**		Network Rail	Department for Transport, Local Authorities, Operators					
254	Transport	Rail	**Rail Capacity improvements between Didcot and Oxford, including four tracking between Radley and Oxford**	Increasing rail capacity for additional and faster passenger and freight services, with schemes including an increase from two to four tracks between Kennington Junction (Oxford) to Radley, Junction improvements and additional platform at Didcot Parkway as detailed in 2021 Network Rail Oxfordshire Rail Corridor Study.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector					
255	Transport	Rail	**Chiltern Main Line Train Lengthening**	Train lengthening on Chiltern Mainline to reduce existing overcrowding problems. This will include lengthened platforms where possible as well as selective door opening and may be integrated into future fleet upgrades.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Network Rail	Department for Transport, England's Economic Heartland, Local Authorities, Operators, Private Sector					
256	Transport	Rail	**Chiltern Main Line Services to Old Oak Common**	Additional services facilitated by rolling stock that will enable services on the Chiltern Main Line to have a second southern terminus in addition to London Marylebone, taking advantage of the New Rail Link between Chiltern Main Line and Old Oak Common to provide significantly enhanced range of onward connectivity	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Network Rail	Department for Transport, England's Economic Heartland, Local Authorities, Operators, Private Sector					
257	Transport	Bus, Coach and SRT	**A34 Improvements: Reliability and Safety Improvements**	*Reliability and Safety Improvements for bus and active travel along the A34 between Oxford and Milton Keynes.	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Out of Scope / Duplicate**		National Highways	Department for Transport, Active Travel England, Local Authorities, Sustrans					
258	Transport	Bus, Coach and SRT	**Bus Priority: Milton Keynes - Buckingham - Bicester - Oxford**	Introduction of bus priority measures such as bus lanes and bus priority signals to improve bus journey times between Milton Keynes, Buckingham, Bicester, and Oxford along the A422 and A4421.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Local Transport Authorities	Active Travel England, Operators, Sustrans					

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
211	Transport	Active Modes	**Improvements to facilities for cyclists and pedestrians at key destinations and employment sites**			Kidlington area		Out of Scope / Duplicate	Throughout plan period				£0.00		TBC	Cherwell IDP (December 2024)
212	Transport	Rail	**Proposed Begbroke Railway Station**		A new Oxfordshire Rail Strategy following on from LTCP is expected in 2025 and will address this.			Medium Term (2030-40)	Phase 1 (2025 – 2030): Reopen the Cowley Branch Line with two new stations at Oxford Cowley and Oxford Littlemore,				£0.00		N/A	Cherwell IDP (December 2024)
213	Transport	Bus, Coach and SRT	**Improving the Oxford to Banbury bus service and quality of bus**		Following Covid, S4 is now partially supported by OCC. New X4 express peak links to/from Oxford provided from	Banbury Area		Medium Term (2030-40)	Short - medium term			£4,000,000.00	£4,000,000.00	?400k per annum - assume 10 year funding	Some funding secured	Cherwell IDP (December 2024)
214	Transport	Rail	**Improvement to rolling stock on routes serving Cherwell**		TBC			Medium Term (2030-40)	Medium - long term				£0.00		Great Western Railways	Cherwell IDP (December 2024)
215	Transport	Rail	**Rail Freight Interchange at Bicester MOD**		Opportunity	Bicester		To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
216	Transport	Rail	**Rail Freight Interchange - Bicester**		Opportunity	Bicester		To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
217	Transport	Bus, Coach and SRT	**Improving public transport to and from London Oxford Airport**		London Oxford Airport is now served by two buses per hour between Witney, Woodstock, Kidlington and Oxford, plus	Kidlington area		Short Term (to 2030)	Short term			£400,000.00	£400,000.00	c. ?400K	TBC	Cherwell IDP (December 2024)
218	Transport	Highways	**Bicester Road Improvements**		Proposed Intervention	Bicester		To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Oxford to Cambridge Area Connectivity: Roads Study
219	Transport	Highways	**A34 improvements: Bicester - Oxford**		Proposed intervention	Bicester		To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
221	Transport	Bus, Coach and SRT	**Bus lane on A44 between Spring Hill junction and Pear Tree interchange**		Works at Pear Tree interchange and to Cassington Road to be completed within roadway September 2023, with only some	Kidlington area		Completed	Short - medium term			£1,800,000.00	£1,800,000.00	?1.8m		Cherwell IDP (December 2024)
222	Transport	Highways	**A420 Road Safety Improvements**		Proposed Intervention	Vale of White Horse		Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
223	Transport	Rail	**East West Rail: Passing loops between Bicester and Cambridge**		Opportunity			Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
224	Transport	Rail	**East West Rail Digital Infrastructure**		Proposed Intervention			Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
225	Transport	Rail	**East West Rail - Strategic Transport interchanges**		Proposed Intervention			Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
226	Transport	Rail	**East West Rail - Oxford North Junction Upgrade**		Proposed Intervention			Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
227	Transport	Rail	**Cherwell Valley Line Electrification between Oxford and Didcot**		Proposed Intervention			Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
228	Transport	Rail	**Chiltern Mainline non-continuous electrification**		Proposed intervention. Network Rail are also undertaking Strategic Advice work which will identify the benefits of this			Medium Term (2030-40)	Medium term			£250,000,000.00	£250,000,000.00	Capital Investment: ?250m + , Public Operational Investment: Medium	Revenue Generation: High	England's Economic Heartland Investment Prioritisation Framework: Connectivity Study 4: Thames Valley ? Northampton
229	Transport	Rail	**East West Rail Phase 1 - Oxford to Milton Keynes**		Under construction / development			Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
230	Transport	Bus, Coach and SRT	**A420 Mobility Hubs**		Proposed Intervention	Vale of White Horse		Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
231	Transport	Bus, Coach and SRT	**A420 Junction Improvements**		Proposed Intervention	Vale of White Horse		Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
232	Transport	Bus, Coach and SRT	**A420 Bus Priority Measures**		Proposed Intervention	Vale of White Horse		Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
233	Transport	Bus, Coach and SRT	**A4074 Corridor Mobility Hubs and Bus Priority Measures**		Proposed Intervention	South Oxfordshire		Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
234	Transport	Active Modes	**Interurban active travel network: Improvements to the National Cycle Network**		Opportunity			Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
235	Transport	Active Modes	**Brackley - Banbury - Middleton Cheney Active travel link**		Proposed Intervention			Out of Scope / Duplicate	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: EEH Active Travel Strategy Phase 2https://eeh-prod-
236	Transport	Highways	**Encouraging Freight from A420 to Strategic Road Network**		Proposed Intervention			Out of Scope / Duplicate	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
237	Transport	Bus, Coach and SRT	**Central Oxfordshire Park and Ride**		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
238	Transport	Bus, Coach and SRT	**Improved Bus Services Connecting Science Vale and New Wantage and Grove Railway Station**		Proposed Intervention			Short Term (to 2030)	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
239	Green Infrastructure	Green Infrastructure, Water	**Chilterns National Landscape - Chilterns Chalk Streams Project**		Ongoing 5 year programme to delivery by 2030			Short Term (to 2030)							Funded through HS2 projects fund and grants	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
240	Transport	Bus, Coach and SRT	**Improved Bus Service Between Didcot, Cowley and Headington**		Proposed Intervention	Didcot, Cowley and Headington		Short Term (to 2030)	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
242	Transport	Rail	**Wolvercote Rail Junction: Capacity Upgrades**		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
243	Transport	Rail	**Thames Valley Rail Corridor Capacity Programme**		Opportunity			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: DfT Rail Network Enhancement Pipeline Autumn 2019
244	Transport	Rail	**Solihull Corridor Frequency Enhancements**		Opportunity			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by Network Rail based on:
245	Transport	Rail	**Birmingham Airport Connectivity Enhancements**		Proposed Intervention			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by Network Rail based on:
246	Transport	Rail	**North Cotswold Line Improvements**		Unknown / TBC			Medium Term (2030-40)	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Unknown, OxRAIL 2040
247	Transport	Highways	**Infrastructure for Alternative Fuel Vehicles**		Opportunity			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
248	Transport	Rail	**New direct rail services between Oxford to Bristol which could in time serve new stations along the line**		Proposed Intervention. Great Western Railway has ran a three-month service trial of two direct return trains on Saturdays	Grove, Swindon NEV		Medium Term (2030-40)	Medium term				£0.00	EEH's report on the case for reinstating Oxford-Swindon-Bath-Bristol rail services suggests that there are no need for capital	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
249	Transport	Rail	**Extension of Great Western Main Line Dynamic Passing Loop**		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
250	Transport	Bus, Coach and SRT	**Enhanced interurban bus services between Oxford and Northampton**		Proposed Intervention			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
251	Transport	Rail	**Extension of Birmingham/Banbury Services beyond Oxford to/from Swindon and Bristol**		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
252	Transport	Rail	**East West Rail - Electrification**		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
253	Transport	Rail	**Cotswold Line Double tracking (Oxford - Hanborough)**		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
254	Transport	Rail	**Rail Capacity Improvements between Didcot and Oxford, including four tracking between Radley and Oxford**		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
255	Transport	Rail	**Chiltern Main Line Train Lengthening**		Proposed intervention			Medium Term (2030-40)	Medium term			£250,000,000.00	£250,000,000.00	Capital Investment: ?50m - ?250m , Public Operational Investment: Medium	Revenue Generation: High	England's Economic Heartland Investment Prioritisation Framework: Connectivity Study 4: Thames Valley ? Northampton
256	Transport	Rail	**Chiltern Main Line Services to Old Oak Common**		Proposed intervention			Medium Term (2030-40)	Medium term			£250,000,000.00	£250,000,000.00	Capital Investment: ?50m - ?250m , Public Operational Investment: Medium	Revenue Generation: High	England's Economic Heartland Investment Prioritisation Framework: Connectivity Study 4: Thames Valley ? Northampton
257	Transport	Bus, Coach and SRT	**A34 Improvements: Reliability and Safety Improvements**		Proposed Intervention			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
258	Transport	Bus, Coach and SRT	**Bus Priority: Milton Keynes - Buckingham - Bicester - Oxford**		Proposed Intervention			Short Term (to 2030)	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
259	Transport	Bus, Coach and SRT	**Bus Priority: Banbury - Bicester - Aylesbury**	Bus station upgrades and introduction of bus priority measures such as bus lanes and bus priority signals to improve bus journey times between Banbury, Bicester, and Aylesbury.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Local Transport Authorities	Active Travel England, Operators, Sustrans					
260	Transport	Bus, Coach and SRT	**Bus Improvements to S6 Service (Oxford to Swindon via Faringdon)**	Travel time and frequency improvements to service that currently serves Oxford, Bessels Leigh, Southmoor, Buckland, Faringdon (3min stop), Watchfield, Shrivenham, Stratton Park and Swindon enabled by bus priority and road safety improvements on A420. Assumed to include Improved Inter-Urban Bus Frequency,	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Local Transport Authorities	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
261	Transport	Bus, Coach and SRT	**A34 Corridor Mobility Hubs**	*Reduce car dependency and alleviate congestion on and around the A34 corridor through a series of mobility hubs to encourage use of more sustainable modes such as public transport, cycling, and or micro mobility for all or part of journeys. Sites will include electric vehicle charging with the scale and mix of modes	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	**Out of Scope / Duplicate**		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
262	Transport	Rail	**Northern East West Rail Corridor**	As detailed in the EEH PeNoOx connectivity study, improved east-west connectivity through a northern rail corridor that links north Oxfordshire, Northamptonshire, and Peterborough, providing more direct passenger transport connectivity across the northern Heartland	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	No funding	**Retained in Stage 1**		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector					
263	Transport	Rail	**Great Western Mainline Freight Corridor Capacity Enhancements**	To provide additional freight capacity. /Gauge clearance Didcot Bristol/Cardiff	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Network Rail	Department for Transport, Network Rail, England's Economic Heartland, Local Authorities, Operators, Private Sector					
264	Transport	Highways	**New and improved HGV parking areas**	Increased provision of HGV parking areas throughout the region as lack of HGV parking provision and the quality of provision is an issue in the region. This is especially the case on the strategic road network as the region is a key transient route for freight, both north/south and east west. The Road Haulage Association and	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Others / Private Sector	National Highways, Local Authorities					
265	Transport	Highways	**A34 Improvements: Improvements to strategic freight corridor.**	Infrastructure improvements along the A34 to improve the movement of freight. This could include HGV lanes at key junctions and HGV signal priority. It is recommended that opportunities to facilitate more reliable freight movements in this corridor, would need to be weighed carefully against the disbenefits to	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Out of Scope / Duplicate**		National Highways	Department for Transport, Local Authorities					
266	Transport	Bus, Coach and SRT	**Phases 2-5 A40 Eynsham Park & Ride to Wolvercote**	Future works for Phase 2-5 include: • Phase 2: Extending eastboud and westbound bus lanes from Cassington Junction to Horsemere Lane, along with improvements to north and south side shared pathway	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - West Oxfordshire	No funding	**Progress to Prioritisation**		Local Transport Authorities		*Oxfordshire County Council is improving the A40 between Witney and Oxford. The project consists of six major schemes,	Phase 1 Completed (Sifting ID 371). Delivery of the scheme will help set up the potential Carterton-Witney-Oxford Mass			
267	Transport	Highways	**A34 Road Safety Improvements**	Safety improvements along A34 at known junction hotspots and where there are adjacent active travel routes, potentially including speed cameras, average speed cameras and reduced speed limits in high casualty areas to improve road user safety and reduce delays from accidents. National Highways note that	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	**Out of Scope / Duplicate**		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
268	Transport	Highways	**A34 Junction Improvements**	Traffic flow improvements (in additional to committed work from National Highways) at the following key junctions along the A34 corridor to reduce localised congestion and improve journey time reliability for local and express bus services in particular:	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	**Out of Scope / Duplicate**		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
269	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT,	**Oxford Station Redevelopment**	Transform Oxford Railway Station into a new transport interchange and a distinctive gateway to the city, featuring an enhanced public realm and a new pedestrian and cycle bridge over Botley Road. This redevelopment would unlock significant rail opportunities across the county and the wider	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	Partially funded	**Progress to Prioritisation**		Network Rail	Department for Transport, Oxford City Council	Increasing capacity to support more services across the county and redeveloping it into a landmark station and	facilitates further capacity improvements associated with East West Rail.	1000	all sites	25000
270	Transport	Highways	**Oxford Zero Emission Zone (ZEZ) Expansion**	Improve air quality, cut carbon emissions, and move towards zero emission travel in the city through expansion of existing ZEZ pilot area to apply a daily charge to all petrol and diesel vehicles, including hybrids, if they are driven in the zone between 7am and 7pm unless they have a 100 per cent discount or exemption.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	Fully funded	**Retained in Stage 1**		Oxfordshire County Council						
271	Transport	Highways	**Northern Gateway/ Oxford North on-site link road**	Northern Gateway/ Oxford North on-site link road	In Scope	Partial Information	Enabling new development	Completed	Local Authority Scale - Oxford City	Fully funded	**Retained in Stage 1**		Oxford North						
273	Transport	Bus, Coach and SRT	**New Mobility Hubs serving Oxford**	Reduce car dependency and alleviate congestion within Oxford urban area through additional mobility hubs to encourage use of more sustainable modes such as public transport, cycling, and or micro mobility for all or part of journeys. Sites will include electric vehicle charging with the scale and mix of modes determined by	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - Oxford City	To be confirmed	**Retained in Stage 1**		Local Transport Authorities	Department for Transport, Network Rail, National Highways, Active Travel England, England's Economic Heartland, Local					
274	Transport	Bus, Coach and SRT	**Bus Rapid Transit in Oxford**	New bus rapid transit system building on and incorporating existing services in Oxford (alternative to Mass Rapid Transit / Metro options) enabled by bus priority measures, with additional vehicles and drivers to provide high frequency bus system in and around Oxford, connecting with key employment areas, city edge	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - Oxford City	To be confirmed	**Retained in Stage 1**		Local Transport Authorities	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
275	Transport	Bus, Coach and SRT	**Introduction of Park & Ride service serving Salt Cross Garden Village**	Introduction of Park & Ride Service serving Salt Cross Garden Village, linking to Oxford via a near or continuous bus lane on the A40	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - West Oxfordshire	To be confirmed	**Non-Strategic**		Oxfordshire County Council						
276	Transport	Active Modes	**Walton Street calming and filtering interventions, and Walton Street Shopping QPC**	LCWIP Route 2: Walton Street calming and filtering interventions, and Walton Street Shopping QPC	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	To be confirmed	**Non-Strategic**		Oxfordshire County Council						
277	Transport	Active Modes	**Oxford Ring Road Active Travel Corridor**	LCWIP Route C: Oxford Ring Road, including the widening and resurfacing of Oxford Ring Road, and traffic calming measures in Wolvercote Village, as well as the Upper and Lower Wolvercote QPC.	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	To be confirmed	**Non-Strategic**		Oxfordshire County Council						
278	Transport	Rail, Active Modes	**Cowley Pedestrian and Cycle Bridge**	The bridge would provide connectivity between Blackbird Leys to the south of the https://www.oxford.gov.uk/building-projects/reopening-cowley-branch-line-passengers and the communities and facilities to the north of the line, Tesco, Arc Oxford and the station platform of the proposed	Out of Scope / Duplicate	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	Partially funded	**Out of Scope / Duplicate**		Oxfordshire County Council	Network Rail		Reopening the Cowley Branch Line for passengers			
279	Transport	Highways	**A4165 Corridor Improvements between Cutteslowe and Kidlington roundabout, linked to LCWIP Route 4 proposal**	A4165 Corridor Improvements between Cutteslowe and Kidlington roundabout, linked to LCWIP Route 4 proposal	In Scope	Poor Information	Strategic innovation and enhancements	To be confirmed	Oxfordshire Scale	Partially funded	**Retained in Stage 1**		Oxfordshire County Council						
280	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT,	**Central Oxfordshire Movement and Place Framework**	To enhance the public realm in Oxford city centre, specifically, Bonn Square, Queen Street and Cornmarket Street. This work supports the aims of the Central Oxfordshire Travel Plan (COTP), and the emerging Central Oxfordshire Movement and Place Framework.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	Partially funded	**Progress to Prioritisation**		Oxfordshire County Council						
281	Transport	Highways	**Horspath Road Junction Improvements**	Horspath Road Junction Improvements	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Local Authority Scale - Oxford City	To be confirmed	**Non-Strategic**		Oxfordshire County Council						
282	Transport	Highways	**Oxford Traffic Filters**	Traffic Filters and Supporting Measures - part of Oxfordshire County Council's Oxford Transport "Core Schemes".	In Scope	Partial Information	Mitigating impacts of new development	Committed	Local Authority Scale - Oxford City	Fully funded	**Retained in Stage 1**		Oxfordshire County Council						
283	Transport	Highways	**Woodstock Road Corridor Improvements**	Woodstock Road Corridor Improvements, including active travel improvements linked to LCWIP route 3 proposal.	In Scope	Poor Information	Enabling new development	To be confirmed	Local Authority Scale - Oxford City	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Oxfordshire County Council						
284	Transport	Highways	**Northern Bypass corridor improvements - Cuttleslowe Roundabout to Marsh Lane**	Northern Bypass corridor improvements (Cuttleslowe Roundabout to Marsh Lane)	In Scope	Poor Information	Enabling new development	To be confirmed	Local Authority Scale - Oxford City	Partially funded	**Poor Information**		Oxfordshire County Council						
285	Transport	Highways	**London Road Corridor Improvements**	London Road Corridor Improvements, between St Clements and Green Road roundabout	In Scope	Poor Information	Strategic innovation and enhancements	To be confirmed	Local Authority Scale - Oxford City	To be confirmed	**Poor Information**		Oxfordshire County Council						
286	Transport	Highways	**Iffley Road Corridor Improvements**	Iffley Road Corridor Improvements from The Plain to Littlemore roundabout, including active travel improvements linked with LCWIP route 17	In Scope	Poor Information	Strategic innovation and enhancements	To be confirmed	Local Authority Scale - Oxford City	To be confirmed	**Poor Information**		Oxfordshire County Council/ Developer						
287	Transport	Highways	**Cowley Road/ Garsington Road/ Watlington Road Corridor Improvements**	Cowley Road/ Garsington Road/ Watlington Road Corridor Improvements, from Magdalen Road to Grenoble Road, including improvements to Cowley interchange and active travel improvements linked with Route 14 of the LCWIP	In Scope	Poor Information	Strategic innovation and enhancements	To be confirmed	Local Authority Scale - Oxford City	To be confirmed	**Poor Information**		Oxfordshire County Council/ Developer						
288	Transport	Highways	**Banbury Road Corridor Improvements**	Banbury Road Corridor Improvements between Cutteslowe and St Giles, including active travel improvements linked to LCWIP Route 4 proposal	In Scope	Poor Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	To be confirmed	**Poor Information**		Oxfordshire County Council						
289	Transport	Highways	**B4495 Corridor Improvements**	B4495 Corridor Improvements (Hollow Way/ Between Towns Road/ Donnington Bridge).	In Scope	Poor Information	Strategic innovation and enhancements	To be confirmed	Local Authority Scale - Oxford City	To be confirmed	**Poor Information**		Oxfordshire County Council/ Developer						
290	Transport	Highways	**Abingdon Road Corridor Improvements**	Abingdon Road Corridor Improvements, from Folly Bridge to Kennington Roundabout	In Scope	Poor Information	Strategic innovation and enhancements	To be confirmed	Local Authority Scale - Oxford City	To be confirmed	**Poor Information**		Oxfordshire County Council						
291	Transport	Bus, Coach and SRT	**Orbital bus route between Cowley and Hinksey**	Orbital bus route between Cowley and Hinksey to introduce bus lanes (in both directions) around the ring road between Cowley Interchange and Hinksey Hill.	In Scope	Poor Information	Strategic innovation and enhancements	To be confirmed	Local Authority Scale - Oxford City	To be confirmed	**Poor Information**		Oxfordshire County Council						
292	Transport	Bus, Coach and SRT	**Increased Bus Depot Capacity in Oxford**	The scheme involves the development of solutions to improve capacity of depot sites to enable more bus services (Short-Term Realisation: 202572027).	In Scope	Poor Information	Addressing existing shortfalls	Ambition	Local Authority Scale - Oxford City	To be confirmed	**Poor Information**		Oxfordshire County Council						
293	Transport	Bus, Coach and SRT	**Extension of bus routes into Oxford**	Extension of existing bus routes (funding for additional vehicles) into Northfield site in SODC, linking to city centre and Science Vale	In Scope	Poor Information	Mitigating impacts of new development	To be confirmed	Local Authority Scale - Oxford City	To be confirmed	**Poor Information**		Oxfordshire County Council						
294	Transport	Bus, Coach and SRT	**Extension of bus routes into Bayswater**	Extension of existing bus routes (funding for additional vehicles) into Bayswater Brook site in SODC, linking to city centre and eastern arc	In Scope	Poor Information	Mitigating impacts of new development	To be confirmed	Oxfordshire Scale	To be confirmed	**Poor Information**		Oxfordshire County Council						
295	Transport	Bus, Coach and SRT	**Oxford Coach Parking Management Strategy**	Provision of additional coach parking within the city	In Scope	Poor Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	Partially funded	**Poor Information**		Oxford City and Oxfordshire County Councils						
296	Transport	Active Modes	**Potential bridge across the River Thames to link East Oxford**	Potential bridge across the River Thames to link East Oxford via Jackdaw Lane, including widening and resurfacing of the cycle path and addition of solar lighting	In Scope	Poor Information	Strategic innovation and enhancements	To be confirmed	Local Authority Scale - Oxford City	No funding	**Poor Information**		Oxfordshire County Council						
297	Transport	Highways	**Oxford Workplace Parking Levy**	Reduce demand for car parking and encourage users to shift to more sustainable modes, with schemes to apply a charge on employers and education organisations for the number of parking places they provide.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Oxford City	Fully funded	**Retained in Stage 1**		Oxfordshire County Council	Department for Transport, England's Economic Heartland, Local Authorities, Private Sector					
298	Transport	Highways	**Controlled Parking Zones across Oxford city**	Controlled Parking Zones (city-wide)	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**								
299	Transport	Rail	**Oxford Railway Station Improvements (later stages)**	Improved connections to and from Oxford, with schemes including added commercial space and improved multimodal interchange facilities as detailed in Network Rail Oxford Corridor Phase 2 study.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Network Rail	Department for Transport, Network Rail, Active Travel England, England's Economic Heartland, Local Authorities, Operators,					
300	Transport	Rail	**Oxford Rail Corridor Phase 2**	Oxford Rail Corridor Phase 2, including additional platform at Oxford Station (west side), secondary station	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Network Rail						
301	Transport	Bus, Coach and SRT	**Oxford Traffic Filters (to prioritise sustainable transport modes)**	Implementation of bus priority traffic filters as part of Oxford's Core schemes at Hollow Way, Hythe Bridge Street, Marston Ferry Road, St Clements, St Cross Road, and Thames Street.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Local Transport Authorities	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
302	Transport	Active Modes	**LCWIP Route 8**	LCWIP Route 8: Northway & Barton, including the widening of the subway to Barton and a new link path	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
303	Transport	Active Modes	**LCWIP Route 7**	LCWIP Route 7: Marston Road, including the crossing from Copse Lane to Marston Road	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
304	Transport	Active Modes	**LCWIP Route 6**	LCWIP Route 6: Marston, including improvements to the lighting and upgrades to the bridge, as well as the Marston QPC	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
305	Transport	Active Modes	**LCWIP Route 3**	LCWIP Route 3: Wolvercote Roundabout Crossing	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
259	Transport	Bus, Coach and SRT	**Bus Priority: Banbury - Bicester - Aylesbury**		Proposed Intervention			Short Term (to 2030)	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
260	Transport	Bus, Coach and SRT	**Bus Improvements to S6 Service (Oxford to Swindon via Faringdon)**		Proposed Intervention			Short Term (to 2030)	Short term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
261	Transport	Bus, Coach and SRT	**A34 Corridor Mobility Hubs**		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
262	Transport	Rail	**Northern East West Rail Corridor**		Opportunity			Longer Term (2040-50)	Long term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
263	Transport	Rail	**Great Western Mainline Freight Corridor Capacity Enhancements**		Opportunity			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: DfT Rail Network Enhancement Pipeline Autumn 2019
264	Transport	Highways	**New and improved HGV parking areas**		Opportunity			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
265	Transport	Highways	**A34 Improvements: Improvements to strategic freight corridor.**		Proposed Intervention			To be confirmed	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
266	Transport	Bus, Coach and SRT	**Phases 2-5 A40 Eynsham Park & Ride to Wolvercote**		Phase 1 of the scheme has been delivered (Sifting ID 371). Remaining Phase 2 - 5 will be delivered as further funding becomes			Short Term (to 2030)	Unknown					Phase 2 is estimated to cost £11m, Phase 4 and 5 estimated to cost £40.3m. No known cost fpr Phase 3 at present as currently in		England's Economic Heartland Investment Prioritisation Framework: Investment brochure
267	Transport	Highways	**A34 Road Safety Improvements**		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
268	Transport	Highways	**A34 Junction Improvements**		Proposed Intervention			Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
269	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT,	**Oxford Station Redevelopment**	already captured through jobs	Network Rail have undertaken a tender process to appoint an architect to lead and design the planning application(s) for the	Oxford		Short Term (to 2030)	2025-2045			TBC				Oxford City Council, Oxfordshire County Council Transport Infrastructure List
270	Transport	Highways	**Oxford Zero Emission Zone (ZEZ) Expansion**		Now working on proposals for expanding the ZEZ to a wider area in Oxford city centre. The expansion of the ZEZ will be	Oxford		Short Term (to 2030)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Expected Revenue Generation	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
271	Transport	Highways	**Northern Gateway/ Oxford North on-site link road**			North Oxford		Short Term (to 2030)	2020-2025	2020	2025			fully funded by LGF2		Oxford IDP (October 2023)
273	Transport	Bus, Coach and SRT	**New Mobility Hubs serving Oxford**		Proposed Intervention	Vale of White Horse, Oxford		Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
274	Transport	Bus, Coach and SRT	**Bus Rapid Transit in Oxford**		Proposed Intervention	Oxford		Medium Term (2030-40)	Medium term				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
275	Transport	Bus, Coach and SRT	**Introduction of Park & Ride service serving Salt Cross Garden Village**			Central and West; North Oxford; West Oxfordshire District Council		Medium Term (2030-40)	2025-2035	2025	2035	£2,970,000.00	£2,970,000.00			Oxford IDP (October 2023)
276	Transport	Active Modes	**Walton Street calming and filtering interventions, and Walton Street Shopping QPC**		Active investigation	Central and West Oxford		Short Term (to 2030)	2025-2030	2025	2030	£1,210,000.00	£1,210,000.00			Oxford IDP (October 2023), OCC Transport Infrastructure Schemes
277	Transport	Active Modes	**Oxford Ring Road Active Travel Corridor**		OCC Transport Infrastructure list suggests that the scheme is in development and prioritisation stage.	North Oxford		Short Term (to 2030)	2025-2030	2025	2030	£13,160,000.00	£13,160,000.00			Oxford IDP (October 2023), OCC Transport Infrastructure List
278	Transport	Rail, Active Modes	**Cowley Pedestrian and Cycle Bridge**		Concept design completed March 2024	South Oxford		Short Term (to 2030)	2025-2030	2025	2030				This commission has been funded as part of the wider £https://www.oxford.gov.uk/building-	Oxford IDP (October 2023)
279	Transport	Highways	**A4165 Corridor Improvements between Cuttleslowe and Kidlington roundabout, linked to LCWIP Route 4 proposal**			North Oxford		Medium Term (2030-40)	2030-2035	2030	2035	£10,000,000.00	£10,000,000.00			Oxford IDP (October 2023)
280	Transport	Regeneration and Placemaking, Highways, Bus, Coach and SRT,	**Central Oxfordshire Movement and Place Framework**		Design proposals development	Oxford City Centre and North Oxford		Short - Medium Term (2025 - 2040)				£50,000,000.00			funding allocated for concept design only	OCC Transport Infrastructure List
281	Transport	Highways	**Horspath Road Junction Improvements**			South Oxford		Medium Term (2030-40)	2030-2040	2030	2040	£4,100,000.00	£4,100,000.00		fully funded by LGF2	Oxford IDP (October 2023)
282	Transport	Highways	**Oxford Traffic Filters**		Under construction / development	Oxford		Short Term (to 2030)	2020-2030	2020	2030	£6,500,000.00	£6,500,000.00			Oxford IDP (October 2023)
283	Transport	Highways	**Woodstock Road Corridor Improvements**			North Oxford		Medium Term (2030-40)	2030-2035	2030	2035	£18,000,000.00	£18,000,000.00			Oxford IDP (October 2023)
284	Transport	Highways	**Northern Bypass corridor improvements - Cuttleslowe Roundabout to Marsh Lane**			North Oxford		Medium Term (2030-40)	2030-2035	2030	2035	£25,800,000.00	£25,800,000.00			Oxford IDP (October 2023)
285	Transport	Highways	**London Road Corridor Improvements**			East Oxford		Medium Term (2030-40)	2030-2035	2030	2035	£17,155,900.00	£17,155,900.00			Oxford IDP (October 2023)
286	Transport	Highways	**Iffley Road Corridor Improvements**		Some recent improvements made via Safer Roads Fund	South Oxford		Medium Term (2030-40)	2025-2036	2025	2036	£18,048,000.00	£18,048,000.00			Oxford IDP (October 2023)
287	Transport	Highways	**Cowley Road/ Garsington Road/ Watlington Road Corridor Improvements**			South Oxford		Medium Term (2030-40)	2025-2035	2025	2035	£31,187,000.00	£31,187,000.00			Oxford IDP (October 2023)
288	Transport	Highways	**Banbury Road Corridor Improvements**			North Oxford		Medium Term (2030-40)	2030-2035	2030	2035	£18,000,000.00	£18,000,000.00			Oxford IDP (October 2023), OCC Transport Infrastructure List
289	Transport	Highways	**B4495 Corridor Improvements**			South Oxford		Short Term (to 2030)	2025-2030	2025	2030	£3,046,000.00	£3,046,000.00			Oxford IDP (October 2023)
290	Transport	Highways	**Abingdon Road Corridor Improvements**			South Oxford		Medium Term (2030-40)	2030-2035	2030	2035	£17,606,000.00	£17,606,000.00			Oxford IDP (October 2023)
291	Transport	Bus, Coach and SRT	**Orbital bus route between Cowley and Hinksey**			South Oxford		Medium Term (2030-40)	2030-2035	2030	2035	£158,000,000.00	£158,000,000.00			Oxford IDP (October 2023)
292	Transport	Bus, Coach and SRT	**Increased Bus Depot Capacity in Oxford**					Short Term (to 2030)								OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
293	Transport	Bus, Coach and SRT	**Extension of bus routes into Oxford**			Central and West; East Oxford; South Oxfordshire District Council		To be confirmed						Dependent on scope and scale		Oxford IDP (October 2023)
294	Transport	Bus, Coach and SRT	**Extension of bus routes into Bayswater**			Central and West; East Oxford; South Oxfordshire District Council		Medium Term (2030-40)	2025-2035	2025	2035			Dependent on scope and scale		Oxford IDP (October 2023)
295	Transport	Bus, Coach and SRT	**Oxford Coach Parking Management Strategy**			Oxford		Short Term (to 2030)	2025-2030	2025	2030	£5,000,000.00	£5,000,000.00			Oxford IDP (October 2023)
296	Transport	Active Modes	**Potential bridge across the River Thames to link East Oxford**			South Oxford		Medium Term (2030-40)	2025-2035	2025	2035	£5,000,000.00	£5,000,000.00			Oxford IDP (October 2023)
297	Transport	Highways	**Oxford Workplace Parking Levy**		Expected public consultation in Summer 2026 and implementation from late 2027. Requires submission of WPL to	Oxford		Short Term (to 2030)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown; Expected revenue generation	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
298	Transport	Highways	**Controlled Parking Zones across Oxford city**			City-Wide		Out of Scope / Duplicate	2020-2030	2020	2030	£1,334,760.00	£1,334,760.00			Oxford IDP (October 2023)
299	Transport	Rail	**Oxford Railway Station Improvements (later stages)**		Outline Business Case	Oxford		Out of Scope / Duplicate	Medium term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: EEH Transport Strategy: Connecting People, Transforming
300	Transport	Rail	**Oxford Rail Corridor Phase 2**			Central and West Oxford		Out of Scope / Duplicate	2020-2025	2020	2025	£169,000,000.00	£169,000,000.00			Oxford IDP (October 2023)
301	Transport	Bus, Coach and SRT	**Oxford Traffic Filters (to prioritise sustainable transport modes)**		Under construction / development	Oxford		Out of Scope / Duplicate	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
302	Transport	Active Modes	**LCWIP Route 8**			East Oxford		Out of Scope / Duplicate	2020-2025	2020	2025	£1,000,000.00	£1,000,000.00			Oxford IDP (October 2023)
303	Transport	Active Modes	**LCWIP Route 7**			East Oxford		Out of Scope / Duplicate	2020-2025	2020	2025	£200,000.00	£200,000.00			Oxford IDP (October 2023)
304	Transport	Active Modes	**LCWIP Route 6**			East Oxford		Out of Scope / Duplicate	2020-2025	2020	2025	£850,000.00	£850,000.00			Oxford IDP (October 2023)
305	Transport	Active Modes	**LCWIP Route 3**			North Oxford		Out of Scope / Duplicate	2020-2025	2020	2025	£1,825,000.00	£1,825,000.00			Oxford IDP (October 2023)

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
306	Transport	Active Modes	**LCWIP Route 21**	LCWIP Route 21: South Oxford Path, including surfacing improvements to the South Oxford cycle route	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
307	Transport	Active Modes	**LCWIP Route 18**	LCWIP Route 18: Rose Hill, including route improvements and improvements to Cottesmore Bridge - Ring road	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
308	Transport	Active Modes	**LCWIP Route 16**	LCWIP Route 16: Littlemore, including route improvements and a cycle zebra crossing at Long Lane and the Iffley Road QPC	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
309	Transport	Active Modes	**LCWIP Route 15**	LCWIP Route 15: BBL, including a link road from Maidstone Road to Barns Road and various improvements to Barns Road as well as BBL shopping street re-design and the	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
310	Transport	Active Modes	**LCWIP Route 13**	LCWIP Route 13: Barracks Lane and Horspath including surface improvements, widening and removal of barriers at Barracks Lane, a cycle link at Pony Road, and average speed cameras, as well as the Horspath QPC	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
311	Transport	Active Modes	**LCWIP Route 12**	LCWIP Route 12: Old Road, including the extension of the A2H scheme at Old Road, and improvements to Wheatley - Oxford via Shotover, and Morrell Avenue, / Warneford Lane (St Clements - Old Road) and the Old Road QPC	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
312	Transport	Active Modes	**LCWIP Route 1**	LCWIP Route 1: Canal Path, including the Canal Towpath Extension and Cycle bridge over the canal linking Nelson Street to the station.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
313	Transport	Active Modes	**Improvements to North Oxford Cycle Route**	Improvements to North Oxford Cycle Route, to address pinch points and provide surfacing improvements. The majority of this route is along the highway network, but some sections are on third party land, including active travel improvements linking with	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
314	Transport	Active Modes	**Improvements to cycling provision along Botley Road**	Improvements to cycling provision along Botley Road, including active travel improvements linked to route 25 of the LCWIP.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
315	Transport	Active Modes	**District Centre Improvements**	District Centre Improvements (All Centres)	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
316	Transport	Active Modes	**City Centre Cycle Hubs Parking**	City Centre Cycle Hubs Parking	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
317	Transport	Active Modes	**City centre corridor improvements linked to LCWIP route CN1**	City Centre Corridor Improvements: (North - St Giles/ Magdalen St/ Broad St), including active travel improvements linked to LCWIP route CN1	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
318	Transport	Active Modes	**City centre corridor improvements linked to LCWIP route CE2 proposal**	City Centre Corridor Improvements: (West - Hythe Bridge St/ Oxpens Rd/ George St/ New Road), including active travel improvements, linked to LCWIP route CE2 proposal	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
319	Transport	Active Modes	**City Centre Corridor Improvements linked to LCWIP route CE1**	City Centre Corridor Improvements (South & East - High St/ St Aldates), including active travel improvements linked to LCWIP Route CE1	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council						
320	Transport	Rail	**Oxford Canal Rail Junction**	Oxford Canal Rail Junction - provision of crossover between Up and Down Bletchley Lines providing additional capacity and resilience	In Scope	Poor Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	**Poor Information**		Network Rail						
321	Transport	Rail	**Safeguarding for Rail Freight Terminal at Cowley**	Reduce congestion on A34 and other roads through shift of additional freight to rail, with schemes to support a new large logistics park being created on the site of existing BMW production location in Cowley if the location is vacated.	In Scope	Partial Information	Enabling new development	Ambition	Oxfordshire Scale	To be confirmed	**Retained in Stage 1**		Local Transport Authorities	Department for Transport, Network Rail, National Highways, England's Economic Heartland, Local Authorities, Operators,					
322	Transport	Acute Healthcare, Highways, Bus, Coach and SRT, Active Modes	**Churchill Hospital Bus Priority**	Churchill Hospital additional bus and cycle access.	In Scope	Poor Information	Strategic innovation and enhancements	To be confirmed	Oxfordshire Scale	To be confirmed	**Poor Information**		Oxfordshire County Council						
323	Green Infrastructure	Green Infrastructure, Active Modes	**Oxford Greenways**	The Oxford Greenways project aims to create safe, consistent, and well-connected cycling and walking routes, linking the surrounding Oxfordshire towns and villages and future development sites with the city centre and other key employment, cultural and economic sites in Oxford. The Oxford Greenways project will	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	Partially funded	**Progress to Prioritisation**		Oxford City Council, Oxfordshire County Council and Oxford University						
324	Transport	Regeneration and Placemaking, Highways, Rail, Bus, Coach and SRT,	**Redevelopment of Oxford Station (Oxfordshire Connect)**	Through the Oxfordshire Connect project, Oxford Railway Station is being expanded and the wider area upgraded to support East West Rail services. The programme is upgrading Oxford Station, expanding the railway infrastructure in the area and improving the local road network, including: ? A bigger, improved	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully funded	**Retained in Stage 1**		Network Rail	Operators		East West Rail			
325	Transport	Active Modes	**Provision of a pedestrian and cycle bridge from Oxpens to Osney Mead**	Provision of a pedestrian and cycle bridge from Oxpens to Osney Mead across the river, connecting new development sites with the city centre, train station. This will also strengthen the innovation cluster and give better access to the Grandpont Nature Park and Thames, with quicker and improved cycle routes.	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - Oxford City	Partially funded	**Progress to Prioritisation**		Oxford West End	Oxfordshire County Council					
326	Transport	Highways	**Watlington Relief Road**	The Watlington Relief Road will run from the western side of Watlington on the B4009, looping northwards and connecting back to the B4009 on the eastern side of the town.	In Scope	Partial Information	Enabling new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Fully funded	**Retained in Stage 1**		Oxfordshire County Council / Developer	Oxfordshire County Council / Developer				NDP sites at Watlington - arguably everything along the B4009 / B480 corridor - potentially linked to Chalgrove Airfield (S+V	
327	Transport	Highways, Bus, Coach and SRT, Active Modes	**Improvements to the A4074 Travel Corridor**	Reduce car dependency and alleviate congestion on and around the A4074 corridor through a mobility hub facility with electric vehicle charging on the Grenoble Road allocation (supported through bus prioritisation in the northern section of the A4074, possibly in the form of a new bus lane in the northern section just outside	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	To be confirmed	**Progress to Prioritisation**		Oxfordshire County Council / Developer	Bus Operators, Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local			5000	Land south of Grenoble Road, Northfield (Edge of Oxford), Land at Berinsfield Garden Village, Land adjacent to Culham	
328	Transport	Highways, Bus, Coach and SRT, Active Modes	**B480 improvements for buses, pedestrians and cyclists**	B480 improvements for buses, pedestrians and cyclists. Part of the scheme is also being investigated as the Garsington Road Active Travel scheme.	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**		Oxfordshire County Council / Developer	Bus Operators, Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local				Land south of Grenoble Road, Northfield (Edge of Oxford), (Chalgrove Airfield)	
329	Transport	Rail	**Railway Station Access and Accessibility Improvements at Didcot**	Improved access to existing and additional rail services at Didcot Railway Station, with schemes including mobility hub elements including improved cycle parking quality and quantity, improved integration with local bus services, and increased EV charging provision for any parking.	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	To be confirmed	**Out of Scope / Duplicate**		Network Rail	Department for Transport, Network Rail, Active Travel England, England's Economic Heartland, Local Authorities, Operators					
330	Transport	Rail	**Railway Station Access and Accessibility Improvements at Culham (major works)**	Significant works to improve access to existing and additional rail services at Culham Railway Station to support its importance as a hub for employment sites and planned strategic housing sites at Culham and Berinsfield, with schemes including improvements that provide step-free access to all platforms, and	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	To be confirmed	**Out of Scope / Duplicate**		Network Rail	Department for Transport, Network Rail, Active Travel England, England's Economic Heartland, Local Authorities, Operators					
331	Transport	Highways	**Upgrades to the A4074 Golden Balls junction**	Upgrades to the A4074 Golden Balls junction	Out of Scope / Duplicate	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Out of Scope / Duplicate**		Oxfordshire County Council / Developer				1800	Land at Northfield, Edge of Oxford	
332	Transport	Highways	**New access(es) onto the A4074**	New access(es) onto the A4074	In Scope	Partial Information	Enabling new development	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Oxfordshire County Council / Developer				1700	Land at Berinsfield Garden Village	
333	Transport	Highways	**Junction upgrades at A4074/A415**	Junction upgrades at A4074/A415	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Oxfordshire County Council / Developer				1700	Land at Berinsfield Garden Village	
334	Transport	Highways, Bus, Coach and SRT, Active Modes	**Benson Marina Transport Hub**	Pilot mobility hubs are to be delivered at both of the locations, selected for their potential to maximise opportunities for modal shift (Medium-Term Realisation: 2027?2029).	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council / Developer						
335	Transport	Active Modes	**Inter-urban active travel network: Thame - Leighton Buzzard**	New cycle route that fills in the missing link between the National Cycle Network Route 57 at Thame and National Cycle Network Route 6 at Leighton Buzzard.	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Local Transport Authorities	Active Travel England, Sustrans					
336	Transport	Active Modes	**Cycle and walking route improvements linked to Berinsfield**	Cycle and walking route improvements - including Berinsfield to Culham Science Centre, Culham Railway Station, and the proposed new secondary school on land adjacent Culham Science Centre	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**			Oxfordshire County Council / Developer			1700	Land at Berinsfield Garden Village	
337	Transport	Active Modes	**Culham-Abingdon active travel bridge and connecting routes to the north and south**		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**			Oxfordshire County Council / Developer			3500	Land adjacent to Culham Campus	
338	Transport	Highways	**Upgrades to existing junctions on the Oxford Eastern Bypass (A4142)**	Upgrades to existing junctions on the Oxford Eastern Bypass (A4142)	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Oxfordshire Scale	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Oxfordshire County Council / Developer				1800	Land at Northfield, Edge of Oxford	
339	Transport	Rail	**Culham Railway Station Development**	Culham Railway Station Development	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**			Oxfordshire County Council / Developer			3500	Land adjacent to Culham Campus	6000
340	Green Infrastructure	Green Infrastructure, Active Modes	**Thame to Haddenham Greenway**	Thame to Haddenham Greenway aims to improve safety and connectivity between Thame and Haddenham, providing safer routes for pedestrians and cyclists, while linking to Haddenham train station, making it easier for people to use public transport and reduce congestion.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	Partially funded	**Progress to Prioritisation**		Oxfordshire County Council	Department for Transport, Active Travel England, England's Economic Heartland, Local Authorities, Sustrans,	Safer and improved connectivity. Supports growth in Thame (town centre) as well as across the boundary in Buckinghamshire.				
341	Transport	Highways	**Didcot Garden Town Housing Infrastructure Fund (HIF) 1 - infrastructure package**	Didcot Garden Town Housing Infrastructure Fund (HIF) 1 infrastructure package - Widening of the A4130, Great Western Railway Bridge crossing at Didcot "Science Bridge", Didcot to Culham River Crossing, Clifton Hampden Bypass	In Scope	Partial Information	Enabling new development	Committed	Oxfordshire Scale	Fully Funded	**Retained in Stage 1**		Oxfordshire County Council / Developer	Oxfordshire County Council / Developer			1700	Land at Berinsfield Garden Village + North West Valley Park, Didcot	
342	Transport	Rail	**Increased rail service frequency at Culham**		In Scope	Partial Information	Enabling new development	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**			DfT / Network Rail / Rail Operators			3500	Land adjacent to Culham Campus	
343	Transport	Highways	**Didcot Northern Perimeter Road Phase Three**	Didcot Northern Perimeter Road Phase Three scheme is a new link road, connecting onto the existing A4130 Didcot Northern Perimeter Road / Abingdon Road / Ladygrove junction.	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	To be confirmed	**Non-Strategic**		Oxfordshire County Council / Developer	Bus Operators, Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local				Ladygrove East, North East Didcot	
344	Transport	Rail	**Railway Station Access and Accessibility Improvements at Appleford (minor works)**	Minor works to improve access to existing and additional rail services at Appleford Railway Station, with schemes including improvements that provide step-free access to all platforms, and mobility hubs elements including improved cycle parking quality and quantity, improved integration with local bus services, and EV	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	To be confirmed	**Out of Scope / Duplicate**		Network Rail	Department for Transport, Network Rail, Active Travel England, England's Economic Heartland, Local Authorities, Operators,					
345	Transport	Bus, Coach and SRT	**A415 Bus Priority and Air Quality Measures**	Measures between Kingston Bagpuize and Abingdon to reduce bus journey times, improve reliability and facilitate the introduction of new express bus services, including: - Bus priority in both directions along Marcham Road / Ock Street.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	To be confirmed	**Retained in Stage 1**		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
346	Transport	Highways	**Upgrades to Frilford Junction**	Upgrades to Frilford Junction	Out of Scope / Duplicate	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Out of Scope / Duplicate**		Oxfordshire County Council / Developer				2750	Land at Dalton Barracks Garden Village, Shippon	
347	Transport	Highways	**Transport mitigation measures to reduce the impact of vehicular traffic in surrounding villages**	Transport mitigation measures to reduce the impact of vehicular traffic in surrounding villages	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Oxfordshire County Council / Developer				2750	Land at Dalton Barracks Garden Village, Shippon	
348	Transport	Highways	**Junction improvements to Long Tow / B4017**	Junction improvements to Long Tow / B4017	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Oxfordshire County Council / Developer				2750	Land at Dalton Barracks Garden Village, Shippon	
349	Transport	Highways	**Junction improvements at unnamed road/Marcham road**	Junction improvements at unnamed road/Marcham road	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Oxfordshire County Council / Developer				2750	Land at Dalton Barracks Garden Village, Shippon	
350	Transport	Highways	**Junction improvements at Barrow Road/unnamed road**	Junction improvements at Barrow Road/unnamed road	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Oxfordshire County Council / Developer				2750	Land at Dalton Barracks Garden Village, Shippon	
351	Transport	Highways	**Improvements to the A338/Main Street/Steventon Road staggered junction (direct delivery by developers) and the**	Improvements to the A338/Main Street/Steventon Road staggered junction and the A338/A415 staggered junction	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Oxfordshire County Council and developer				624	North West Grove Didcot	

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
306	Transport	Active Modes	**LCWIP Route 21**			South Oxford		Out of Scope / Duplicate	2020-2030	2020	2030	£6,800,000.00	£6,800,000.00			Oxford IDP (October 2023)
307	Transport	Active Modes	**LCWIP Route 18**			South Oxford		Out of Scope / Duplicate	2020-2030	2020	2030	£2,200,000.00	£2,200,000.00			Oxford IDP (October 2023)
308	Transport	Active Modes	**LCWIP Route 16**			South Oxford		Out of Scope / Duplicate	2030-2040	2030	2040	£1,525,000.00	£1,525,000.00			Oxford IDP (October 2023)
309	Transport	Active Modes	**LCWIP Route 15**			South Oxford		Out of Scope / Duplicate	2030-2040	2030	2040	£9,389,000.00	£9,389,000.00			Oxford IDP (October 2023)
310	Transport	Active Modes	**LCWIP Route 13**			South Oxford		Out of Scope / Duplicate	2020-2030	2020	2030	£3,085,000.00	£3,085,000.00			Oxford IDP (October 2023)
311	Transport	Active Modes	**LCWIP Route 12**			East Oxford/ South Oxfordshire District Council		Out of Scope / Duplicate	2020-2030	2020	2030	£7,035,000.00	£7,035,000.00			Oxford IDP (October 2023)
312	Transport	Active Modes	**LCWIP Route 1**			Central and West Oxford		Out of Scope / Duplicate	2025-2030	2025	2030	£2,500,000.00	£2,500,000.00			Oxford IDP (October 2023)
313	Transport	Active Modes	**Improvements to North Oxford Cycle Route**			North Oxford		Out of Scope / Duplicate	2025-2030	2025	2030	£3,000,000.00	£3,000,000.00			Oxford IDP (October 2023)
314	Transport	Active Modes	**Improvements to cycling provision along Botley Road**			Central, Vale of White Horse and West Oxford		Out of Scope / Duplicate	2020-2035	2020	2035	£19,590,000.00	£19,590,000.00			Oxford IDP (October 2023)
315	Transport	Active Modes	**District Centre Improvements**			Oxford		Out of Scope / Duplicate	2025-2035	2025	2035	£6,900,000.00	£6,900,000.00			Oxford IDP (October 2023)
316	Transport	Active Modes	**City Centre Cycle Hubs Parking**			Central and West Oxford		Out of Scope / Duplicate	2030-2040	2030	2040	£2,000,000.00	£2,000,000.00			Oxford IDP (October 2023)
317	Transport	Active Modes	**City centre corridor improvements linked to LCWIP route CN1**			Central and West Oxford		Out of Scope / Duplicate	2030-2035	2030	2035	£8,000,000.00	£8,000,000.00			Oxford IDP (October 2023)
318	Transport	Active Modes	**City centre corridor improvements linked to LCWIP route CE2 proposal**			Central and West Oxford		Out of Scope / Duplicate	2030-2035	2030	2035	£20,000,000.00	£20,000,000.00			Oxford IDP (October 2023)
319	Transport	Active Modes	**City Centre Corridor Improvements linked to LCWIP route CE1**			Central and West Oxford		Out of Scope / Duplicate	2030-2035	2030	2035	£8,000,000.00	£8,000,000.00			Oxford IDP (October 2023)
320	Transport	Rail	**Oxford Canal Rail Junction**			North Oxford		Medium Term (2030-40)	2030-2035	2030	2035			Dependent on scope and scale		Oxford IDP (October 2023)
321	Transport	Rail	**Safeguarding for Rail Freight Terminal at Cowley**		Proposed Intervention	Cowley		Short Term (to 2030)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
322	Transport	Acute Healthcare, Highways, Bus, Coach and SRT, Active Modes	**Churchill Hospital Bus Priority**			East Oxford		Short Term (to 2030)	2025-2030	2025	2030	£2,000,000.00	£2,000,000.00			Oxford IDP (October 2023)
323	Green Infrastructure	Green Infrastructure, Active Modes	**Oxford Greenways**		In December 2023 PJA Associates were awarded the contract to produce the Greenways Vision and Masterplan. Public	https://letstalk.oxfordshire.gov.uk/oxford-greenways		Short Term (to 2030)							Most funding coming from Oxford City Council, Oxfordshire County Council and University of Oxford, with an additional	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
324	Transport	Regeneration and Placemaking, Highways, Rail, Bus, Coach and SRT,	**Redevelopment of Oxford Station (Oxfordshire Connect)**		Work began 2023	Oxford		Medium Term (2030-40), Short Term (to 2030)				£169,000,000.00	£169,000,000.00			England's Economic Heartland Investment Prioritisation Framework
325	Transport	Active Modes	**Provision of a pedestrian and cycle bridge from Oxpens to Osney Mead**		Planning permission is approved (23/02506/CT3).	Central and West Oxford		Short Term (to 2030)	Delivery expected in 2026	2020	2030	£10,000,000.00	£10,000,000.00	Based on revised cost available		Oxford IDP (October 2023), Oxfordshire County Council Transport Infrastructure List
326	Transport	Highways	**Watlington Relief Road**		Planning decision expected late summer 2025	Watlington		Short Term (to 2030)	2025-2030	2025	2030	£10,000,000.00	£10,000,000.00		The project is being funded through a combination of Growth Deal funding and Section 106 contributions from developers.	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
327	Transport	Highways, Bus, Coach and SRT, Active Modes	**Improvements to the A4074 Travel Corridor**	Culham Campus, Oxford Science Park	A4074 Corridor Strategy being developed			Short - Medium Term (2025 - 2040)	2025-2035	2025	2035			Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and South	Direct delivery / developer contributions / Oxfordshire County Council	Adopted (December 2020) and emerging (December 2024) Local Plan Infrastructure Delivery Plan
328	Transport	Highways, Bus, Coach and SRT, Active Modes	**B480 improvements for buses, pedestrians and cyclists**	Mini Plant Oxford, Oxford Business Park		Blackbird Leys, Oxford		Short - Medium Term (2025 - 2040)	2025-2035	2025	2035			Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and South	Direct delivery / developer contributions / Oxfordshire County Council	Adopted (December 2020) and emerging (December 2024) Local Plan Infrastructure Delivery Plan
329	Transport	Rail	**Railway Station Access and Accessibility Improvements at Didcot**		Proposed Intervention	Didcot		Medium Term (2030-40)	Medium term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
330	Transport	Rail	**Railway Station Access and Accessibility Improvements at Culham (major works)**		Proposed Intervention	Culham		Medium Term (2030-40)	Medium term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
331	Transport	Highways	**Upgrades to the A4074 Golden Balls junction**					Medium Term (2030-40)	2025-2035	2025	2035			Cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and South	Direct delivery / developer contributions	South Oxfordshire and Vale of White Horse IDP (December 2024)
332	Transport	Highways	**New access(es) onto the A4074**			Berinsfield		Short Term (to 2030)	2025-2030	2025	2030				Direct delivery by developer	South Oxfordshire and Vale of White Horse IDP (December 2024)
333	Transport	Highways	**Junction upgrades at A4074/A415**			Berinsfield		Short Term (to 2030)	2025-2030	2025	2030			extent of upgrade (and cost) to be determined upon a Transport Assessment	Direct delivery by developer	South Oxfordshire and Vale of White Horse IDP (December 2024)
334	Transport	Highways, Bus, Coach and SRT, Active Modes	**Benson Marina Transport Hub**			Benson		Short Term (to 2030)	2027-2029	2027	2029					OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
335	Transport	Active Modes	**Inter-urban active travel network: Thame - Leighton Buzzard**		Proposed Intervention	Thame		Out of Scope / Duplicate	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
336	Transport	Active Modes	**Cycle and walking route improvements linked to Berinsfield**					Out of Scope / Duplicate	2025-2030	2025	2030				Direct delivery / developer contributions / Oxfordshire county council	South Oxfordshire and Vale of White Horse IDP (December 2024)
337	Transport	Active Modes	**Culham-Abingdon active travel bridge and connecting routes to the north and south**					Out of Scope / Duplicate	2025-2035	2025	2035			cost to be confirmed following further more detailed work	Direct delivery	South Oxfordshire and Vale of White Horse IDP (December 2024)
338	Transport	Highways	**Upgrades to existing junctions on the Oxford Eastern Bypass (A4142)**					Medium Term (2030-40)	2025-2035	2025	2035			costs to be confirmed following further detailed work and in discussion with Oxfordshire county council and South	Direct delivery / developer contributions	South Oxfordshire and Vale of White Horse IDP (December 2024)
339	Transport	Rail	**Culham Railway Station Development**			Culham - is this not a duplicate of line 331?		Short - Medium Term (2025 - 2040)	2025-2035	2025	2035	£16,787,211.00	£16,787,211.00	cost from OXIS 2017 (?13,000,000) adjusted for inflation to April 2024	Developer contributions / Grant funding	South Oxfordshire and Vale of White Horse IDP (December 2024)
340	Green Infrastructure	Green Infrastructure, Active Modes	**Thame to Haddenham Greenway**		Proposed Intervention	Thame		Short Term (to 2030)	Short term			£4,000,000.00	£4,000,000.00	Early appraisals estimates that the scheme will costs around £4m	Further feasibility study is underway at present. It is also S106 will contribute to the pipeline scheme. The scheme is	England's Economic Heartland Investment Prioritisation Framework: EEH Active Travel Strategy Phase 2https://eeh-prod-
341	Transport	Highways	**Didcot Garden Town Housing Infrastructure Fund (HIF) 1 - Infrastructure package**					Short Term (to 2030)	2025-2030	2025	2030			strategic transport package, with costs and clawback mechanisms for funding to be determined at planning determination	developer contributions/Oxfordshire county council	South Oxfordshire and Vale of White Horse IDP (December 2024)
342	Transport	Rail	**Increased rail service frequency at Culham**					Medium Term (2030-40)	2031-2035	2031	2035			cost to be confirmed following further more detailed work	DfT / Network Rail	South Oxfordshire and Vale of White Horse IDP (December 2024)
343	Transport	Highways	**Didcot Northern Perimeter Road Phase Three**	Milton Park		Didcot		To be confirmed							Direct delivery / developer contributions / Oxfordshire County Council	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders. Adopted (December 2020)
344	Transport	Rail	**Railway Station Access and Accessibility Improvements at Appleford (minor works)**		Proposed Intervention	Appleford		Medium Term (2030-40)	Medium term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
345	Transport	Bus, Coach and SRT	**A415 Bus Priority and Air Quality Measures**		Proposed Intervention	Kingston Bagpuize and Abingdon		Short Term (to 2030)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
346	Transport	Highways	**Upgrades to Frilford Junction**			Frilford		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	direct delivery / developer contributions	South Oxfordshire and Vale of White Horse IDP (December 2024)
347	Transport	Highways	**Transport mitigation measures to reduce the impact of vehicular traffic in surrounding villages**			Dalton Barracks Area		Medium Term (2030-40)	2025-2035	2025	2035			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	Direct delivery / developer contributions	South Oxfordshire and Vale of White Horse IDP (December 2024)
348	Transport	Highways	**Junction improvements to Long Tow / B4017**			Shippon		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	direct delivery	South Oxfordshire and Vale of White Horse IDP (December 2024)
349	Transport	Highways	**Junction improvements at unnamed road/Marcham road**			Dalton Barracks Area		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	Direct delivery	South Oxfordshire and Vale of White Horse IDP (December 2024)
350	Transport	Highways	**Junction improvements at Barrow Road/unnamed road**			Dalton Barracks Area		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	direct delivery	South Oxfordshire and Vale of White Horse IDP (December 2024)
351	Transport	Highways	**Improvements to the A338/Main Street/Steventon Road staggered junction (direct delivery by developers) and the**					Short Term (to 2030)	2025-2030	2025	2030				Direct delivery / developer contributions / Oxfordshire county council	South Oxfordshire and Vale of White Horse IDP (December 2024)

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
352	Transport	Highways	**Direct delivery of Grove Northern Link Road**	Direct delivery of Grove Northern Link Road	In Scope	Partial Information	Enabling new development	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Oxfordshire County Council and developer				624	North West Grove Didcot	
353	Transport	Highways	**Access and improvements including signalising Brook Lane Railway Bridge**	Access and improvements including signalising Brook Lane Railway Bridge	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Local Authority Scale - South Oxfordshire and Vale of White Horse	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Oxfordshire County Council and developer				624	North West Grove Didcot	
354	Transport	Active Modes	**Pedestrian and cycle access to proposed on site, and off-site mobility hub sites**	Pedestrian and cycle access to proposed on site, and off-site mobility hub sites in South Oxfordshire and Vale of White Horse	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Non-strategic	Developer Direct Delivery or Contributions	**Out of Scope / Duplicate**		Oxfordshire County Council / Developer				2750	Land at Dalton Barracks Garden Village, Shippon	
355	Transport	Active Modes	**Enhancements to the current and future active travel network**	including connections to Didcot, Valley Park, Milton Heights, Milton Park, Harwell Campus, and nearby secondary schools	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**			Oxfordshire County Council and developer			800	North West Valley Park, Didcot	
356	Transport	Highways	**Transport mitigation at Marcham Interchange**	Transport mitigation at Marcham Interchange	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Oxfordshire Scale	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Oxfordshire County Council / Developer				2750	Land at Dalton Barracks Garden Village, Shippon	
357	Transport	Highways	**A34 Lodge Hill Interchange**	The A34 junction at Lodge Hill, between Abingdon and Oxford, currently has north-facing slip roads only. These interchange improvements will add new south-facing slip roads to the A34, as well as traffic calming on the local network, reprovision of a private road and an upgrade to the Harwell Southbound layby on the	In Scope	Partial Information	Mitigating impacts of new development	Under Construction	Oxfordshire Scale	Fully funded	**Retained in Stage 1**		Oxfordshire County Council / Developer						
358	Transport	Bus, Coach and SRT	**A34 Bus Priority Measures**	*Measures between Abingdon and Oxford to reduce bus journey times, improve reliability and facilitate the introduction of new express bus services, including: - Capacity improvements at the Hinksey Hill / A34 interchange to better facilitate the movement of express	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	**Out of Scope / Duplicate**		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
359	Transport	Rail	**Safeguarding for Aggregate & Rail Freight Terminal at Appleford**	Reduce congestion on A34 and other roads through shift of additional freight to rail, with schemes to support a new large logistics park being created on the site of existing Sutton Courtenay Quarry and Recycling Centre south of Appleford Railway Station if the location is vacated.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Oxfordshire Scale	To be confirmed	**Retained in Stage 1**		Local Transport Authorities	Department for Transport, Network Rail, National Highways, England's Economic Heartland, Local Authorities, Operators,					
360	Transport	Rail, Bus, Coach and SRT, Active Modes	**New Wantage and Grove Railway Station**	Congestion on A338, A417, B4494, B4507, and other local roads from planned housing development avoided through provision of a new local two platform railway station and mobility hub as an additional stop on existing four track section of the Great Western Main Line, with scheme elements including integration with	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	No funding	**Progress to Prioritisation**		Proposals currently being developed by SLC Rail	Oxfordshire County Coun and Vale of White Horse		Rail services Oxford to Bristol and new stations along the Great Western Mainline	7000		
361	Transport	Highways	**Provision of land for the widening of the A4130**	Provision of land for the widening of the A4130	Out of Scope / Duplicate	Partial Information	Mitigating impacts of new development	Committed	Larger Than Oxfordshire	Developer Direct Delivery or Contributions	**Out of Scope / Duplicate**		Oxfordshire County Council and developer			Didcot Garden Town HIF 1	800	North West Valley Park, Didcot	
362	Transport	Rail	**Railway Station Access and Accessibility Improvements at Radley**	Improved access to existing and additional rail services at Radley Railway Station, with schemes including providing step-free access to all platforms (currently only available for Oxford bound services), and mobility hubs elements including improved cycle parking quality and quantity, improved integration with local bus	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		Network Rail	Department for Transport, Network Rail, Active Travel England, England's Economic Heartland, Local Authorities, Operators					
363	Transport	Bus, Coach and SRT	**A338 Bus Priority Measures**	Reduced bus journey times and improved reliability, with schemes including integration with new Wantage and Grove Railway Station, and bus priority on A338 northbound to Frilford.	In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	To be confirmed	**Retained in Stage 1**		National Highways	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,					
364	Transport	Highways	**West Eynsham Link Road and West Eynsham SDA**	West Eynsham Link Road	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - West Oxfordshire	To be confirmed	**Non-Strategic**		Developers / Landowners / OCC						
365	Transport	Highways	**A40 Longer term strategy - Wolvercote to Eynsham P&R westbound bus lane and dual carriageway between Witney Shores Green**	A40 Longer term strategy - Wolvercote to Eynsham P&R westbound bus lane and dual carriageway between Witney Shores Green interchange and Eynsham P&R improvements Phase 2	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Developers / External funding partners / OCC						
366	Transport	Highways	**West Oxfordshire Garden Village Northern Link Road**	West Oxfordshire Garden Village Northern Link Road	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - West Oxfordshire	No funding	**Non-Strategic**		Developers / Landowners / OCC					West Oxfordshire Garden Village	
367	Transport	Highways	**Northern Distributor Road at North Witney SDA**	Northern Distributor Road at Witney	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - West Oxfordshire	Developer Direct Delivery or Contributions	**Retained in Stage 1**		Landowners / OCC / WODC						
368	Transport	Highways	**Improvements to Oxford Hill/Cogges Hill Road/ Jubilee Way junction**	Improvements to Oxford Hill/Cogges Hill Road/ Jubilee Way junction	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - West Oxfordshire	Developer Direct Delivery or Contributions	**Retained in Stage 1**		OCC / WODC						
369	Transport	Highways	**Air quality management at Witney and Chipping Norton**	Air quality management at Witney and Chipping Norton	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - West Oxfordshire	Partially funded	**Non-Strategic**		WODC						
370	Transport	Highways, Bus, Coach and SRT, Active Modes	**Carterton Mobility Hub**	Pilot mobility hubs are to be delivered at both of the locations, selected for their potential to maximise opportunities for modal shift. The location for the Mobility Hub in Carterton is at the Brize Norton Road ◆ Crossroads ◆ bus stop.	In Scope	Partial Information	Strategic innovation and enhancements	Pending	Local Authority Scale - West Oxfordshire	Fully funded	**Retained in Stage 1**		Oxfordshire County Council						
371	Transport	Highways, Bus, Coach and SRT	**Phase 1: A40 Eynsham Park & Ride to Wolvercote**		In Scope	Partial Information	Enabling new development	Completed	Local Authority Scale - West Oxfordshire	Fully funded	**Retained in Stage 1**		Oxfordshire County Council	Developers / External funding partners / OCC					
372	Transport	Highways	**Witney Bridge Street Area: Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic**	Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic management	In Scope	Partial Information	Enabling new development	To be confirmed	Local Authority Scale - West Oxfordshire	No funding	**Progress to Prioritisation**		Landowners / OCC / WODC		There is significant housing growth forecast over the next ten years for the outskirts of Witney, in particular the North Witney	Require delivery of West End Link Road	1400		
373	Transport	Highways	**Access to Carterton: safety enhancements to the B4477 including junction improvements**	Access to Carterton: safety enhancements to the B4477 including junction improvements	In Scope	Partial Information	Enabling new development	To be confirmed	Local Authority Scale - West Oxfordshire	Partially funded	**Progress to Prioritisation**		OCC / WODC / Developers		In the short term, using Held S106 aim to improve the road safety of the B4477 between the A40 at Minster Lovell and		700		
374	Transport	Highways	**Accessing Oxford northern approach via A44**	Accessing Oxford northern approach via A44	In Scope	Poor Information	Strategic innovation and enhancements	Completed	Oxfordshire Scale	To be confirmed	**Retained in Stage 1**		Developers / External funding partners / OCC / Oxford City Council						
375	Transport	Rail	**Hanborough Station Improvements**	Additional platform and crossovers at Hanborough Station on the Cotswold Line.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	To be confirmed	**Progress to Prioritisation**		Network Rail	Department for Transport, Local Authorities, Operators					
376	Transport	Highways	**Shores Green Slip Roads (SGSR)**	Critical project, prerequisite of development at East Witney	In Scope	Partial Information	Enabling new development	Under Construction	Local Authority Scale - West Oxfordshire	Fully funded	**Retained in Stage 1**		Landowners / OCC / WODC						
377	Transport	Highways	**West End Link (WEL2), Witney**	West End Link (WEL2), Witney	In Scope	Partial Information	Enabling new development	Investigation	Local Authority Scale - West Oxfordshire	No funding	**Progress to Prioritisation**		Landowners / OCC / WODC			Linked to West End Link Road Flood Storage Area	1400		
379	Transport	Highways	**Re-designating the A4095 via Jubilee Way, Oxford Hill, A40 at Shores Green to Ducklington Lane and Thorney Leys**	Re-designating the A4095 via Jubilee Way, Oxford Hill, A40 at Shores Green to Ducklington Lane and Thorney Leys	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - West Oxfordshire	Fully funded	**Retained in Stage 1**		Landowners / OCC / WODC						
380	Transport	No or Poor Information	**Wantage Market Place**	Scheme to delivery town centre improvements that prioritise walking, wheeling and cycling	In Scope	Poor Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Partially funded	**Poor Information**		Oxfordshire County Council						
381	Transport	Bus, Coach and SRT	**Churchill Drive / Old Road Bus Priority**	Develop proposals and implement an ANPR enforced left turn ban onto Old Road from Churchill Drive. Expected to lead to a 20% traffic reduction (between 3pm & 6pm) reducing bus delays and improving bus journey times and reliability.	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - Oxford City	Partially funded	**Progress to Prioritisation**		Oxfordshire County Council			Sustainable Travel to Hospitals - 381,382			
382	Transport	Acute and Mental Healthcare, Highways, Bus, Coach and SRT,	**John Radcliffe Hospital Bus Priority**	Develop and implement (where able within budget and timescales) proposals to improve bus priority within the John Radcliffe hospital site. This could include exploring opportunities for the creation of an integrated interchange/mobility hub on-site and improvements to the	In Scope	Partial Information	Strategic innovation and enhancements	Committed	Local Authority Scale - Oxford City	Partially funded	**Progress to Prioritisation**		Oxfordshire County Council			Sustainable Travel to Hospitals - 381,382			
383	Transport	Regeneration and Placemaking, Highways, Active Modes	**Didcot Central Corridor**	Scheme that aims to make the town a better place for residents and visitors by improving travel and public space along three important routes	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	To be confirmed	**Progress to Prioritisation**		Oxfordshire County Council / Developer						
384	Transport	Active Modes	**Oxford University (OUD) Canal Bridge**	New bridge planned over the canal to provide safe and attractive active travel options	In Scope	Partial Information	Enabling new development	Committed	Local Authority Scale - Oxford City	Fully funded	**Retained in Stage 1**								
385	Transport	Highways, Bus, Coach and SRT, Active Modes	**Benson Marina Mobility Hub**	Trial mobility hubs in Benson by the Marina bus stop with the aim to upgrade bus stops and provide safe and secure cycle parking, improve the public realm and introduce other community assets and provide facilities for people to easily travel to onward destinations.	In Scope	Partial Information	Strategic innovation and enhancements	Pending	Local Authority Scale - South Oxfordshire and Vale of White Horse	Fully funded	**Retained in Stage 1**		Oxfordshire County Council						
386	Transport	Active Modes	**Improving NCN57 between Horspath and Littleworth**	Improving NCN57 between Horspath and Littleworth	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**		Sustrans	Oxfordshire County Council					
387	Transport	Active Modes	**Banbury Eastern Active Travel Corridor / Overthorpe / Bridge Street Park Greenway**	Eastern active travel corridor project to upgrade cycling and walking routes from Overthorpe to Bridge Street Park	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	To be confirmed	**Non-Strategic**		Oxfordshire County Council						
388	Transport	Highways, Bus, Coach and SRT, Active Modes	**Kidlington Mobility Hub**	Proposed mobility hub that prioritises active travel options	In Scope	Partial Information	Mitigating impacts of new development	Ambition	Local Authority Scale - Cherwell	No funding	**Retained in Stage 1**		TBC						
389	Transport	Rail	**Oxfordshire Strategic Rail Freight Interchange**	Proposed strategic rail freight interchange on land located adjacent to the Chiltern Main Line Railway.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	Fully funded	**Retained in Stage 1**		Oxfordshire Rail Freight Limited		The proposed scheme is argued to support a network of SRFIs to facilitate shifting freight from road to rail, reduce carbon				
390	Transport	Active Modes	**Milton Heights Active Travel Bridge**	A key active travel link across the A34, which would connect Didcot and Milton Park with Harwell and onwards to Wantage/ Grove.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**Progress to Prioritisation**		Oxfordshire County Council / National Higways						
391	Transport	Highways	**Thame ◆ Improvements to Windmill Rd / Nelson St / Southern Rd junction**		In Scope	No Information	No Information	No Information	No Information	No Information	**Poor Information**								
392	Transport	Rail	**Basingstoke to Reading electrification**	Electrification of the route from Basingstoke to Reading to enable 3rd rail shoe capable electric freight locomotives (and potential new tri-mode passenger trains) to operate from Southampton	In Scope	No Information	No Information	No Information	No Information	No Information	**Out of Scope / Duplicate**								
393	Transport	Active Modes	**Improve active travel route between Downs Road and Book End, Witney**		In Scope	No Information	No Information	No Information	Non-strategic	No Information	**Non-Strategic**								
394	Transport	Active Modes	**Witney - Corn Street Active Travel Route**		In Scope	No Information	No Information	No Information	Non-strategic	No Information	**Poor Information**								
395	Transport	Active Modes	**A4095 Cycle Route Gap at North Leigh**	Delivery of a new cycle path at North Leigh to connect longer cycle/walking network between Witney in the west and Hanborough train station in the east (along A4095) and wider network.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - West Oxfordshire	No funding	**Progress to Prioritisation**								
396	Transport	Active Modes	**Salt Cross to Hanborough Active Travel Routes - Rural active travel route**		In Scope	No Information	No Information	No Information	Non-strategic	No Information	**Poor Information**								
397	Transport	Active Modes	**Salt Cross to Hanborough Active Travel Routes - Lower Road Corridor**	Delivery of a safe walking and cycling route between the A40/B4044, Lowe Road roundabout and Hanborough Station. The scheme will also acts as northern extension to the B4044 Eynsham to Botley Active Travel route.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - West Oxfordshire	No funding	**Progress to Prioritisation**				Aims to deliver a safe active travel route between existing Eynsham/Salt Cross Garden village for 2200 homes and		2200	Salt Cross Village	
398	Transport	Active Modes	**Ped/Cycle route Eynsham-Cassington-Yarnton**		In Scope	No Information	No Information	No Information	No Information	No Information	**Poor Information**								

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
352	Transport	Highways	**Direct delivery of Grove Northern Link Road**			Grove		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	Direct delivery	South Oxfordshire and Vale of White Horse IDP (December 2024)
353	Transport	Highways	**Access and improvements including signalising Brook Lane Railway Bridge**			Grove		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	Direct delivery	South Oxfordshire and Vale of White Horse IDP (December 2024)
354	Transport	Active Modes	**Pedestrian and cycle access to proposed on site, and off-site mobility hub sites**			Dalton Barracks area		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	Direct delivery / developer contributions	South Oxfordshire and Vale of White Horse IDP (December 2024)
355	Transport	Active Modes	**Enhancements to the current and future active travel network**			Didcot		Out of Scope / Duplicate	2025-2035	2025	2035			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	direct delivery and developer contributions / Oxfordshire county council	South Oxfordshire and Vale of White Horse IDP (December 2024)
356	Transport	Highways	**Transport mitigation at Marcham Interchange**			Abingdon		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	Direct delivery / developer contributions	South Oxfordshire and Vale of White Horse IDP (December 2024)
357	Transport	Highways	**A34 Lodge Hill Interchange**					Short Term (to 2030)	2025-2030	2025	2030					South Oxfordshire and Vale of White Horse IDP (December 2024); https://www.oxfordshire.gov.uk/transport-
358	Transport	Bus, Coach and SRT	**A34 Bus Priority Measures**		Proposed Intervention	Abingdon and Oxford		Short Term (to 2030)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
359	Transport	Rail	**Safeguarding for Aggregate & Rail Freight Terminal at Appleford**		Proposed Intervention	Appleford		Short Term (to 2030)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
360	Transport	Rail, Bus, Coach and SRT, Active Modes	**New Wantage and Grove Railway Station**		Initial feasibility study being undertaken	Wantage and Grove		Short - Medium Term (2025 - 2040)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
361	Transport	Highways	**Provision of land for the widening of the A4130**			Didcot		Short Term (to 2030)	2025-2030	2025	2030			cost to be confirmed following further more detailed work and in discussion with Oxfordshire County Council and the Vale of	direct delivery and developer contributions / Oxfordshire county council	South Oxfordshire and Vale of White Horse IDP (December 2024)
362	Transport	Rail	**Railway Station Access and Accessibility Improvements at Radley**		Proposed Intervention	Radley		Medium Term (2030-40)	Medium term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
363	Transport	Bus, Coach and SRT	**A338 Bus Priority Measures**		Proposed Intervention	Wantage and Grove		Short Term (to 2030)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
364	Transport	Highways	**West Eynsham Link Road and West Eynsham SDA**			Chipping		Short Term (to 2030)	2021-2026	2021	2026				Delivered by development to the west of Eynsham	West Oxfordshire IDP (November 2016)
365	Transport	Highways	**A40 Longer term strategy - Wolvercote to Eynsham P&R westbound bus lane and dual carriageway between Witney Shores Green**			Wolvercote to Eynsham		Short Term (to 2030)	2021-2026	2021	2026	£55,000,000.00	£55,000,000.00		External funding - local growth fund; S106, CIL	West Oxfordshire IDP (November 2016)
366	Transport	Highways	**West Oxfordshire Garden Village Northern Link Road**		Planning phase			Short Term (to 2030)	2021-2026	2021	2026					West Oxfordshire IDP (November 2016)
367	Transport	Highways	**Northern Distributor Road at North Witney SDA**		Planning phase	Witney		Short Term (to 2030)	2021-2026	2021	2026				To be delivered by development of land at north Witney (S106)	West Oxfordshire IDP (November 2016)
368	Transport	Highways	**Improvements to Oxford Hill/Cogges Hill Road/ Jubilee Way junction**		Planning phase	Witney		Short Term (to 2030)	2016-2021	2016	2021				S106 (East Witney SDA)	West Oxfordshire IDP (November 2016)
369	Transport	Highways	**Air quality management at Witney and Chipping Norton**			Witney, Chipping Norton		Short Term (to 2030)	2016-2031	2016	2031				S106, Other funding sources to be identified	West Oxfordshire IDP (November 2016)
370	Transport	Highways, Bus, Coach and SRT, Active Modes	**Carterton Mobility Hub**		Currently undertaking public engagement in design proposals with expected completion of construction in Summer	Carterton		Short Term (to 2030)							Oxfordshire County Council has allocated £1.5million of capital funding to develop trial Mobility Hubs in Benson and	OXIS 2025 Project Team Stage 1 Baseline Evidence and Engagement with Stakeholders
371	Transport	Highways, Bus, Coach and SRT	**Phase 1: A40 Eynsham Park & Ride to Wolvercote**			Eynsham		Completed	2016-2021	2016	2021	£36,200,000.00	£36,200,000.00		Funded - External funding - local growth fund and local contribution	West Oxfordshire IDP (November 2016)
372	Transport	Highways	**Witney Bridge Street Area: Improvements to Bridge Street and Staple Hall junction, Witney including public realm and traffic**			Witney		Short Term (to 2030)	2021-2023	2021	2023				S106, CIL	West Oxfordshire IDP (November 2016)
373	Transport	Highways	**Access to Carterton: safety enhancements to the B4477 including junction improvements**			Witney		Short Term (to 2030)	2016-2031	2016	2031	£11,380,859.00	£11,380,859.00		S106, LEP, CIL	West Oxfordshire IDP (November 2016)
374	Transport	Highways	**Accessing Oxford northern approach via A44**			Oxford		Short Term (to 2030)	2016-2021	2016	2021				S106, CIL	West Oxfordshire IDP (November 2016)
375	Transport	Rail	**Hanborough Station Improvements**		Proposed Intervention	Hanborough		Medium Term (2030-40)	Medium term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
376	Transport	Highways	**Shores Green Slip Roads (SGSR)**		Construction under way	Witney		Short Term (to 2030)	2016-2021	2016	2025	£5,600,000.00	£5,600,000.00		?1.136m held; ?4.44m anticipated (East Witney SDA S106)	West Oxfordshire IDP (November 2016)
377	Transport	Highways	**West End Link (WEL2), Witney**		Planning phase	Witney		Short Term (to 2030)	2021-2026	2021	2026	£23,200,000.00	£23,200,000.00		To be facilitated by development at north Witney (S106)	West Oxfordshire IDP (November 2016)
379	Transport	Highways	**Re-designating the A4095 via Jubilee Way, Oxford Hill, A40 at Shores Green to Ducklington Lane and Thorney Leys**		Planning phase			Short Term (to 2030)	2021-2031, expected to be delivered following the opening of SGSR	2021	2031				S106, CIL	West Oxfordshire IDP (November 2016)
380	Transport	No or Poor Information	**Wantage Market Place**			Wantage		To be confirmed				£500,000.00				OCC Transport Infrastructure List
381	Transport	Bus, Coach and SRT	**Churchill Drive / Old Road Bus Priority**		Project identified through BSIP Delivery Plan and fully funded through Bus Grant.			Short Term (to 2030)	Target delivery date 31/03/2026			£60,000.00	£60,000.00			BSIP Delivery Plan
382	Transport	Acute and Mental Healthcare, Highways, Bus, Coach and SRT,	**John Radcliffe Hospital Bus Priority**			Oxford		Short Term (to 2030)	Target delivery date by 31/03/2026			£400,000.00	£400,000.00			BSIP Delivery Plan
383	Transport	Regeneration and Placemaking, Highways, Active Modes	**Didcot Central Corridor**			Didcot		Medium Term (2030-40)								OCC Transport Infrastructure List
384	Transport	Active Modes	**Oxford University (OUD) Canal Bridge**			Oxford		Short Term (to 2030)				£2,000,000.00	£2,000,000.00			OxIS Stage 1 Technical Consultation
385	Transport	Highways, Bus, Coach and SRT, Active Modes	**Benson Marina Mobility Hub**		Currently undertaking public engagement in design proposals with expected completion of construction in Summer	Benson		Short Term (to 2030)							Allocated £1.5 million of capital funding to develop trial Mobility Hubs in Benson and Carterton	https://letstalk.oxfordshire.gov.uk/mobility-hub-benson?utm_source=.com
386	Transport	Active Modes	**Improving NCN57 between Horspath and Littleworth**			SODC		Short - Medium Term (2025 - 2040)								OCC Transport Infrastructure List
387	Transport	Active Modes	**Banbury Eastern Active Travel Corridor / Overthorpe / Bridge Street Park Greenway**			Banbury		To be confirmed							This includes £200k from the Active Travel Fund (ATF) tranche 5 which is being used to fund proposals for an eastern active travel	Oxfordshire County Council Transport Infrastructure List
388	Transport	Highways, Bus, Coach and SRT, Active Modes	**Kidlington Mobility Hub**					To be confirmed								OxIS Stage 1 Technical Consultation
389	Transport	Rail	**Oxfordshire Strategic Rail Freight Interchange**		NSIP at pre-application stage			To be confirmed				£1,000,000,000.00	£1,000,000,000.00	Estimated cost by promoter	Expects to be privately financed	NSIP Application
390	Transport	Active Modes	**Milton Heights Active Travel Bridge**		Identifeid as part of one of the core routes in the SATN network (https://www.oxfordshire.gov.uk/transport-	Milton Heights to Didcot		Short - Medium Term (2025 - 2040)							Some funding is held further to planning consent for c.500 houses at Milton Heights, but	OCC Transport Infrastructure List
391	Transport	Highways	**Thame Improvements to Windmill Rd / Nelson St / Southern Rd junction**			Thame		No Information								OCC Transport Infrastructure List
392	Transport	Rail	**Basingstoke to Reading electrification**					No Information								OxRAIL2040
393	Transport	Active Modes	**Improve active travel route between Downs Road and Book End, Witney**			Witney		No Information								OCC Transport Infrastructure List
394	Transport	Active Modes	**Witney - Corn Street Active Travel Route**			Witney		No Information								OCC Transport Infrastructure List
395	Transport	Active Modes	**A4095 Cycle Route Gap at North Leigh**		OCC have a feasibility study which identifies the cost as £1.7m. This is unlikely to be wholly funded from S106. There is a			Medium Term (2030-40)				£1,700,000.00	£1,700,000.00			OCC Transport Infrastructure List
396	Transport	Active Modes	**Salt Cross to Hanborough Active Travel Routes - Rural active travel route**					No Information								OCC Transport Infrastructure List
397	Transport	Active Modes	**Salt Cross to Hanborough Active Travel Routes - Lower Road Corridor**		The feasibility of a Lower Road route was demonstrated in the design of a 3m twoway shared use path on the western side of			Short - Medium Term (2025 - 2040)								OCC Transport Infrastructure List
398	Transport	Active Modes	**Ped/Cycle route Eynsham-Cassington-Yarnton**					No Information								OCC Transport Infrastructure List

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
399	Transport	Active Modes	**Carterton to Witney Cycle Route**	Delivery of a safe active travel route between Carterton and Witney	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - West Oxfordshire	No funding	**Progress to Prioritisation**				Previous cyclist fatalities				
400	Transport	Active Modes	**Cycleway between Cholsey and Wallingford**		In Scope	No Information	No Information	No Information	No Information	No Information	**Poor Information**								
401	Transport	Active Modes	**Clifton Hampden ♦ Forge Lane contraflow cycle lane**		In Scope	No Information	No Information	No Information	No Information	No Information	**Poor Information**								
402	Transport	Active Modes	**Churchill Road Active Travel Measures**		In Scope	No Information	No Information	No Information	No Information	No Information	**Poor Information**								
403	Transport	Active Modes	**Bicester to Heyford Cycle Way**		In Scope	No Information	No Information	No Information	No Information	No Information	**Out of Scope / Duplicate**								
404	Transport	Active Modes	**Bicester A41 Cycle Route J9 to Vendee Drive**		In Scope	No Information	No Information	No Information	No Information	No Information	**Out of Scope / Duplicate**								
405	Transport	No or Poor Information	**Central Oxfordshire Movement and Place Framework - Phase 1: City Centre and North Oxford**		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**								
407	Transport	No or Poor Information	**B4022 Oxford Hill Works**		Out of Scope / Duplicate	No Information	No Information	No Information	No Information	No Information	**Out of Scope / Duplicate**								
408	Transport	No or Poor Information	**Carterton Subway**		In Scope	No Information	No Information	No Information	Non-strategic	No Information	**Poor Information**								
409	Transport	No or Poor Information	**Witney Fiveways Roundabout with dedicated space for cycling**		In Scope	No Information	No Information	No Information	Non-strategic	No Information	**Poor Information**								
410	Transport	No or Poor Information	**A40 Grade Separated Crossing, Eynsham**	Grade separated crossing of the A40 between Eynsham and Salt Cross Garden Village (2200) it is important for linking the two places to create strong placemaking between communities, where the education provision will be split either side of the A40, as well as other amenities. It has benefit to the A40 as a strategic corridor	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - West Oxfordshire	No funding	**Progress to Prioritisation**						2200	Salt Cross Garden Village	
411	Transport	No or Poor Information	**A44 New Street / A361 West Street / A44 High Street Junction Improvements at Chipping Norton**		In Scope	Partial Information	No Information	Investigation	No Information	No Information	**Non-Strategic**								
412	Transport	No or Poor Information	**Underpass upgrade A34 near Chilton Field Site**		In Scope	No Information	No Information	No Information	No Information	No Information	**Poor Information**								
413	Transport	No or Poor Information	**A420 Coxwell Road**		In Scope	No Information	No Information	No Information	No Information	Developer Direct Delivery or Contributions	**Poor Information**								
414	Transport	Highways	**Frilford/ Marcham Lights and Junction Improvements**	A key junction identified as a congestion point for strategic traffic and public transport movements in the area, particularly given planned and underway development including at Wantage and Grove and SESRO to south, Kingston Bagpuize to west and Dalton Barracks to East.	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Partially Funded	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, England's Economic Heartland, Local Authorities, Bus Operators			750	Dalton Barracks, Land East of Kingston Bagpuize, Grove Airfield, North West Grove, Monks Farm	
415	Transport	No or Poor Information	**Banbury Market Place**		In Scope	No Information	No Information	No Information	No Information	No Information	**Poor Information**								
416	Transport	No or Poor Information	**Elmsbrook Junction**		In Scope	No Information	No Information	No Information	No Information	No Information	**Poor Information**								
417	Transport	No or Poor Information	**Bicester Park and Ride Mobility Hub**		In Scope	No Information	No Information	No Information	No Information	No Information	**Out of Scope / Duplicate**								
418	Transport	No or Poor Information	**Bicester Market Square**		In Scope	No Information	No Information	Committed	No Information	Fully funded	**Retained in Stage 1**								
419	Transport	No or Poor Information	**Abingdon - Audlett Drive**		In Scope	No Information	No Information	No Information	No Information	No Information	**Poor Information**								
420	Transport	No or Poor Information	**Abingdon East St Helen♦s**		In Scope	No Information	No Information	No Information	No Information	No Information	**Poor Information**								
421	Transport	No or Poor Information	**Abingdon Ock Street**		In Scope	No Information	No Information	No Information	No Information	No Information	**Poor Information**								
422	Transport	No or Poor Information	**Witney King George V Field Path**		In Scope	No Information	No Information	No Information	Non-strategic	No Information	**Non-Strategic**								
423	Transport	No or Poor Information	**Wheatley to Oxford**		In Scope	No Information	No Information	No Information	No Information	No Information	**Poor Information**								
424	Transport	No or Poor Information	**Banbury Towpath and 3Bs greenway**		In Scope	No Information	No Information	No Information	No Information	No Information	**Poor Information**								
425	Transport	Active Modes	**Rural and Inter-Urban Active Travel Improvements**	Improved access to high quality walking and cycling routes, with schemes including those in Local Cycling and Walking Plans (LCWIPs) for Abingdon, Didcot, Kidlington, Thame, and Wantage and Grove, along key A road corridors (A338, A415, A417, A420), improvement schemes in Kidlington, and between Abingdon and	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Local Transport Authorities	Department for Transport, Active Travel England, England's Economic Heartland, Local Authorities, Sustrans					
426	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	**A420 Corridor Improvements**	A range of proposals are suggested to improve the A420 in relation to road safety, bus priority measures, junction improvements, mobility hubs and encouraging freight to use to the strategic road network.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	Partially funded	**Progress to Prioritisation**		Oxfordshire County Council	Department for Transport, National Highways, England's Economic Heartland, Local Authorities, Operators, Private	Improve road safety and connectivity		750		
427	Transport	Highways, Rail, Bus, Coach and SRT, Active Modes	**Oxfordshire Metro**	Creating an integrated transport network that brings together rail, bus, walking and cycling	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**		Oxfordshire County Council						
428	Transport	Rail	**Proposed Ardley Railway Station**	OxRAIL is proposing 4 new stations and investigating the feasibility of reopening Ardley. Linked to New Towns announcement to serve Heyford Park housing.	In Scope	Partial Information	Enabling new development	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**						9000	Heyford Park	5000
429	Transport	Rail, Bus, Coach and SRT	**Carterton-Witney-Oxford Mass Rapid Transit Corridor**	Mass Rapid Transit Corridor between Carterton-Witney-Oxford. Existing review include all public transport options including rail, guided bus, light rail and/or any other mobility solutions.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**		Explored by Oxfordshire County Council			Set up by 371 and 266 Phase 2-5 A40A Eynsham Park and Ride to Wolvercote	5000		
430	Transport	Active Modes	**Delivery of walking and cycling infrastructure within LCWIPs**	Delivery of walking and cycling infrastructure within LCWIPs across Oxfordshire, including Oxford, Bicester, Kidlington, Abingdon, Witney, Banbury, Didcot, Chipping Norton and Woodstock.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**		Oxfordshire County Council						
431	Transport	Active Modes	**National Cycle Network Route 5 Upgrade**	Infrastructure upgrades to the National Cycle Network 5 between Didcot and Banbury.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Fully funded	**Retained in Stage 1**		Oxfordshire County Council	Active Travel England, Sustrans		Link to the Abingdon LCWIP which includes the Abingdon NCN 5 Missing Link Active Travel Scheme which is at preliminary			
432	Transport	Active Modes	**Further work for Oxfordshire♦s Low Traffic Neighbourhoods (LTNs)**	Minor works programmes relating to low traffic neighbourhoods since being made 'permanent♦, including the replacement of bollards with ANPR cameras at six strategic sites within the Cowley and east Oxford LTNs to improve emergency vehicle and public service access, and road safety traffic improvements at Westbury	In Scope	Partial Information	Maintenance or refurbishment	Completed	Oxfordshire Scale	To be confirmed	**Retained in Stage 1**		Oxfordshire County Council						
435	Transport	Rail	**Potential services extension of East West Rail**		In Scope	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	No funding	**Retained in Stage 1**								
436	Transport	Rail	**Western Rail Link to Heathrow**		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**			Promoted by Oxfordshire County Council					
437	Transport	Rail	**Didcot Parkway Station upgrades, including additional platform and grade separation south of the station**		In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**		Promoted by Oxfordshire County Council				11000		
438	Transport	Rail	**East West Rail**	The full delivery of East West Rail, with services running between Oxford and Cambridge, and potential service extensions onwards to East Anglia and to Bristol. East West Rail is a nationally significant railway project which aims to deliver much-needed transport connections for communities between Oxford and	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Committed	Larger Than Oxfordshire	Fully Funded	**Retained in Stage 1**		East West Railway Company	Chiltern Railways					
439	Transport	Rail	**The Electrified Railway: A zero-carbon railway for Oxfordshire**	The Electrified Railway: A zero-carbon railway for Oxfordshire will be built on the foundation of the Electric Freight Spine, beginning in Phase 1, delivered in Phase 2, and expanded in Phase 3 to create a fully zero carbon rail network for Oxfordshire and beyond.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	No funding	**Progress to Prioritisation**		Promoted by Oxfordshire County Council						
440	Transport	Rail, Active Modes	**Reopening of the Cowley Branch Line for Passengers**	Upgrades of they key movement corridors to/from the Cowley and Littlemore Stations by walking and cycling to new stations planned for the Cowley branch line.	In Scope	Partial Information	Mitigating impacts of new development, Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	Partially funded	**Progress to Prioritisation**		Network Rail	Department for Transport, Network Rail, National Highways, Active Travel England, England's Economic Heartland, Local	To maximise the use of the new rail link and stations via sustainable means to ensure the passenger forecasts are	Cowley branch line re-opening	10000		10000
441	Transport	Active Modes	**Varsity Way Cycleway Interventions**	Development of a high quality cycle way between Oxford and Cambridge, including off road and on road active travel infrastructure. This is to support moderate mode shift from cars to active travel for short journeys, and would connect to the original Varsity Cycleway. A number of interventions along the route have	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	No funding	**Progress to Prioritisation**		Local Transport Authorities	Department for Transport, Active Travel England, England's Economic Heartland, Local Authorities, Sustrans		Supports East West Rail for door-to-door connectivity improvements			
442	Transport	Active Modes	**Shrivenham - Swindon active travel link**	Top cross-boundary links identified through EEH Active Travel Strategy	Out of Scope / Duplicate	Partial Information	Strategic innovation and enhancements	Ambition	Larger Than Oxfordshire	No funding	**Out of Scope / Duplicate**		Local Transport Authorities	Department for Transport, Active Travel England, England's Economic Heartland, Local Authorities, Sustrans					
443	Transport	Active Modes	**Berinsfield to Oxford Active Travel Scheme**	Improved active travel connectivity of Oxford Science Park, with schemes including a new route alongside part of the A4074 or an off-line route via existing upgraded bridleways that follow the Roman Road from Berinsfield to Grenoble Road. The scheme is being further developed at present with design procured in	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	Partially funded	**Non-Strategic**		Oxfordshire County Council	Department for Transport, Active Travel England, England's Economic Heartland, Local Authorities, Sustrans					
444	Transport	No or Poor Information	**West Way / Eynsham Road Design**		In Scope	No Information	No Information	No Information	No Information	No Information	**Poor Information**		Oxfordshire County Council						
445	Transport		**Duplicate - 317**		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**								
446	Transport	Active Modes	**Eynsham to Botle Community Path Walking and Cycle Route via B4044**		In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**				Supports development in Eynsham as well as further afield				
447	Transport	Active Modes	**Witney High Street and Market Square enhancements scheme**	Scheme to deliver street improvement in Witney. Includes improved footway surfacing, more trees, more plants and gardens,	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - West Oxfordshire	Partially Funded	**Non-Strategic**								

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
399	Transport	Active Modes	**Carterton to Witney Cycle Route**					Short - Medium Term (2025 - 2040)							Potential funding route include S106	OCC Transport Infrastructure List
400	Transport	Active Modes	**Cycleway between Cholsey and Wallingford**			Cholsey to Wallingford		No Information								OCC Transport Infrastructure List
401	Transport	Active Modes	**Clifton Hampden ♦ Forge Lane contraflow cycle lane**			Clifton Hampden		No Information								OCC Transport Infrastructure List
402	Transport	Active Modes	**Churchill Road Active Travel Measures**			Where is this? (Oxford City/Didcot?) Please provide more information		No Information								OCC Transport Infrastructure List
403	Transport	Active Modes	**Bicester to Heyford Cycle Way**					No Information								OCC Transport Infrastructure List
404	Transport	Active Modes	**Bicester A41 Cycle Route J9 to Vendee Drive**					No Information								OCC Transport Infrastructure List
405	Transport	No or Poor Information	**Central Oxfordshire Movement and Place Framework - Phase 1: City Centre and North Oxford**					No Information								OCC Transport Infrastructure List
407	Transport	No or Poor Information	**B4022 Oxford Hill Works**			Witney		No Information								OCC Transport Infrastructure List
408	Transport	No or Poor Information	**Carterton Subway**			Carterton		No Information								OCC Transport Infrastructure List
409	Transport	No or Poor Information	**Witney Fiveways Roundabout with dedicated space for cycling**			Witney		No Information								OCC Transport Infrastructure List
410	Transport	No or Poor Information	**A40 Grade Separated Crossing, Eynsham**		Feasibility Study ongoing	Eynsham		Medium Term (2030-40)								OCC Transport Infrastructure List
411	Transport	No or Poor Information	**A44 New Street / A361 West Street / A44 High Street Junction Improvements at Chipping Norton**			Chipping Norton		No Information								OCC Transport Infrastructure List
412	Transport	No or Poor Information	**Underpass upgrade A34 near Chilton Field Site**			south of Chilton Interchange?		No Information								OCC Transport Infrastructure List
413	Transport	No or Poor Information	**A420 Coxwell Road**			Faringdon		No Information								OCC Transport Infrastructure List
414	Transport	Highways	**Fritford/ Marcham Lights and Junction Improvements**	F1 Williams, Abingdon Business Park	Identified as a priority improvement in Vale Local Plan, Joint Local Plan, LTCP and the emerging Movement and Place Strategy :	Fritford and Marcham, Vale of White Horse		Short Term (to 2030)	Short Term (to 2030)					Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and Vale of	Direct delivery / developer contributions / Oxfordshire County Council	OCC Transport Infrastructure List
415	Transport	No or Poor Information	**Banbury Market Place**			Banbury		No Information								OCC Transport Infrastructure List
416	Transport	No or Poor Information	**Elmsbrook Junction**			Elmsbrook		No Information								OCC Transport Infrastructure List
417	Transport	No or Poor Information	**Bicester Park and Ride Mobility Hub**			Bicester		No Information								OCC Transport Infrastructure List
418	Transport	No or Poor Information	**Bicester Market Square**			Bicester		No Information								OCC Transport Infrastructure List
419	Transport	No or Poor Information	**Abingdon - Audlett Drive**			Abingdon		No Information								OCC Transport Infrastructure List
420	Transport	No or Poor Information	**Abingdon East St Helen♦s**			Abingdon		No Information								OCC Transport Infrastructure List
421	Transport	No or Poor Information	**Abingdon Ock Street**			Abingdon		No Information								OCC Transport Infrastructure List
422	Transport	No or Poor Information	**Witney King George V Field Path**			Witney		No Information								OCC Transport Infrastructure List
423	Transport	No or Poor Information	**Wheatley to Oxford**			Wheatley to Oxford - information on mode would be helpful?		No Information								OCC Transport Infrastructure List
424	Transport	No or Poor Information	**Banbury Towpath and 3Bs greenway**			Banbury		No Information								OCC Transport Infrastructure List
425	Transport	Active Modes	**Rural and Inter-Urban Active Travel Improvements**		Proposed Intervention			Out of Scope / Duplicate	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
426	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	**A420 Corridor Improvements**		Plans at early stage of development, with initial funding of ♦2m from Safer Road Funds expected to focus on extra			Short - Medium Term (2025 - 2040)							♦2m of government funding has been allocated to improve safety on the A420. Existing plans are at an early stage, but	OCC Transport Scheme List, England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot
427	Transport	Highways, Rail, Bus, Coach and SRT, Active Modes	**Oxfordshire Metro**					Short - Long Term (2025 - 2050)	Developing the concept of the Oxfordshire Metro will begin in Phase 1 (2025♦2030) by laying the foundations of a fully integrated							OxRAIL2040
428	Transport	Rail	**Proposed Ardley Railway Station**			Ardley		Long Term (2040-50)								OxRAIL 2040
429	Transport	Rail, Bus, Coach and SRT	**Carterton-Witney-Oxford Mass Rapid Transit Corridor**		A planned study for early 2026 is required to develop the mass transit corridor set up by items 371 and 266, and progress this			Medium - Long Term (2030-50)								OxRAIL 2040
430	Transport	Active Modes	**Delivery of walking and cycling infrastructure within LCWIPs**					Short - Long Term (2025 - 2050)								
431	Transport	Active Modes	**National Cycle Network Route 5 Upgrade**		Proposed Intervention	Abingdon		Short Term (to 2030)	Short term as proposed in EEH Investment Prioritisation Framework					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
432	Transport	Active Modes	**Further work for Oxfordshire♦s Low Traffic Neighbourhoods (LTNs)**		Plans being consulted on in 2024	Oxford		To be confirmed						♦8,000,000.00 estimated in Oxford IDP		Oxfordshire County Council Transport Scheme List, Oxford City IDP
435	Transport	Rail	**Potential services extension of East West Rail**					To be confirmed								
436	Transport	Rail	**Western Rail Link to Heathrow**		Investigation through OxRAIL 2040			Longer Term (2040-50)								OxRAIL 2040
437	Transport	Rail	**Didcot Parkway Station upgrades, including additional platform and grade separation south of the station**		Planned investigation through OxRAIL2040	Didcot		Long Term (2040-50)								OxRAIL 2040
438	Transport	Rail	**East West Rail**					Longer Term (2040-50), Medium Term (2030-40), Short Term (to 2030)								
439	Transport	Rail	**The Electrified Railway: A zero-carbon railway for Oxfordshire**		In Phase 1 (2025♦2030), Oxfordshire County Council will work with Government, Network Rail and train operators as the			Medium - Long Term (2030-50)								nd
440	Transport	Rail, Active Modes	**Reopening of the Cowley Branch Line for Passengers**		Full Business Case Known delivery barriers: Land	South Oxford		Short Term (to 2030)	5-10 years			£20-25m		Subject to Full Business Case https://www.oxford.gov.uk/building-projects/reopening-cowley-branch-line-	An innovative local funding mix has been brought together to develop the Full Business Case (FBC) for this project,	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study, OCC Transport
441	Transport	Active Modes	**Varsity Way Cycleway Interventions**		Proposed Intervention	Oxford - i think this is a duplicate		Short Term (to 2030)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
442	Transport	Active Modes	**Shrivenham - Swindon active travel link**		Proposed Intervention	Shrivenham		Short Term (to 2030)	Identified as a short term scheme in the EEH Prioritisation Framework, however no commitment to investigation and delivery					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: EEH Active Travel Strategy Phase 2https://eeh-prod-
443	Transport	Active Modes	**Berinsfield to Oxford Active Travel Scheme**		Proposed Intervention	Berinsfield to Oxford		Short Term (to 2030)	Short term					Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Swindon ? Didcot ? Oxford Connectivity Study
444	Transport	No or Poor Information	**West Way / Eynsham Road Design**					No Information								Oxfordshire County Council Transport Infrastructure List
445	Transport		**Duplicate - 317**													
446	Transport	Active Modes	**Eynsham to Botle Community Path Walking and Cycle Route via B4044**					Short Term (to 2030)							Active Travel England funding has been used to develop designsof the part closest to Botley	
447	Transport	Active Modes	**Witney High Street and Market Square enhancements scheme**													

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
449	Transport	Highways	**A40-A44 Link Road**		In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	Partially Funded	**Progress to Prioritisation**						480		2175
450	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Cowley Grid GSP**	Cowley GSP substation upgrade to Gas Insulated Switchgear Driver - DNOA process	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
451	Energy and Utilities	Waste Infrastructure	**Waste collection, re-use and recycling facilities throughout the District**	Waste collection, re-use and recycling facilities throughout West Oxfordshire	Out of Scope / Duplicate: Waste infrastructure to be	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**		Oxfordshire County Council	Developers / WODC					
452	Social Infrastructure	Regeneration	**Berinsfield regeneration package, including: - New premises for a family and children's centre**		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**							Land at Berinsfield Garden Village	
453	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Cowley Local BSP**	Installation of an additional 132/33kV transformer, 2.5km of circuits and a new 132kV switchboard	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
454	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: New Didcot BSP**	Installation of two new 132/33kV transformers and 20.37km of 132kV circuits	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
455	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Harwell South RAL PSS**	Replacement of the two existing 132/11kV transformers	out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
456	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Culham PSS**	Installation of a third 132/11kV transformer and replacement of the two existing 132/11kV transformers	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
457	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Berinsfield PSS**	Replacement of the two existing 33/11kV transformer replacement 11.2km of dual 33kV underground cables to replace existing overhead line circuit	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
458	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Cowley Local PSS**	Reinforcement of the three existing 33/11kV transformers at Cowley Local PSS with higher rated units. Reinforcement of the three 33kV supply circuits.	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
459	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: New Oxford Science Park PSS**	Addition of two 33/11kV transformers and 3.6km of 33kV dual circuit	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
460	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Rose Hill PSS**	Reinforcement of the two existing 33/11kV transformers. Reinforcement of 6.3km of 33kV circuit between Cowley Local BSP and Rose Hill PSS.	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
461	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Wallingford PSS**	Reinforcement of the two existing 33/11kV transformers.	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
462	Transport	Rail, regeneration and place making	**Duplicate - 269**		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**								
463	Transport	Active Modes	**St Giles and Broad Street Public Realm Improvements**		In Scope				Local Authority Scale - Oxford City		**Out of Scope / Duplicate**								
464	Transport	Active Modes	**East Oxford Active Neighbourhood**			Partial Information		Investigation	Local Authority Scale - Oxford City	Partially Funded	**Out of Scope / Duplicate**								
466	Social Infrastructure	Leisure	**Replacement Windrush Leisure Centre in Witney**		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**								
467	Transport	Bus, Coach, Car, Multi-mode	**Park and Ride/Mobility Hub for A34 at Lodge Hill**	Lodge Hill Park and Ride / Mobility Hub will capture car trips on the A34 before reaching Oxford City's existing Park & Ride site (Redbridge P&R). The Modal Shift opportunity will help reduce pressures on congestion and improve bus journey times (particularly if the A34 bus lane is provided alongside this scheme)	Out of Scope / Duplicate	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**Out of Scope / Duplicate**		Oxfordshire County Council	Bus Operators, Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local				Dalton Barracks, North Abingdon sites	
468	Transport	Bus	**A34 northbound bus lane between Lodge Hill and Hinksey Hill**	A north bound bus lane is to be installed on the A34 between Lodge Hill Interchange and Hinksey Hill Interchange. The scheme will enable improved bus journey times and encourage modal shift for journeys currently undertaken between Abingdon and Oxford. Coupled with the proposed Lodge Hill Park and Ride /	Out of Scope / Duplicate	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**Out of Scope / Duplicate**		Oxfordshire County Council	Bus Operators, Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local				Dalton Barracks, North Abingdon sites	
469	Transport	Highways	**Rowstock Area Transport Improvements**	OCC is currently undertaking a study of the Rowstock Area to identify suitable mitigation for congestion and enable modal shift. It is expected that improvements will focus on bus priority measures within the study area.	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	Partially Funded	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, England's Economic Heartland, Local Authorities, Bus Operators			5000	North West Valley Park, Valley Park, Crab Hill	
470	Transport	Active Modes	**Oxford North / Oxford Parkway Pedestrian and Cycle Route**	Active travel link between Oxford North and Oxford Parkway	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Local Authority Scale - Oxford City	Partially Funded	**Progress to Prioritisation**								
471	Energy and Utilities	Energy Infrastructure	**Oxford Heat Network**	City-wide district heat network for Oxford to supply low carbon heating. This includes installation of about 20km of pipes to reduce gas demand by up to 10% at sites of targeted organisations with high heat consumption at Phase 1.	In Scope	Partial Information	Strategic innovation and enhancements	Pending	Local Authority Scale - Oxford City	Partially funded	**Progress to Prioritisation**		1Energy	Oxford City Council, Oxfordshire County Council, the Zero Carbon Oxfordshire Partnership, Oxford Brookes University and					
472	Social Infrastructure	Regeneration	**The Leys regeneration package linked to Grenoble Road and Northfield Developments in South Oxfordshire**		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**								
473	Transport		**Oxford Eastern Bypass (A4142) corridor / junction improvements**		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**								
474	Social Infrastructure	Cemetery	**Expansion of Downsview Road Cemetery, Grove**		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**								
475	Green Infrastructure	Green infrastructure	**Oxford Fringes: Create a sub-regional (minimum 500 hectares) or district-wide (minimum 100 hectares) greenspace at land**	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: The deficiency mapping outputs indicate gaps in the provision of larger scale greenspaces to the north and east of Oxford, within the administrative boundary of South Oxfordshire District Council. The Mid-Cherwell Corridor and the Otmoor,	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	No funding	**TBC**			South Oxon DC, Cherwell DC, Oxfordshire County Council, Buckinghamshire County Council, Local communities, local	The deficiency mapping outputs indicate gaps in the provision of larger scale greenspaces to the north and east of				Land at Bayswater Brook, edge of Oxford; Land at Grenoble Road, edge of Oxford, Land at Northfield, edge of Oxford; Land at	
476	Green Infrastructure		**Oxford Fringes: Integrate SuDS interventions and catchment-scale nature-based solutions to improve resilience and**	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: The River Thames and its floodplains are a key feature at the western periphery of Oxford, providing a blue infrastructure asset in proximity to areas of settlement. Although this proximity provides some access to natural greenspaces, it	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	No funding	**TBC**							Land at Bayswater Brook, edge of Oxford; Land at Grenoble Road, edge of Oxford, Land at Northfield, edge of Oxford; Land at	
477	Green Infrastructure		**Oxford Fringes: Enhance woodland connectivity to promote improved habitat linkages at the settlement edge, balancing**	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: Improve ecological connectivity through enhancement of riparian corridors along the River Thames. By integrating Local Nature Recovery Strategy objectives with watercourse enhancement, contribute towards ecological restoration and	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	No funding	**TBC**			Oxfordshire's Local Nature Recovery Strategy team, South Chilterns Catchment Partnership, Natural England, Local	Improve ecological connectivity through enhancement of riparian corridors along the River Thames. By integrating Local				Land at Bayswater Brook, edge of Oxford; Land at Grenoble Road, edge of Oxford, Land at Northfield, edge of Oxford; Land at	
478	Green Infrastructure		**Thame Clay Vale: Create a new ◆wider neighbourhood◆ greenspace that is accessible from Thame◆◆ eastern settlement**	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: Deficiencies are evident in access to district (at least 100 hectares) and wider neighbourhood (at least 20 hectares) greenspace across Thame. The eastern section of Thame also experiences a deficiency in neighbourhood (at least 10 hectares)	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			SODC, OCC, Thame Town Council, Local communities, Local landowners and developers, independent charitable trust,	Deficiencies are evident in access to district (at least 100 hectares) and wider neighbourhood (at least 20 hectares)				Land at Chalgrove Airfield (if JLP is not successful at examination); plus the following Thame Neighbourhood Plan 2	
479	Green Infrastructure		**Thame Clay Vale: Enhance tree and hedgerow planting to address fragmentation within land at the northern extent of Thame,**	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: The corridors of the A418, A4129 and A329 border the settlement of Thame and provide a source of noise pollution (risk of exposure >50 decibels).The opportunity exists to introduce appropriately sited GI interventions, such as tree and	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			SODC, Thame Town Council, Thame Green Living, Thame Trees (21st Century Thame), Oxfordshire Treescape Project, Wild	The corridors of the A418, A4129 and A329 border the settlement of Thame and provide a source of noise pollution (risk of				Land at Chalgrove Airfield (if JLP is not successful at examination); plus the following Thame Neighbourhood Plan 2	
480	Green Infrastructure		**Thame Clay Vale: Enhance habitat connectivity through the strategic expansion of riparian woodlands along Cuttle Brook**	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: This initiative aligns with Local Nature Recovery Strategy objectives with the aim of creating climate-resilient ecosystems linked to the expansion of riparian woodlands and integration of wetlands along the Cuttle Brook / Haseley Brook	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			SODC, Oxfordshire LNRS team, local landowners, EA, Woodland Trust, Local Wildlife Trusts, Natural England, OCC,	This initiative aligns with Local Nature Recovery Strategy objectives with the aim of creating climate-resilient ecosystems				Land at Chalgrove Airfield (if JLP is not successful at examination); plus the following Thame Neighbourhood Plan 2	
481	Green Infrastructure		**Corallian Ridge: Introduce surfacing and interpretation improvements along existing PRoW radiating from the settlement edge of**	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: The network of PRoW which emerge from the settlement edge of Faringdon provide connections to the wider countryside. However, existing PRoW are somewhat fragmented, frequently overgrown or lacking wayfinding elements, or	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			OCC Countryside Access Team, Faringdon Town Council, Local Community groups (Ramblers), Coalition for Healthy streets	The network of PRoW which emerge from the settlement edge of Faringdon provide connections to the wider countryside.				South West Faringdon; South Faringdon; East of Coxwell Road, Faringdon; Land south of Park Road, Faringdon; West of	
482	Green Infrastructure		**Corallian Ridge: Mitigate air and noise pollution, whilst also reducing the impact of the barrier caused by the A420 corridor**	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: The Corallian Ridge is characterised by agricultural land use, often bordered by fragmented sections of hedgerow. The corridor of the A420 forms a barrier and source of noise pollution (risk of exposure >50 decibels) at the south eastern	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			VoWH DC, Trust for Oxfordshire's Environment, Oxfordshire Treescape Project, Wild Oxfordshire, OCC	The Corallian Ridge is characterised by agricultural land use, often bordered by fragmented sections of hedgerow. The				South West Faringdon; South Faringdon; East of Coxwell Road, Faringdon; Land south of Park Road, Faringdon; West of	
483	Green Infrastructure		**Corallian Ridge: Restore and enhance green corridors and watercourses located in the recovery zone of the draft nature recovery**	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: This initiative aligns with Local Nature Recovery Strategy objectives, supporting the enhancement of green corridors, particularly around the River Ock and its tributaries. The project will aim to restore fragmented ecological corridors and improve	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			Ock Catchment Partnership, Oxfordshire LNRS team, VoWH DC, Local landowners, community groups and conservation	This initiative aligns with Local Nature Recovery Strategy objectives, supporting the enhancement of green corridors,				South West Faringdon; South Faringdon; East of Coxwell Road, Faringdon; Land south of Park Road, Faringdon; West of	
484	Green Infrastructure		**Central Thames Valley: Address the deficiency in ◆district◆greenspace to the north, east or south east of Didcot through**	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: Didcot is characterised by a good distribution of smaller scale greenspaces within its boundaries, offering access to public greenspaces close to home. However, there is a gap in larger(scale, or 'district' (at least 100 hectares) accessible	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			SODC, OCC, Didcot Town Council, local communities, local landowners and developers, independent charitable trust,	Didcot is characterised by a good distribution of smaller scale greenspaces within its boundaries, offering access to				Dalton Barracks (2,750 if JLP progress, 1,200 if not); North Abingdon-on-Thames; North West Abingdon-on-Thames; North	
485	Green Infrastructure		**Central Thames Valley: Strengthen ecological connectivity and resilience through riparian restoration and the**	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: This project aims to enhance ecological resilience by addressing localised habitat fragmentation and flood risks. By focusing on key watercourses, the project targets water quality improvement, flood risk reduction, and habitat connectivity.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			SODC, VoWH DC, Oxfordshire LNRS team, South Chilterns Catchment Partnership, Local landowners, EA, Woodland Trust,	This project aims to enhance ecological resilience by addressing localised habitat fragmentation and flood risks. By focusing				Dalton Barracks (2,750 if JLP progress, 1,200 if not); North Abingdon-on-Thames; North West Abingdon-on-Thames; North	
486	Green Infrastructure		**Central Thames Valley: Introduce a programme of future tree planting to address disparities in tree coverage within Abingdon-**	From South Oxfordshire and Vale of White Horse Green Infrastructure Study: Introduce a programme of future tree planting within areas of Abingdon-on-Thames, Milton Park and Didcot to address inequitable access to trees, as identified by the Tree Equity Score. The LSOAs ranked least includes land to the east of	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			Trust for Oxfordshire's Environment, Abingdon Carbon Cutters, Trees for Cities, the Tree Council, Forestry England, Local	Introduce a programme of future tree planting within areas of Abingdon-on-Thames, Milton Park and Didcot to address				Dalton Barracks (2,750 if JLP progress, 1,200 if not); North Abingdon-on-Thames; North West Abingdon-on-Thames; North	
487	Green Infrastructure		**Upper Slopes and Wessex Downs Scarps: Restore the floodplain and riparian buffer along the Letcombe Brook to enhance**	From South Oxfordshire and Vale of White Horse GI Study: This project focuses on restoring the ecological integrity of Letcombe Brook, a rare chalk stream, through riparian buffer and floodplain restoration. The project addresses issues of poor water quality and habitat degradation, whilst also improving biodiversity and	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			LAs, Oxfordshire LNRS team, Ock Catchment partnership, local landowners, EA, woodland trust, local wildlife trusts,	This project focuses on restoring the ecological integrity of Letcombe Brook, a rare chalk stream, through riparian buffer				Grove Airfield (2,500 homes), NW Grove (642 homes), Monks Farm, Crab Hill	
488	Green Infrastructure		**Upper Slopes and Wessex Downs Scarps: Enhance east-west linkages by addressing fragmentation of the PRoW network along**	From South Oxfordshire and Vale of White Horse GI Study: Settlements along the northern slopes of the North Wessex Downs National Landscape are relatively well connected to the wider landscape by the existing PRoW network. However, east-west connections are fragmented or otherwise limited, with most	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			OCC, Wilts & Berks Canal Trust, local communities, local landowners and businesses, Letcombe Brook Project,	Settlements along the northern slopes of the North Wessex Downs National Landscape are relatively well connected to				Grove Airfield (2,500 homes), NW Grove (642 homes), Monks Farm, Crab Hill	
489	Green Infrastructure		**Upper Slopes and Wessex Downs Scarps: Support PRoW improvements that enhance connectivity and promote sustainable**	From South Oxfordshire and Vale of White Horse GI Study: The North Wessex Downs National Landscape provides an expansive landscape in proximity to numerous settlements along the northern slopes. Several PRoW extend from the settlements, providing locals and visitors access to the wider countryside. Some	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			OCC, local communities, Letcombe Brook Project, VoWH DC, Canal and river trust, Sustrans, Wild Wantage and Natural	The North Wessex Downs National Landscape provides an expansive landscape in proximity to numerous				Grove Airfield (2,500 homes), NW Grove (642 homes), Monks Farm, Crab Hill	
490	Green Infrastructure		**Chalk Escarpment and Foothills: Introduce localised improvements to the network of PRoW around Wallingford, including a new**	From South Oxfordshire and Vale of White Horse GI Study: Situated along the River Thames, Wallingford is well connected to the surrounding landscape, with a network of PRoW radiating from the settlement edge. In proximity to the river as well as both the North Wessex Downs and Chilterns National Landscapes, the town	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			Local communities, SO DC, canal and river trust, Sustrans, OCC, Natural England	Situated along the River Thames, Wallingford is well connected to the surrounding landscape, with a network of				West of Wallingford (555 homes), Reading Road Wallingford (502 homes)	
491	Green Infrastructure		**Chalk Escarpment and Foothills: Utilise GI to enhance ecological connectivity along the River Thames at the eastern extent of**	From South Oxfordshire and Vale of White Horse GI Study: This project addresses the need for ecological connectivity and habitat restoration along the River Thames. The initiative focuses on localised improvements to riparian habitats through native vegetation planting, water quality enhancements, and the	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			SODC, Oxfordshire LNRS team, South Chilterns Catchment Partnership, local landowners, EA, Woodland Trust, Local	This project addresses the need for ecological connectivity and habitat restoration along the River Thames. The				West of Wallingford (555 homes), Reading Road Wallingford (502 homes)	
492	Green Infrastructure		**Chalk Escarpment and Foothills: Introduce a SSSI access management initiative (The chalk escarpment forming**	From South Oxfordshire and Vale of White Horse GI Study: The chalk escarpment forming the northern edge of the Chilterns National Landscape is host to numerous sensitive habitats designated as SSSIs. The wider landscape is a popular recreational destination, with a dense PRoW network attracting locals and visitors	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			Chilterns Conservation Board, Chilterns Rangers, Rural Communities Fund, local wildlife trusts, EA, SODC, Natural England,	The chalk escarpment forming the northern edge of the Chilterns National Landscape is host to numerous sensitive habitats				West of Wallingford (555 homes), Reading Road Wallingford (502 homes)	
493	Green Infrastructure		**Chiltern Woods Plateau: Establish a new woodland corridor to enhance habitat connectivity between ancient woodlands,**	From South Oxfordshire and Vale of White Horse GI Study: The project aims to restore and connect ancient woodlands, enhancing the resilience of ecological networks and local wildlife populations at the interface between the urban areas of Henley-on-Thames and the rural landscape. Data from the NEGIF indicates that	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			SODC, Chilterns Conservation board, South Chilterns Catchment Partnership, local landowners, EA, woodland trust, local	The project aims to restore and connect ancient woodlands, enhancing the resilience of ecological networks and local				Henley NDP allocations	
494	Green Infrastructure		**Chiltern Woods Plateau: . Enhance flood resilience within the southern extent of Henley-on-Thames through the**	From South Oxfordshire and Vale of White Horse GI Study: The project integrates flood management and nature recovery efforts as a mechanism to improve water management, reduce flood risks, and enhance local biodiversity in areas lying within Flood Zones 2 and 3. The project aligns with regional goals for flood	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			SODC, Oxfordshire LNRS team, Ock Catchment Partnership, local landowners, EA, woodland trust, local wildlife trusts,	The project integrates flood management and nature recovery efforts as a mechanism to improve water				Henley NDP allocations	
495	Green Infrastructure		**Chiltern Woods Plateau: Expand the network of ◆doorstep◆ greenspace within residential areas of Henley-on-Thames with the aim of**	From South Oxfordshire and Vale of White Horse GI Study: Despite its proximity to the wider countryside within the Chilterns National Landscape, Henley-on-Thames is host to compact residential neighbourhoods with a limited number of public amenity spaces. The number of 'doorstep' greenspaces is relatively low	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - South Oxfordshire and Vale of White Horse	No funding	**TBC**			Sustrans, local community groups and organisations, SODC, local community	Despite its proximity to the wider countryside within the Chilterns National Landscape, Henley-on-Thames is host to				Henley NDP allocations	

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
449	Transport	Highways	**A40-A44 Link Road**					Short - Medium Term (2025 - 2040)								
450	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Cowley Grid GSP**								2031					Cowley Grid SDP
451	Energy and Utilities	Waste Infrastructure	**Waste collection, re-use and recycling facilities throughout the District**					Out of Scope / Duplicate	2016-2031	2016	2031		£0.00		Development (S106 for on-site provision), other funding sources to be identified	West Oxfordshire IDP (November 2016)
452	Social Infrastructure	Regeneration	**Berinsfield regeneration package, including: - New premises for a family and children's centre**													
453	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Cowley Local BSP**								2029					Cowley Grid SDP
454	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: New Didcot BSP**								2037					Cowley Grid SDP
455	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Harwell South RAL PSS**								2030					Cowley Grid SDP
456	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Culham PSS**								2030					Cowley Grid SDP
457	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Berinsfield PSS**								2033					Cowley Grid SDP
458	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Cowley Local PSS**								2027					Cowley Grid SDP
459	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: New Oxford Science Park PSS**								2027					Cowley Grid SDP
460	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Rose Hill PSS**								2031					Cowley Grid SDP
461	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Wallingford PSS**								2032					Cowley Grid SDP
462	Transport	Rail, regeneration and place making	**Duplicate - 269**													
463	Transport	Active Modes	**St Giles and Broad Street Public Realm Improvements**													
464	Transport	Active Modes	**East Oxford Active Neighbourhood**													
466	Social Infrastructure	Leisure	**Replacement Windrush Leisure Centre in Witney**													
467	Transport	Bus, Coach, Car, Multi-mode	**Park and Ride/Mobility Hub for A34 at Lodge Hill**	Milton Park, Harwell Campus, Oxford Science Park		Lodge Hill Interchange			Medium Term (2030-40)					Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and Vale of	Direct delivery / developer contributions / Oxfordshire County Council	LTCP Area Strategy, Land safeguarded in Vale LP
468	Transport	Bus	**A34 northbound bus lane between Lodge Hill and Hinksey Hill**	Milton Park, Harwell Campus, Oxford Science Park		Abingdon to Oxford			Medium Term (2030-40)					Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and Vale of	Direct delivery / developer contributions / Oxfordshire County Council	LTCP Area Strategy, Land safeguarded in Vale LP
469	Transport	Highways	**Rowstock Area Transport Improvements**	Harwell Campus, Milton Park	Investigation through Rowstock Area Transport Study	Rowstock Area		Short Term (to 2030)	Short Term (to 2030)					Cost to be confirmed following further detailed work and in discussion with Oxfordshire County Council and Vale of	Direct delivery / developer contributions / Oxfordshire County Council	LTCP Area Strategy, Land safeguarded in Vale LP
470	Transport	Active Modes	**Oxford North / Oxford Parkway Pedestrian and Cycle Route**					Short - Medium Term (2025 - 2040)							Some funding will come with the P86b golf course and other developments, but this will be	
471	Energy and Utilities	Energy Infrastructure	**Oxford Heat Network**		Expecting planning application to be submitted in due course for construction in 2026 for Phase 1. No published timeline for	Oxford City		Short - Long Term (2025 - 2050)							Phase 1 include private investment of £100m and £21m of further government investment through the Green Heat	
472	Social Infrastructure	Regeneration	**The Leys regeneration package linked to Grenoble Road and Northfield Developments in South Oxfordshire**													
473	Transport		**Oxford Eastern Bypass (A4142) corridor / junction improvements**													
474	Social Infrastructure	Cemetery	**Expansion of Downsview Road Cemetery, Grove**													
475	Green Infrastructure	Green infrastructure	**Oxford Fringes: Create a sub-regional (minimum 500 hectares) or district-wide (minimum 100 hectares) greenspace at land**	South Oxford Science Village (Grenoble Road employment allocation - 10ha)		Edge of Oxford			Long term						planning obligations, CIL, crowd funding, public sector grants, BNG, DEFRA Environmental Land Management	Green Infrastructure Strategy and Open Space Study(Appendix K)
476	Green Infrastructure		**Oxford Fringes: Integrate SuDS interventions and catchment-scale nature-based solutions to improve resilience and**	South Oxford Science Village (Grenoble Road employment allocation - 10ha)		Edge of Oxford			Medium term						Natural Environment Investment Readiness Fund, Environmental Land Management schemes, DEFRA's Natural	Green Infrastructure Strategy and Open Space Study(Appendix K)
477	Green Infrastructure		**Oxford Fringes: Enhance woodland connectivity to promote improved habitat linkages at the settlement edge, balancing**	South Oxford Science Village (Grenoble Road employment allocation - 10ha)		Edge of Oxford			Medium to longer term						DEFRA Environmental Land Management Schemes, heritage lottery fund, water restoration fund, LPA funding streams,	Green Infrastructure Strategy and Open Space Study(Appendix K)
478	Green Infrastructure		**Thame Clay Vale: Create a new ◆wider neighbourhood◆ greenspace that is accessible from Thame◆s eastern settlemen**			Thame to Chalgrove area			Long term						Planning obligations, public sector grant funds, payments for access, payment for ecosystem services, BNG, DEFRA	Green Infrastructure Strategy and Open Space Study(Appendix K)
479	Green Infrastructure		**Thame Clay Vale: Enhance tree and hedgerow planting to address fragmentation within land at the northern extent of Thame,**			Thame to Chalgrove area			Short term						Thame Town Council, Tree COuncil (Branching out Fund), Woodland Trust, DEFRA Environmental Land Management	Green Infrastructure Strategy and Open Space Study(Appendix K)
480	Green Infrastructure		**Thame Clay Vale: Enhance habitat connectivity through the strategic expansion of riparian woodlands along Cuttle Brook**			Thame to Chalgrove area			Medium term						Natural Environment Investment Readiness Fund, Environmental Land Management schemes, DEFRA's Natural	Green Infrastructure Strategy and Open Space Study(Appendix K)
481	Green Infrastructure		**Corallian Ridge: Introduce surfacing and interpretation improvements along existing PRoW radiating from the settlement edge of**			Faringdon, Kingston Bagpuise, and Standford in the Vale area			Short to medium term						Faringdon Town Council, DEFRA Environmental Land Management Schemes, OCC	Green Infrastructure Strategy and Open Space Study(Appendix K)
482	Green Infrastructure		**Corallian Ridge: Mitigate air and noise pollution, whilst also reducing the impact of the barrier caused by the A420 corridor**			Faringdon, Kingston Bagpuise, and Standford in the Vale area			Short term						Faringdon Town Council, Fyfield and Tubney Parish Council, Tree Council, The Woodland Trust	Green Infrastructure Strategy and Open Space Study(Appendix K)
483	Green Infrastructure		**Corallian Ridge: Restore and enhance green corridors and watercourses located in the recovery zone of the draft nature recovery**			Faringdon, Kingston Bagpuise, and Standford in the Vale area			Medium term						Natural Environment Investment Readiness Fund, Environmental Land Management schemes, DEFRA's Natural	Green Infrastructure Strategy and Open Space Study(Appendix K)
484	Green Infrastructure		**Central Thames Valley: Address the deficiency in ◆district◆greenspace to the north, east or south east of Didcot through**	Harwell Campus, Milton Park, Culham Campus		Abingdon, Didcot, Harwell Campus, Milton Park, Culham Campus			Long term						planning obligations, CIL, crowd funding, public sector grants, BNG, DEFRA Environmental Land Management	Green Infrastructure Strategy and Open Space Study(Appendix K)
485	Green Infrastructure		**Central Thames Valley: Strengthen ecological connectivity and resilience through riparian restoration and the**	Harwell Campus, Milton Park, Culham Campus		Abingdon, Didcot, Harwell Campus, Milton Park, Culham Campus			Short to medium term						Natural Environment Investment Readiness Fund, Environmental Land Management schemes, DEFRA's Natural	Green Infrastructure Strategy and Open Space Study(Appendix K)
486	Green Infrastructure		**Central Thames Valley: Introduce a programme of future tree planting to address disparities in tree coverage within Abingdon-**	Harwell Campus, Milton Park, Culham Campus		Abingdon, Didcot, Harwell Campus, Milton Park, Culham Campus			Short to medium term						Didcot Town Council, Milton Parish council, Abingdon on Thames parish council, Tree Council, the Woodland Trust	Green Infrastructure Strategy and Open Space Study(Appendix K)
487	Green Infrastructure		**Upper Slopes and Wessex Downs Scarps: Restore the floodplain and riparian buffer along the Letcombe Brook to enhance**			Wantage and Grove area			Long term						Natural Environment Investment Readiness Fund, Environmental Land Management schemes, DEFRA's Natural	Green Infrastructure Strategy and Open Space Study(Appendix K)
488	Green Infrastructure		**Upper Slopes and Wessex Downs Scarps: Enhance east-west linkages by addressing fragmentation of the PRoW network along**			Wantage and Grove area			Medium term						Wild Wantage, Sustrans, DEFRA Environmental Land Management Schemes, National Lottery Community	Green Infrastructure Strategy and Open Space Study(Appendix K)
489	Green Infrastructure		**Upper Slopes and Wessex Downs Scarps: Support PRoW improvements that enhance connectivity and promote sustainable**			Wantage and Grove area			Medium term						Wild Wantage, Sustrans, DEFRA Environmental Land Management Schemes, National Lottery Community	Green Infrastructure Strategy and Open Space Study(Appendix K)
490	Green Infrastructure		**Chalk Escarpment and Foothills: Introduce localised improvements to the network of PRoW around Wallingford, including a new**			Wallingford, Benson, Wattlington area			Short term for PRoW improvements, and meidum term for everything else						Sustrans, DEFRA, National lottery community fund, Royal Countryside Fund, Private sector contributions (BNG)	Green Infrastructure Strategy and Open Space Study(Appendix K)
491	Green Infrastructure		**Chalk Escarpment and Foothills: Utilise GI to enhance ecological connectivity along the River Thames at the eastern extent of**			Wallingford, Benson, Wattlington area			Medium term						Natural Environment Investment Readiness Fund, Environmental Land Management schemes, DEFRA's Natural	Green Infrastructure Strategy and Open Space Study(Appendix K)
492	Green Infrastructure		**Chalk Escarpment and Foothills: Introduce a SSSI access management initiative (The chalk escarpment forming**			Wallingford, Benson, Wattlington area			Medium term						Heritage Lottery fund, LPA funding streams, private sector contributions through BNG offsets, DEFRA ELMs / Countryside	Green Infrastructure Strategy and Open Space Study(Appendix K)
493	Green Infrastructure		**Chiltern Woods Plateau: Establish a new woodland corridor to enhance habitat connectivity between ancient woodlands,**			Henley-on-Thames area			Medium term						Natural Environment Investment Readiness Fund, Environmental Land Management schemes, DEFRA's Natural	Green Infrastructure Strategy and Open Space Study(Appendix K)
494	Green Infrastructure		**Chiltern Woods Plateau: . Enhance flood resilience within the southern extent of Henley-on-Thames through the**			Henley-on-Thames area			Medium term						Natural Environment Investment Readiness Fund, Environmental Land Management schemes, DEFRA's Natural	Green Infrastructure Strategy and Open Space Study(Appendix K)
495	Green Infrastructure		**Chiltern Woods Plateau: Expand the network of ◆doorstep◆ greenspace within residential areas of Henley-on-Thames with the aim of**			Henley-on-Thames area			Medium to longer term						Rural Communities Fund, Heritage Lottery Fund, Private sector contributions through BNG offsets	Green Infrastructure Strategy and Open Space Study(Appendix K)

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
496	Social Infrastructure	Leisure	**Didcot Wave Leisure Centre - create a new 20m x 10m teaching pool annexed to the current Leisure Pool building**		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**								
497	Social Infrastructure	Leisure	**Wantage Leisure Centre - create a new 18m x 10m teaching pool annexed to the current Leisure Pool building**		Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	Out of Scope / Duplicate	**Out of Scope / Duplicate**								
498	Health and Social Care	Primary Healthcare and Public Health	**Great Western Park Health Centre, Didcot**	Delivery of health centre and GP services at Great Western Park, Didcot	In Scope	Partial Information	Mitigating the impacts of development	Committed	Local Authority Scale - South Oxfordshire and Vale of White Horse	Partially funded	**Non-Strategic**		BOB ICB, Vale of White Horse District Council, Developer (Taylor Wimpey), NHS England, Assura, Woodlands Medical				10034	Great Western Park, Valley Park, North West Valley Park, Didcot North East, Ladygrove East	
499	Energy and Utilities	Energy Infrastructure	**East Claydon GSP SDP: East Claydon GSP to Bicester North BSP**	Reinforcement of an existing section of 132kV single circuit between East Claydon GSP and Bicester North BSP. Third 132kV circuit added between East Claydon GSP and Bicester North BSP, along with a third 120 MVS	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
500	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: New Didcot GSP**		Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
501	Social Infrastructure	Secondary Education	**Expansion of Bartholomew School**		In Scope	Partial Information	Mitigating the impacts of development	Investigation	Local Authority Scale - West Oxfordshire	Developer Direct Delivery or Contributions	**Retained in Stage 1**								
502	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Grove PSS**	Reinforcement of the two existing 33/11kV transformers.	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
503	Water	Flood Risk Management, Green Infrastructure	**Cherwell Natural Flood Management**	3 multi-landholding natural flood management schemes including riparian planting, bunds, leaky dams	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Local Authority Scale - Cherwell	Partially funded	**Progress to Prioritisation**		Cherwell Farmer Group	The North East Cotswold Farmer Cluster CIC					
512	Water	Flood Risk Management	**Abingdon-on-Thames Flood Alleviation Scheme (AFAS)**		In Scope	TBC	TBC	TBC	Oxfordshire Scale	TBC	**Progress to Prioritisation**								
513	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Fulcot PSS and Cholsey PSS**	20.4km of 33kV circuit reinforcement under Drayton BSP	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
514	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Arncott PSS**	Reinforcement of the two existing 33/11kV transformers.	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
515	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Wheatley PSS**	Reinforcement of the two existing 33/11kV transformers	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
516	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Stokenchurch PSS**	Reinforcement of the two existing 33/11kV transformers Reinforcement of 11.4km of 33kV circuit between High Wycombe BSP and Stokenchurch PSS.	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
517	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Chisbridge PSS**	Reinforcement of 1.71km 33kV circuit between High Wycombe BSP and Chisbridge PSS	Out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
518	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Wattington PSS**	Installation of two additional 33/11kV transformers	out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
519	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Eynsham PSS**	Reinforcement of the 33kV circuits from Witney BSP to Eynsham PSS	out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
520	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Standlake PSS**	Installation of two additional 33/11kV transformers	out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
521	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Lovelace Road PSS**	Installation of an additional 33/11kV transformer at Lovelace Road with new indoor 33kV busbar	out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
522	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Yarnton PSS**	3 rd Yarnton PSS 33/11kV transformer installed	out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
523	Energy and Utilities	Energy Infrastructure	**East Claydon GSP SDP: Bicester North BSP**	Reinforcement of the existing 132/33kV transformers at Bicester North BSP from 90MVA to 120MVA units.	out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
524	Energy and Utilities	Energy Infrastructure	**East Claydon GSP SDP: Bicester North BSP to the Bicester PSS - Upper Heyford PSS circuits**	4.4km of double 33kV cable added between Bicester North and the Bicester – Upper Heyford circuit, due to constraint on the Bicester North BSP to Bicester PSS 33kV network	out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
525	Energy and Utilities	Energy Infrastructure	**East Claydon GSP SDP: Bicester North BSP**	Convert the existing GIS 33kV single busbar into a new GIS 33kV double busbar	out of scope/duplicate	Partial Information	Mitigating the impacts of development	Committed	Oxfordshire Scale	To be delivered by utility providers	**Out of Scope / Duplicate**								
526	Energy and Utilities		**Cowley GSP SDP: High Wycombe BSP transformers**	High Wycombe BSP sees overloading of first the transformers under N-1 conditions. A short-term solution would be to install a new transformer at High Wycombe; however, the circuits will soon be overloaded. Potential options to resolve both issues are shown in the below entry	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
527	Energy and Utilities		**Cowley GSP SDP: High Wycombe BSP 132kV circuits**	The lines from Cowley GSP to High Wycombe BSP are overloaded as well as the transformers, high-level options to resolve both these constraints are: – Installation of a third 132kV transformer at High Wycombe, alongwith the third circuit from Cowley GSP.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
528	Energy and Utilities		**Cowley GSP SDP: Drayton BSP transformers**	Increasing demand and generation requirements at Drayton require additional capacity release in order to maintain P2/8 obligations at Drayton. Initial optioneering has taken place and a detailed plan is expected to be suggested in 2025. Potential options are:	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
529	Energy and Utilities		**Cowley GSP SDP: Headington BSP transformers**	Works have been triggered to solve the 132kV circuit constraints from Cowley GSP to Headington BSP. However, DFES projections show that the transformers at Headington could be overloaded in N-1 conditions by 2030. Potential options to resolve this could be: – Construction of a 132kV GIS busbar at Headington BSP.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
530	Energy and Utilities		**Cowley GSP SDP: Wootton Road PSS transformers**	Wootton Road PSS is predicted have a transformer constraint issues under N-1 conditions. The substation is fed from Oxford BSP, and its closest substation is Winsmore Lane PSS. Potential options to resolve this constraint are: – Upgrade the transformers at Wootton Road and the 33kV supply circuits, however this woul	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
531	Energy and Utilities		**Cowley GSP SDP: Deddington PSS transformers**	Deddington PSS is predicted to have constraint issues under N-1 conditions. Potential options to resolve this constraint: – Reinforcement of the transformers at Deddington PSS. –Load transfers on the 11kV network to Kiddington PSS	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
532	Energy and Utilities		**Cowley GSP SDP: Winsmore Lane PSS transformers**	Winsmore Lane PSS is predicted have constraint issues under N-1 conditions. Potential options to resolve this constraint are: – Reinforcement of the transformers at Winsmore Lane and the circuits feedingit. – Construction of a new primary in the area that could support load growth currently projected at Wootton	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
533	Energy and Utilities		**Cowley GSP SDP: North Hinksey PSS transformers**	North Hinksey PSS is predicted have constraint issues in N-1 conditions. A potential option to resolve is: – Reinforcement of transformers at North Hinksey.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
534	Energy and Utilities		**Cowley GSP SDP: 33kV circuits Oxford BSP to Wooton Road PSS and Kennington PSS.**	The 33kV circuits in this area will require intervention. Potential options to resolve are: – Reinforcement of existing circuits with higher rated conductors. – Use existingcircuits from Oxford BSP to Kennington PSS as dedicated 33kV supply circuits. Build new 33kV circuits from Oxford BSP to Wootton Road PSS. Both PSS to	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
535	Energy and Utilities		**Cowley GSP SDP: Grove PSS and Wantage PSS 33kV circuits.**	These 33kV circuits are projected to require intervention. Potential options to resolve are: – Reinforcement of the existing 33kV circuits – may require undergrounding of circuits or upgrade of poles for required OHL conductor. – New 33kV circuit from Drayton BSP to Grove PSS and sever the connection from the Wantage	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
536	Energy and Utilities		**Cowley GSP SDP: Witney BSP 33kV circuit ring (Windrush Park PSS – Burford PSS – Rissington PSS – Leafield PSS).**	Intervention is projected to be required on this 33kV ring network. Potential solutions could be: – Reinforce existing 33kV circuit sections projected to be overloaded. – Build a new 33kV circuit from Witney BSP to Windrush Park PSS, sever the existing Windrush Park PSS to Burford PSS circuit and connect to the newly	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
537	Energy and Utilities		**Cowley GSP SDP: Leafield PSS transformers**	Potential options to resolve this constraint: – Reinforcement of the transformers at Leafield PSS. –Load transfer on the 11kV network - likely to be challenging due to the rural area	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
538	Energy and Utilities		**Cowley GSP SDP: Milton 33kV supply circuits (and later Milton transformers)**	Demand growth has been driven by data centre connections in the area. Further LCT growth is also anticipated. Potential solutions to provide capacity could be: – Reinforcement of existingassets. – Construction of a new primary substation to accommodate the growing demand in the area. Timeline of this	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
539	Energy and Utilities		**Cowley GSP SDP: Yarnton BSP 33kV ring (Woodstock PSS – Kiddington PSS – Charlbury PSS – Chipping Norton PSS**	The circuit is predicted to have a constraint in outage conditions. Potential options to resolve this constraint are: – Reinforcement of the existing 33kV circuits –likely to be expensive and require undergrounding as overhead line conductors for the projected	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
540	Energy and Utilities		**Cowley GSP SDP: Cowley GSP to Culham PSS 132kV circuits.**	The 132kV circuits supplying Culham from Cowley are predicted be overloaded during N-1 conditions in 2032. Potential options to resolve this are: – Reinforcement of the existing circuits supplying Culham from Cowley. – Additional circuit from Cowley GSP to Culham PSS. –Separate Culham PSS from Drayton BSP so	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
541	Energy and Utilities		**Cowley GSP SDP: Fryers Lane PSS transformers (and later circuits).**	Potential options to resolve this constraint are: – Reinforcement of existingtransformers at Fryers Lane PSS. – Load transfer on the 11kV network, potentially to High Wycombe Town PSS however more detailed analysis will be needed.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
542	Energy and Utilities		**Cowley GSP SDP: Fyfield PSS transformers.**	Fyfield PSS is predicted have constraint issues under N-1 conditions. Potential options to resolve this constraint are: – Reinforcement of existingtransformers at Fyfield PSS. –Load transfers on the 11kV network unlikely due to rural location and long 11kV circuits to neighbouring primary substations	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
543	Energy and Utilities		**Cowley GSP SDP: Standlake PSS 33kV supply circuit**	Potential options to resolve this constraint are: – Reinforcement of existing 33kV circuit from Witney BSP to Standlake PSS would provide capacity on the intact network for the medium-term but does not greatly increase network resilience or security of supply. – A longer-term option would be to reinforce the existing	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
544	Energy and Utilities		**Cowley GSP SDP: Drayton BSP to Winsmore Lane PSS 33kV circuits**	Potential options to resolve this constraint are: – Reinforcement of existing 33kV circuit. –Build of new circuit less likely to be best option as it would require an additional 33kV CB at Drayton BSP.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
545	Energy and Utilities		**Cowley GSP SDP: Union Street PSS transformers**	Potential solution: – Reinforcement of existingtransformers. –Load transfer on the 11kV network maybe possible due to close proximity to neighbouring primary substations, more detailed work required to understand 11kV capacity for load transfer.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
546	Energy and Utilities		**Cowley GSP SDP: Yarnton BSP to Eynsham PSS 33kV circuits (backfeed that is in-service under N-1 conditions).**	Potential solution: – Reinforcement of existing 33kV backfeed circuit. –Laying of additional circuit from Witney or Yarnton BSP. – Load transfer on the 11kV network, however further study would be needed due to the low density of primaries in the area	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
547	Energy and Utilities		**Cowley GSP SDP: Witney Town PSS transformers and 33kV supply circuits**	Potential options to resolve: – Existingtransformers are the max rated units for this voltage level. Addition of third transformer at this site may require expansion of site. Construction of third circuit from Witney BSP requires a new 33kV CB at Witney BSP. – Build a new primary substation to provide capacity for some of the	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
548	Energy and Utilities		**Cowley GSP SDP: Wantage PSS transformers.**	Customer connections alongside projected growth in the DFES is driving the reinforcement requirement. Potential option to resolve: – Reinforcement of existingtransformers would provide sufficient capacity for projected 2050 demands.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
549	Energy and Utilities		**Cowley GSP SDP: Frenchay Road transformers**	Potential options to resolve this constraint are: – Reinforcement of the transformers at Frenchay Road PSS, no requirement for circuit reinforcement so this will provide	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
496	Social Infrastructure	Leisure	**Didcot Wave Leisure Centre - create a new 20m x 10m teaching pool annexed to the current Leisure Pool building**													HPL04.3-South-Oxfordshire-Leisure-Facilities-Assessment-and-Strategy-Final.pdf - Pg55
497	Social Infrastructure	Leisure	**Wantage Leisure Centre - create a new 18m x 10m teaching pool annexed to the current Leisure Pool building**													HPL04.4 Vale of White Horse Leisure Facilities Assessment and Strategy (Final) - pg55
498	Health and Social Care	Primary Healthcare and Public Health	**Great Western Park Health Centre, Didcot**		Planning application approved in April 2025. Current issues being resolved include reimbursement mechanism of		OX11 6AS									https://www.bucksoxonberksw.icb.nhs.uk/our-places/great-western-park-didcot-gp-services
499	Energy and Utilities	Energy Infrastructure	**East Claydon GSP SDP: East Claydon GSP to Bicester North BSP**													East Claydon Grid Supply Point: Strategic Development Plan
500	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: New Didcot GSP**													Cowley Grid SDP
501	Social Infrastructure	Secondary Education	**Expansion of Bartholomew School**													
502	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Grove PSS**								2026					Cowley Grid SDP
503	Water	Flood Risk Management, Green Infrastructure	**Cherwell Natural Flood Management**		project has outline feasibility. funding for detailed feasibility is in process of being secured.	Deddington Brook and two other tributaries of the river Cherwell		Short Term (to 2030)		2027	2029	£500,000		costs are approximate and will depend on detailed feasibility design	Feasibility funded by EA WEIF. Might be eligible for some funding from agri-environment schemes but uncertain	
512	Water	Flood Risk Management	**Abingdon-on-Thames Flood Alleviation Scheme (AFAS)**					Short Term (to 2030)								South Oxfordshire and Vale of White Horse Water Cycle Study Detailed Report - Draft (September 2025) (draft findings, report
513	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Fulcot PSS and Cholsey PSS**								2034					Cowley Grid SDP
514	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Arncott PSS**								2026					Cowley Grid SDP
515	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Wheatley PSS**								2027					Cowley Grid SDP
516	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Stokenchurch PSS**								2025					Cowley Grid SDP
517	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Chisbridge PSS**								2031					Cowley Grid SDP
518	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Wattington PSS**								2031					Cowley Grid SDP
519	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Eynsham PSS**								2029					Cowley Grid SDP
520	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Standlake PSS**								2026					Cowley Grid SDP
521	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Lovelace Road PSS**								2028					Cowley Grid SDP
522	Energy and Utilities	Energy Infrastructure	**Cowley GSP SDP: Yarnton PSS**								2028					Cowley Grid SDP
523	Energy and Utilities	Energy Infrastructure	**East Claydon GSP SDP: Bicester North BSP**								2031					East Claydon Grid Supply Point: Strategic Development Plan
524	Energy and Utilities	Energy Infrastructure	**East Claydon GSP SDP: Bicester North BSP to the Bicester PSS - Upper Heyford PSS circuits**								2026					East Claydon Grid Supply Point: Strategic Development Plan
525	Energy and Utilities	Energy Infrastructure	**East Claydon GSP SDP: Bicester North BSP**								2031					East Claydon Grid Supply Point: Strategic Development Plan
526	Energy and Utilities		**Cowley GSP SDP: High Wycombe BSP transformers**						needs to 2040							Cowley Grid SDP
527	Energy and Utilities		**Cowley GSP SDP: High Wycombe BSP 132kV circuits**						needs to 2040							Cowley Grid SDP
528	Energy and Utilities		**Cowley GSP SDP: Drayton BSP transformers**						needs to 2040							Cowley Grid SDP
529	Energy and Utilities		**Cowley GSP SDP: Headington BSP transformers**						needs to 2040							Cowley Grid SDP
530	Energy and Utilities		**Cowley GSP SDP: Wootton Road PSS transformers**						needs to 2040							Cowley Grid SDP
531	Energy and Utilities		**Cowley GSP SDP: Deddington PSS transformers**						needs to 2040							Cowley Grid SDP
532	Energy and Utilities		**Cowley GSP SDP: Winsmore Lane PSS transformers**						needs to 2040							Cowley Grid SDP
533	Energy and Utilities		**Cowley GSP SDP: North Hinskey PSS transformers**						needs to 2040							Cowley Grid SDP
534	Energy and Utilities		**Cowley GSP SDP: 33kV circuits Oxford BSP to Wooton Road PSS and Kennington PSS.**						needs to 2040							Cowley Grid SDP
535	Energy and Utilities		**Cowley GSP SDP: Grove PSS and Wantage PSS 33kV circuits.**						needs to 2040							Cowley Grid SDP
536	Energy and Utilities		**Cowley GSP SDP: Witney BSP 33kV circuit ring (Windrush Park PSS – Burford PSS – Rissington PSS – Leafield PSS).**						needs to 2040							Cowley Grid SDP
537	Energy and Utilities		**Cowley GSP SDP: Leafield PSS transformers**						needs to 2040							Cowley Grid SDP
538	Energy and Utilities		**Cowley GSP SDP: Milton 33kV supply circuits (and later Milton transformers)**						needs to 2040							Cowley Grid SDP
539	Energy and Utilities		**Cowley GSP SDP: Yarnton BSP 33kV ring (Woodstock PSS – Kidlington PSS – Charlbury PSS – Chipping Norton PSS**						needs to 2040							Cowley Grid SDP
540	Energy and Utilities		**Cowley GSP SDP: Cowley GSP to Culham PSS 132kV circuits.**						needs to 2040							Cowley Grid SDP
541	Energy and Utilities		**Cowley GSP SDP: Fryers Lane PSS transformers (and later circuits).**						needs to 2040							Cowley Grid SDP
542	Energy and Utilities		**Cowley GSP SDP: Fyfield PSS transformers.**						needs to 2040							Cowley Grid SDP
543	Energy and Utilities		**Cowley GSP SDP: Standlake PSS 33kV supply circuit**						needs to 2040							Cowley Grid SDP
544	Energy and Utilities		**Cowley GSP SDP: Drayton BSP to Winsmore Lane PSS 33kV circuits**						needs to 2040							Cowley Grid SDP
545	Energy and Utilities		**Cowley GSP SDP: Union Street PSS transformers**						needs to 2040							Cowley Grid SDP
546	Energy and Utilities		**Cowley GSP SDP: Yarnton BSP to Eynsham PSS 33kV circuits (backfeed that is in-service under N-1 conditions).**						needs to 2040							Cowley Grid SDP
547	Energy and Utilities		**Cowley GSP SDP: Witney Town PSS transformers and 33kV supply circuits**						needs to 2040							Cowley Grid SDP
548	Energy and Utilities		**Cowley GSP SDP: Wantage PSS transformers.**						needs to 2040							Cowley Grid SDP
549	Energy and Utilities		**Cowley GSP SDP: Frenchay Road transformers**						needs to 2040							Cowley Grid SDP

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Description	Project Scope	Confidence in Information	Basis of Requirement	Project Status	Spatial Impacts	Funding Status	Sifting Outcomes		Delivery - responsible party	Delivery partners	Requirement Description	Strategic Infrastructure Dependency	Homes Directly Supported by Project (dwellings)	Housing sites linked to project	Jobs Directly Supported by Project (FTE)
550	Energy and Utilities		**Cowley GSP SDP: Carterton PSS transformers and 33kV supply circuits.**	Potential options to resolve: • Reinforcement of existing assets will enable sufficient capacity for 2050 projected demands. • Addition of a third circuit and transformer may also be viable but would require a new 33kV circuit breaker at Witney BSP	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
551	Energy and Utilities		**Cowley GSP SDP: Cowley to Headington 132KV circuits**	Headington BSP has works in progress for two new circuits directly to Cowley GSP, and a need has been identified for two new transformers ahead of 2030. Based on current projections, there may be a further need in the future under an N-1 outage. The BSP is also projected to have a group demand greater than	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
552	Energy and Utilities		**Cowley GSP SDP: St Ebbes PSS transformers**	Potential options to resolve this constraint are: • Reinforcement of the two existing transformers at St Ebbes PSS. • Load transfers on the 11kV network maybe possible due to close proximity to other primary substations • dependent on capacity of neighbouring substations and the 11kV network	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
553	Energy and Utilities		**Cowley GSP SDP: Burford PSS transformers**	Potential option to resolve this constraint are: • Reinforcement of the existing 6.3MVA rated primary transformer at Burford PSS to 15MVA will match the rating of the other existing unit and provide sufficient capacity out to 2050.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
554	Energy and Utilities		**Cowley GSP SDP: Woodstock PSS transformers**	This issue should be considered alongside any circuit work in the area that has been highlighted in the section above. Potential options to resolve this constraint are: • Reinforcement of the two existing transformers at Woodstock PSS	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
555	Energy and Utilities		**East Claydon GSP SDP: Bicester PSS transformers and Bicester North BSP to Bicester PSS circuits**	The two 33kV circuits between Bicester North BSP and Bicester PSS and the transformers at Bicester PSS are expected to be overloaded in N-1 conditions. Potential options to resolve this constraint are: • Reinforce the existing circuits and transformers at Bicester PSS, either by adding additional assets or upgrating the	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
556	Energy and Utilities		**East Claydon GSP SDP: Cottisford PSS transformers**	Cottisford PSS consists of one transformer that is projected to be constrained under intact conditions. Potential options to resolve this constraint are: Reinforce the existing transformers at Cottisford, either by adding a new transformer and 33kV feeder circuit, or by uprating the existing	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
557	Energy and Utilities		**East Claydon GSP SDP: Upper Heyford PSS transformers**	Upper Heyford PSS consists of two transformers that are projected to be constrained under N-1 conditions. Potential options to resolve this constraint are: • Reinforce the existing transformers at Upper Heyford, by uprating the existing ones. • Shift load on the 11kV network over to Bicester PSS or Kidlington PSS under	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
558	Energy and Utilities		**East Claydon GSP SDP: East Claydon GSP to Bicester North BSP circuits.**	A section of the 132kV circuit between East Claydon GSP to Bicester North BSP is projected to be overloaded before the planned installation of a 3rd 132kV circuit. Potential options to resolve this: • Monitor the different scenarios. • Transfer load onto the neighbouring Cowley GSP.	Out of Scope / Duplicate	Partial Information	Mitigating the impacts of development	Investigation	Oxfordshire Scale		**Out of Scope / Duplicate**								
559	Transport	Highways, Active Modes	**A423 Kennington Improvements**	Kennington Rail Bridge is part of the A423 Southern Bypass and needs to be replaced due to age-related deterioration and the need for an eastbound bus lane. The improvement programme includes the replacement of Kennington rail bridge, improved facilities for cycling and walking, a eastbound bus lane	In Scope	Partial Information	Maintenance or refurbishment, Mitigating impacts of new development, Strategic	Committed	Oxfordshire Scale	Partially funded	**Progress to Prioritisation**		Oxfordshire County Council	The Oxfordshire Local Enterprise Partnership, the Department for Transport and the Environment Agency (through	Kennington Rail Bridge is part of the A423 Southern Bypass and needs to be replaced due to age-related deterioration and the	The A423 Kennington improvements are closely linked to the Oxford Flood Alleviation Scheme (OFAS), a major flood			
560	Health and Social Care	Emergency Services	**Oxfordshire Fire and Rescue Service Improvements: Creation of 5 day shift stations through existing on-call stations at**	Creation of 5 day shift fire stations at Bicester, Chipping Norton, Faringdon, Wallingford (or Crowmarsh site relocated from Wallingford) and Witney. This include the potential relocation of Wallingford Fire Station to Crowmarsh to accommodate modern fire engines and full time crews.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**		Oxfordshire County Council		Improve consistency of fire engine availability in the daytime. This is expected to lead to improvements in fire engine	Potential to be financed through North of Oxford fire station consolidation proposal			
561	Health and Social Care	Emergency Services	**Oxfordshire Fire and Rescue Service Improvements: New Fire Station at north of Oxford**	Combining Rewley Roa and Kidlington fire stations, along the fire service headquarters at Kidlington, into a single, modern fire station towards the north of Oxford. This is intended to create a connection location for emergency responses and improve response times. Other added benefits include reducing carbon	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**		Oxfordshire County Council		Improve consistency of fire engine availability in the daytime. This is expected to lead to improvements in fire engine				
562			**Banbury Access to the Strategic Road Network**	New slip roads onto the M40 to relieve congestion and air quality issues around Hennef Way and the other roads coming into Junction 11; more detailed work completed on north-facing slips at Southam Road on the northern edge of the town and improvements along Southam Road including its junction with Hennef Way	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - Cherwell	No funding	**Progress to Prioritisation**		OCC / National Highways / CDC		To relieve congestion and significant air quality issues along Hennef Way, and form part of a new transport strategy for the town		14000		
220a	Transport	Highways	**M40 Improvements: Safety and Capacity Improvements at Junction 9 Wendlebury Interchange**	Capacity and safety improvements at M40 Junction 9 to the West of Bicester.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	**Progress to Prioritisation**		National Highways	Department for Transport, Local Authorities	The M40 between Bicester and Warwick is identified as an area of interest as part of the latest Route Strategies Initial Overview	Oxford Strategic Rail Frieght Interchange (Indirect)	10000		
220b	Transport	Highways	**M40 Improvements: Safety and Capacity Improvements at Junction 10 Padbury Roundabout and Banyards Green**	Capacity and safety improvements at M40 Junction 10 to the West of Bicester.	In Scope	Partial Information	Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	**Progress to Prioritisation**		National Highways	Department for Transport, Local Authorities	The M40 between Bicester and Warwick is identified as an area of interest as part of the latest Route Strategies Initial Overview	Oxford Strategic Rail Frieght Interchange	1200		
268, 468, 267, 467, 358, 261, 219, 265, 257	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	**A34 Corridor Improvements**	Improvements to the A34 Corridor to improve traffic flow, safety and reliability and reduce car dependency. National Highways note that the A34 is covered by a RIS pipeline scheme, which will be considered for implementation in RIS 4.	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Larger Than Oxfordshire	To be confirmed	**Progress to Prioritisation**		National Highways / Oxfordshire County Council	Department for Transport, National Highways, Active Travel England, England's Economic Heartland, Local Authorities,			820		
450, 453, 454, 455, 456, 457, 458, 459, 460,	Energy and Utilities	Energy infrastructure	**Cowley GSP SDP Projects**	This entry covers all of the individual projects listed under the Cowley GSP SDP including the Future EHV System Needs to 2040, and the current works in progres. The Future EHV System Needs to 2040 including: • New Didcot GSP	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**						60000		
499, 523, 524, 525 555, 556, 557, 558	Energy and Utilities	Energy infrastructure	**East Claydon GSP SDP Projects**	This entry covers all of the individual projects listed under the East Claydon GSP SDP including the Future EHV Systen Needs and the current works in progress. The Future EHV System Needs to 2040 include: • Bicester PSS transformers and Bicester North BSP to Bicester PSS circuits	In Scope	Partial Information	Enabling new development, Strategic innovation and enhancements	Investigation	Oxfordshire Scale	To be confirmed	**Progress to Prioritisation**						6500		
563	Transport	Active Travel	**Wheatley to Oxford (SATN)**	Walking, wheeling and cycling connection between Wheatley and Oxford	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - South Oxfordshire and Oxford City	TBC	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			447	Land at Wheatley Campus	
564	Transport	Active Travel	**Wantage to Harwell Campus (SATN)**	Improvements to existing route that is currently inconsistent in quality of infrastrucutre provision. Part developer funded.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse	Partially funded	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			5,543	Crab Hill, North West Grove, Grove Airfield, Monks Farm	93 hecrates
565	Water	Wastewater Treatment	**Wantage Sewage Treatment Works**	Upgrades to Wantage STW within the current Thames Water Assett Management Plan (AMP) period - 2025-30	In Scope	Partial Information	Mitigating impacts of new development	Committed	Local Authority Scale - Vale of White Horse	To be confirmed	**Progress to Prioritisation**						5589	Northwest of Grove (624); Monks Farm (885); Grove Airfield (2,500); Crab Hill (1,500); North of East Hanney (80)	
566	Transport	Active Travel	**Ock Street (SATN)**	Provide widened footways and associated public realm improvements on Ock Street to the junction with Stratton Way.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse	Partially funded	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			3,780	Dalton Barracks, North Abingdon sites	7.4 hectares
567	Transport	Active Travel	**Milton Park to Abingdon, west of Sutton Courtenay (SATN)**	Direct walking and cycling route connecting Milton Park with Abingdon. Discussions with land owner in progress.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse	Partially funded	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			8,834	North West Valley Park, Valley Park, Dalton Barracks, North Abingdon sites	26.4 hectares
568	Transport	Active Travel	**Henley-on-Thames to Caversham in Reading (SATN)**	Walking, wheeling and cycling connection between Henley-on-Thames and Reading	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - South Oxfordshire and Reading BC	TBC	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			71	Land West of Fairmile	
569	Transport	Active Travel	**Harwell Campus to Didcot, via Hagbourne Hill (SATN)**	Improvements to cycling infrastructure between A4185 to Hagbourne Hill	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse and Oxford City	TBC	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			8,864	North West Valley Park, Valley Park, Ladygrove East, Didcot North East	93 hecrates
570	Transport	Active Travel	**Harwell Campus to Didcot via Milton Heights and Milton Park (SATN)**	Creation of 2 A road crossings (A417 and A4130), Milton Heights bridge over the A34, rights of way netwwrok surface upgrades on the Old Hungerford Road. Part developer funded.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse and Oxford City	Partially funded	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			5,054	North West Valley Park, Valley Park	93 hecrates
571	Transport	Active Travel	**Grove to Milton Park and Didcot, via Steventon (Cinder Track extension) (SATN)**	Williams F1 to Milton Park via Steventon south of the railway line. Part developer funded.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse	Partially funded	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			10,597	Crab Hill, North West Grove, Grove Airfield, Monks Farm, North West Valley Park, Valley Park	5.4 hectares
572	Transport	Active Travel	**Faringdon to Swindon via Shrivenham and Watchfield (SATN)**	Following Wilts and Berks Canal Towpath proposed route for restoration from Swindon to Shrivenham.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse and Swindon BC	TBC	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			200	South of Faringdon	3 hectares
573	Transport	Active Travel	**Didcot to Wallingford, via Hithercroft (SATN)**	Possible quiet lanes approach to existing country roads for walking, wheeling and cycling.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - South Oxfordshire	TBC	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			3,335	Land West of Wallingford, Ladygrove East, Didcot North East	29 hectares
574	Water	Wastewater Treatment	**Didcot Sewage Treatment Works**	Upgrades to Didcot STW within the current Thames Water Assett Management Plan (AMP) period - 2025-30	In Scope	Partial Information	Mitigating impacts of new development	Committed	Local Authority Scale - South Oxfordshire & Vale of White Horse	To be confirmed	**Progress to Prioritisation**						8972	Didcot Gateway (200); North West Valley Park (800); Vauxhall Barracks (300); Ladygrove East (750); Didcot Northeast	
575	Energy and Utilities	Energy Infrastructure	**Didcot Power Station Heat Network**	Heat Network for data centre development on former Didcot A Power Station site. Data centres on site are likely to be built in the short term (within 5 years), Heat Network will take 10-20 years to develop.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire & Vale of White Horse	To be confirmed	**Progress to Prioritisation**							North-West of Valley Park (800), Valley Park (4,254)	
576	Water	Wastewater Treatment	**Culham Sewage Treatment Works**	Upgrades to Culham STW within the current Thames Water Assett Management Plan (AMP) period - 2025-30	In Scope	Partial Information	Mitigating impacts of new development	Committed	Local Authority Scale - South Oxfordshire	To be confirmed	**Progress to Prioritisation**						5200	Land at Berinsfield Garden Village (1,700), Land adjacent to Culham Campus (3,500)	
577	Energy and Utilities	Energy Infrastructure	**Culham Campus Heat Network**	Heat Network for data centre development on Culham Campus. Data centres on site are likely to be built in the short term (within 5 years), Heat Network will take 10-20 years to develop.	In Scope	Partial Information	Mitigating impacts of new development	Investigation	Local Authority Scale - South Oxfordshire & Vale of White Horse	To be confirmed	**Progress to Prioritisation**						3500	Culham Campus (3,500)	
578	Transport	Active Travel	**Botley to Eynsham cycle route (SATN)**	Off carriageway cycle improvements to the B4044, including improvements to crossing of Swinford Toll Bridge (currently in preliminary design, supported by Bike Safe)	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse and West Oxfordshire	Partially funded	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			2,200	Salt Cross	40 hectares
579	Water	Wastewater Treatment	**Abingdon-on-Thames Sewage Treatment Works**	Upgrades to Abingdon-on-Thames STW within the current Thames Water Assett Management Plan (AMP) period - 2025-30	In Scope	Partial Information	Mitigating impacts of new development	Committed	Local Authority Scale - Vale of White Horse	To be confirmed	**Progress to Prioritisation**						3205	North of Abingdon on Thames (1,030); North-West of Abingdon-on-Thames (200); Land at Dalton Barracks (1,200-2,750)	
580	Transport	Active Travel	**Abingdon to Shippon via A34 pedestrian bridge (SATN)**	Upgrade to public footpath and existing footbridge over the A34 for walking, wheeling and cycling. Part developer funded.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse	TBC	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			3,780	Dalton Barracks, North Abingdon sites	7.4 hectares
581	Transport	Active Travel	**Abingdon to Oxford via Radley and Kennington (SATN)**	Improvements to existing route that is currently inconsistent in quality of infrastrucutre provision. Part developer funded.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse and Oxford City	Partially funded	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			3,780	Dalton Barracks, North Abingdon sites	7.4 hectares
582	Transport	Active Travel	**Abingdon to Culham, with Thames Crossing (SATN)**	Walking, wheeling, cycling route from Culham allocation to Abingdon via a new bridge over the River Thames. Part developer funded.	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse and South Oxfordshire	Partially funded	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			12,364	Culham Campus, North West Valley Park, Valley Park, Ladygrove East, Didcot North East, North Abingdon sites	2.3 hectares
583	Transport	Active Travel	**Abingdon to Berinsfield via A415 (SATN)**	Provide segregated cycle tracks in both directions along Ock Street, between Stratton Way and Drayton Rd, along with complementary walking improvements. Feasibility and preliminary design work for this scheme has been funded through the DfT's Active Travel Fund Tranche 3. Consideration should be given to provision	In Scope	Partial Information	Strategic innovation and enhancements, Enabling new development	Investigation	Local Authority Scale - Vale of White Horse and South Oxfordshire	Partially funded	**Progress to Prioritisation**		Oxfordshire County Council, Developers	Active Travel England, Local Authorities, Walk Wheel Cycle Trust (Formerly known as Sustrans)			6,230	North Abingdon sites, Culham Campus, Berinsfield	7.3 hectares
584	Water	Wastewater Treatment	**Carterton Sewage Treatment Works**		In Scope	Partial Information	Mitigating impacts of new development		Local Authority Scale - West Oxfordshire	To be confirmed	**Progress to Prioritisation**								
585	Water	Wastewater Treatment	**Church Hanborough Sewage Treatment Works**		In Scope	Partial Information	Mitigating impacts of new development		Local Authority Scale - West Oxfordshire	To be confirmed	**Progress to Prioritisation**						4000		10000
586	Transport	Highways	**A4095 SLR Howes Lane**	Realignment of the A4095 along Howes Lane and part of Lord's Lane in Bicester to enable a redesign that caters for the growth, continues the strategic peripheral road provision, but also provides quality active travel and bus connectivity.	In Scope	Partial Information	Enabling new development	Pending	Local Authority Scale - Cherwell	No funding	**Progress to Prioritisation**		Hallam Land developers / OCC				7100	North West Bicester. Unlocks the remaining number from the 7,100 homes at North West Bicester; critical part of the	3,000 jobs on North West Bicester
587	Water	Wastewater Treatment	**Bicester Sewage Treatment Works**		In Scope	Partial Information	Mitigating impacts of new development		Local Authority Scale - Cherwell		**Progress to Prioritisation**						7500		5000
588	Water	Wastewater Treatment	**Heyford Park Sewage Treatment Works**		In Scope	Partial Information	Mitigating impacts of new development				**Progress to Prioritisation**		County Water						

Sifting ID	Infrastructure Topic	Sub Infrastructure Type	Project	Employment sites linked to project	Status Notes	Location	Postcode	Phasing	Delivery Timescales	Start Year	End Year	Cost	Theoretical Cost	Cost Notes	Funding Notes	Source
550	Energy and Utilities		**Cowley GSP SDP: Carterton PSS transformers and 33kV supply circuits.**						needs to 2040							Cowley Grid SDP
551	Energy and Utilities		**Cowley GSP SDP: Cowley to Headington 132kV circuits**						needs to 2050							Cowley Grid SDP
552	Energy and Utilities		**Cowley GSP SDP: St Ebbes PSS transformers**						needs to 2050							Cowley Grid SDP
553	Energy and Utilities		**Cowley GSP SDP: Burford PSS transformers**						needs to 2050							Cowley Grid SDP
554	Energy and Utilities		**Cowley GSP SDP: Woodstock PSS transformers**						needs to 2050							Cowley Grid SDP
555	Energy and Utilities		**East Claydon GSP SDP: Bicester PSS transformers and Bicester North BSP to Bicester PSS circuits**						needs to 2050							East Claydon Grid Supply Point: Strategic Development Plan
556	Energy and Utilities		**East Claydon GSP SDP: Cottisford PSS transformers**						needs to 2050							East Claydon Grid Supply Point: Strategic Development Plan
557	Energy and Utilities		**East Claydon GSP SDP: Upper Heyford PSS transformers**						needs to 2050							East Claydon Grid Supply Point: Strategic Development Plan
558	Energy and Utilities		**East Claydon GSP SDP: East Claydon GSP to Bicester North BSP circuits.**						needs to 2050							East Claydon Grid Supply Point: Strategic Development Plan
559	Transport	Highways, Active Modes	**A423 Kennington Improvements**		Planning approval was granted in October 2024, with ongoing site surveys and detailed design underway. Due to an	Southern By Pass Road / Kennington Road	OX1 4XS	Short Term (to 2030)	Previously planned for construction to start in winter 2023/24 and run through to 2026.			£180,000,000.00	£180,000,000.00	180 million as of October 2025	Oxfordshire County Council is currently preparing its case for funding for the Department for Transport's Structures	https://news.oxfordshire.gov.uk/county-council-working-to-secure-funding-for-kennington-rail-bridge-replacement/
560	Health and Social Care	Emergency Services	**Oxfordshire Fire and Rescue Service Improvements: Creation of 5 day shift stations through existing on-call stations at**		Ongoing public consultation launched in October 2025		OX26 6JX, OX7 5DZ, SN7 7BN, OX10 0HU, OX28 6JH	Short Term (to 2030)				£8,300,000.00	£8,300,000.00	Building cost to range from £1.3million and £8.3 million subject to the relocation of Wallingford Fire Station.	To be confirmed. Published modelling indicates annual financial efficiencies saved will be between £189,000 and	https://letstalk.oxfordshire.gov.uk/ofrs-consultation
561	Health and Social Care	Emergency Services	**Oxfordshire Fire and Rescue Service Improvements: New Fire Station at north of Oxford**		Ongoing public consultation launched in October 2025	Location of new site unknown at this stage		Short - Medium Term (2025 - 2040)				£2,700,000.00	£2,700,000.00	Cost to be confirmed. Existing public information focuses on additional investment required.	The scheme is expected to be funded through property sales of the Rewley Road and Kidlington sites which will support	https://letstalk.oxfordshire.gov.uk/ofrs-consultation
562			**Banbury Access to the Strategic Road Network**		Options Appraisal Report for SRN connectivity completed through Growth Deal Funding; Feasibility Design for Access			Medium Term (2030-40)	2035-2041							Oxfordshire County Council Engagement
220a	Transport	Highways	**M40 Improvements: Safety and Capacity Improvements at Junction 9 Wendlebury Interchange**		National Highways identified serious capacity issues at Junction 9 and is currently undertaking a baseline study to	Bicester		Short Term (to 2030)	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
220b	Transport	Highways	**M40 Improvements: Safety and Capacity Improvements at Junction 10 Padbury Roundabout and Banyards Green**		Capacity and safety issues at J10 including Banyard's Green is endorsed by National Highways.	Bicester		Short Term (to 2030)	Unknown				£0.00	Capital Investment: Unknown , Public Operational Investment: Unknown	Revenue Generation: Unknown	England's Economic Heartland Investment Prioritisation Framework: Submitted by England's Economic Heartland based on:
268, 468, 267, 467, 358, 261, 219, 265, 257	Transport	Highways, Bus, Coach and SRT, Active Modes, Freight / Distribution	**A34 Corridor Improvements**					Short Term (to 2030)								
450, 453, 454, 455, 456, 457, 458, 459, 460,	Energy and Utilities	Energy infrastructure	**Cowley GSP SDP Projects**					Short Term (to 2030)								Cowley Grid SDP
499, 523, 524, 525 555, 556, 557, 558	Energy and Utilities	Energy infrastructure	**East Claydon GSP SDP Projects**					Short Term (to 2030)								East Claydon Grid Supply Point: Strategic Development Plan
563	Transport	Active Travel	**Wheatley to Oxford (SATN)**			Wheatley to Oxford		Medium Term (2030-40)								
564	Transport	Active Travel	**Wantage to Harwell Campus (SATN)**	Harwell Campus		Wantage to Harwell Campus		Medium Term (2030-40)								SATN, Science Vale Active Travel Network Route 1 (part of LTCP)
565	Water	Wastewater Treatment	**Wantage Sewage Treatment Works**	Grove Technology Park		Wantage and Grove area		Short Term (to 2030)	2025-2030		2030				Will need to be funded by Thames Water, as set out in their AMP8	Thames Water AMP8 and South and Vale Water Cycle Study for the JLP
566	Transport	Active Travel	**Ock Street (SATN)**	Dalton Barracks Garden Village		Abingdon			Medium and Long Term					All ABP04 schemes are design dependent		SATN, Abingdon LCWIP
567	Transport	Active Travel	**Milton Park to Abingdon, west of Sutton Courtenay (SATN)**	Dalton Barracks Garden Village, Didcot A		Didcot to Abingdon										SATN
568	Transport	Active Travel	**Henley-on-Thames to Caversham in Reading (SATN)**			Henley-on-Thames to Reading										SATN, Expected to feature in upcoming Henley-on-Thames LCWIP
569	Transport	Active Travel	**Harwell Campus to Didcot, via Hagbourne Hill (SATN)**	Harwell Campus		Harwell Campus to Didcot										SATN, Science Vale Active Travel Network (SVATN LTCP), Didcot LCWIP
570	Transport	Active Travel	**Harwell Campus to Didcot via Milton Heights and Milton Park (SATN)**	Harwell Campus, Milton Park		Harwell Campus to Didcot										SATN, Didcot LCWIP, SVATN route 4 (part of LTCP)
571	Transport	Active Travel	**Grove to Milton Park and Didcot, via Steventon (Cinder Track extension) (SATN)**	Grove Technology Park		Grove to Didcot										SATN, Didcot LCWIP, SVATN Route 2 (Part of LTCP)
572	Transport	Active Travel	**Faringdon to Swindon via Shrivenham and Watchfield (SATN)**	South of Park Road, Faringdon		Faringdon to Swindon										SATN
573	Transport	Active Travel	**Didcot to Wallingford, via Hithercroft (SATN)**	Didcot A		Didcot to Wallingford		Short - Medium Term (2025 - 2040)								SATN, LTCP
574	Water	Wastewater Treatment	**Didcot Sewage Treatment Works**	Harwell Campus, Southmead Industrial Estate, Didcot A Power Station Site, Didcot Quarter (Enterprise Zone), Former Esso		Didcot		Short - Medium Term (2025 - 2040)	2025-2030		2030				Will need to be funded by Thames Water, as set out in their AMP8	Thames Water AMP8 and South and Vale Water Cycle Study for the JLP
575	Energy and Utilities	Energy Infrastructure	**Didcot Power Station Heat Network**	Milton Park		Didcot		Medium - Long Term (2030-50)	2035-45					Techno-economic feasibility study due for completion in summer 2026 will provide estimates of capital	Funding has been secured to undertake the techno-economic feasibility study. No funding has been allocated beyond this	The overlapping opportunities for capturing waste heat in this area from alignment of National Zoning
576	Water	Wastewater Treatment	**Culham Sewage Treatment Works**	Culham Campus		Culham		Short - Medium Term (2025 - 2040)	2025-2030		2030				Will need to be funded by Thames Water, as set out in their AMP8	Thames Water AMP8 and South and Vale Water Cycle Study for the JLP
577	Energy and Utilities	Energy Infrastructure	**Culham Campus Heat Network**	Culham Campus		Culham		Medium - Long Term (2030-50)	2035-45					Techno-economic feasibility study due for completion in summer 2026 will provide estimates of capital	Internal council funding is being used to undertake the techno-economic feasibility study. No	Culham has been designated as the first AI Growth Zone by the UK government. As part of this, a
578	Transport	Active Travel	**Botley to Eynsham cycle route (SATN)**	Salt Cross Science and Technology Park		Botley to Eynsham										SATN and Oxford LCWIP
579	Water	Wastewater Treatment	**Abingdon-on-Thames Sewage Treatment Works**	Abingdon Science Park		Abingdon		Short Term (to 2030)	2025-2030		2030				Will need to be funded by Thames Water, as set out in their AMP8	Thames Water AMP8 and South and Vale Water Cycle Study for the JLP
580	Transport	Active Travel	**Abingdon to Shippon via A34 pedestrian bridge (SATN)**	Dalton Barracks Garden Village		Abingdon to Shippon		Short - Medium Term (2025 - 2040)								Abingdon LCWIP
581	Transport	Active Travel	**Abingdon to Oxford via Radley and Kennington (SATN)**	Dalton Barracks Garden Village		Abingdon to Oxford		Short - Medium Term (2025 - 2040)								SATN, Abingdonm LCWIP and Oxford LCWIP
582	Transport	Active Travel	**Abingdon to Culham, with Thames Crossing (SATN)**	Land adjacent to Culham Campus		Abingdon to Culham		Short - Medium Term (2025 - 2040)								Abgindon LCWIP, Allocation for Culham (adopted and emerging Local Plans), SATN
583	Transport	Active Travel	**Abingdon to Berinsfield via A415 (SATN)**	Land adjacent to Culham Campus, Berinsfield Garden Village employment		Abingdon to Berinsfield		Short - Medium Term (2025 - 2040)								Referenced in Didcot and Abigndon LCWIP, South Oxfordshire IDP, SATN
584	Water	Wastewater Treatment	**Carterton Sewage Treatment Works**													
585	Water	Wastewater Treatment	**Church Hanborough Sewage Treatment Works**					Short Term (to 2030)								
586	Transport	Highways	**A4095 SLR Howes Lane**	Albion Land off of Howes Lane - mostly constructed	Planning application due to be submitted in 2026; just appointing Stantec for application + detailed design; in			Short Term (to 2030)	2026/27 detailed design; delivery 2028 if permissions and funding are in place			£30,000,000			£4m OCC corporate front-funding allocated for detailed design; £7m secured in s106 agreements; rest to be secured;	
587	Water	Wastewater Treatment	**Bicester Sewage Treatment Works**					Short Term (to 2030)								
588	Water	Wastewater Treatment	**Heyford Park Sewage Treatment Works**													

About AECOM

AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle — from planning, design and engineering to program and construction management. On projects spanning transportation, buildings, water, new energy and the environment, our public- and private-sector clients trust us to solve their most complex challenges. Our teams are driven by a common purpose to deliver a better world through our unrivaled technical expertise and innovation, a culture of equity, diversity and inclusion, and a commitment to environmental, social and governance priorities. AECOM is a *Fortune 500* firm and its Professional Services business had revenue of $13.2 billion in fiscal year 2020. See how we are delivering sustainable legacies for generations to come at aecom.com and @AECOM.

aecom.com

Printed on recycled paper.

©2025 AECOM. All Rights Reserved.

This page is intentionally left blank

WEST OXFORDSHIRE DISTRICT COUNCIL	**WEST OXFORDSHIRE DISTRICT COUNCIL**
Name and date of Committee	**EXECUTIVE – 15 JULY 2026.**
Subject	**COUNTER FRAUD AND ANTI-CORRUPTION POLICY**
Wards affected	All
Accountable member	Councillor Alaric Smith, Executive Member for Finance Email: Alaric.Smith@westoxon.gov.uk
Accountable officer	Madhu Richards, Director of Finance (s151) Email: madhu.richards@westoxon.gov.uk
Report author	Emma Cathcart, Assistant Director Counter Fraud and Enforcement Unit Email: emma.Cathcart@cotswold.gov.uk
Summary/Purpose	To present Executive with a revised Counter Fraud and Anti-Corruption Policy ('The Policy') for approval and adoption. The Policy has been reviewed to ensure the content reflects current legislation and the Council's Policies and Procedures.
Annexes	Annex A – Counter Fraud and Anti-Corruption Policy
Recommendation(s)	That the Executive resolves to: 1. Approve and adopt the Counter Fraud and Anti-Corruption Policy attached to this report as Annex A. 2. Delegate authority to the Director of Finance (s151) to approve future minor amendments to the Policy, in consultation with the Executive Member for Finance, Assistant Director Counter Fraud and Enforcement Unit, and the Assistant Director Legal Services.
Corporate priorities	Working Together for West Oxfordshire
Key Decision	No
Exempt	No
Consultees/ Consultation	Any policies drafted or revised by the Counter Fraud and Enforcement Unit are provided to Legal Services for review and are issued to the relevant Senior Officers, Management and Governance Officers for comment.

1. EXECUTIVE SUMMARY

1.1 The Counter Fraud and Enforcement Unit ('the CFEU') is tasked with reviewing the Council's Counter Fraud and Anti-Corruption Policy.

1.2 It is recommended good practice that the Policy is updated and reviewed at least every few years in line with any legislative changes.

1.3 In administering its responsibilities, this Council has a duty to prevent fraud and corruption, whether it is attempted by someone outside or within the Council such as another organisation, a resident, an employee or Councillor.

2. BACKGROUND

2.1 The Council's existing Counter Fraud and Anti-Corruption Policy was developed to reflect (i) latest legislation, (ii) the creation of the CFEU and (iii) the changes from the creation of the Single Fraud Investigation Services (operated by the Department for Work and Pensions) which subsumed the Council's responsibilities for investigating Housing Benefit Fraud.

2.2 The Policy highlights the key legislation and roles and responsibilities of Members, Officers and other parties.

2.3 The Policy was last reviewed following the changes brought about by data protection legislation / regulations. A section was inserted relating to Money Laundering and Proceeds of Crime and relating to Modern Slavery, detailing the Council's responsibilities.

2.4 Attached at Annex A is the updated Counter Fraud and Anti-Corruption Policy.

2.5 A section has been added in relation to the Economic Crime and Corporate Transparency Act 2023 to confirm the introduction of a 'failing to prevent fraud' offence which the Council could be found guilty of should it not be able to demonstrate effective fraud prevention procedures.

2.6 In addition, a section detailing ICT responsibilities relating to cyber-crime, and reference to compliance activities relating to tax evasion have been added.

2.7 The majority of the other amendments are minor and reflect any service-related documents that the CFEU has introduced.

2.8 For ease of reference, new text is shown in red and text to be removed is shown as struck through.

2.9 Executive Committee last considered the policy in November 2022.

2.10 Awareness will be raised with all employees following the approval of the Policy through internal communication channels and through briefings and management meetings.

2.11 Additionally, mandatory fraud awareness and whistleblowing training is being delivered across the CFEU Partnership Councils including West Oxfordshire District Council during 2026/27, and the Policy will be highlighted.

2.12 Counter Fraud Risk Management and enforcement activity is monitored across the Council and is subject to legal approval.

3. ALTERNATIVE OPTIONS

3.1 None.

4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from this report.

4.2 The adoption and approval of this Policy will help to support the prevention and detection of misuse of public funds and will support the Council's objectives in reducing crime and financial loss to the Council.

5. LEGAL IMPLICATIONS

5.1 There are no significant legal implications associated with this report.

5.2 In general terms, the existence and application of an effective fraud risk management regime will assist the Council in effective financial governance which is less susceptible to legal challenge.

5.3 The legislation utilised by the CFEU and other service areas within the Council is identified within the Policy and the Council must comply with all legislative requirements. The additions to the Policy are essential to protect the Council from criminal liability and other sanctions.

5.4 The Council must also ensure that authorisations obtained under the Regulation of Investigatory Powers Act 2000 or the Investigatory Powers Act 2016 are appropriately logged, maintained and updated on the central register.

6. RISK ASSESSMENT

6.1 The Council is required to proactively tackle fraudulent activity in relation to the abuse of public funds.

6.2 Failure to undertake such activity would accordingly not be compliant and expose the authority to greater risk of fraud and/or corruption. If the Council does not have effective counter fraud and corruption controls it risks both assets and reputation.

7. EQUALITIES IMPACT

7.1 Prosecutions will only be considered where the evidential and public interest tests are met with due consideration to the welfare of individuals.

7.2 Where any safeguarding concerns are identified during the course of any investigation, appropriate referrals will be made.

7.3 The Council will only take enforcement action where appropriate to do so with due consideration to older offenders, offenders with disabilities and where the offender lacks mental capacity.

7.4 The application of the Policy and the promotion of effective counter fraud controls and a zero-tolerance approach to internal misconduct promotes a positive work environment.

7.5 The Council seeks to ensure that public authorities' actions are consistent with the Human Rights Act 1998. It balances safeguarding the rights of the individual against the needs of society as a whole to be protected from crime and other public safety risks.

8. SUSTAINABILITY IMPLICATIONS

8.1 None directly.

9. BACKGROUND PAPERS

None. (END)

Version Control:	
Document Name:	Counter Fraud and Anti-Corruption Policy
Version:	2.~~1~~2
Responsible Officer:	Emma Cathcart, Counter Fraud and Enforcement Unit
Approved by:	Executive / Cabinet / Audit & Standards Committee / Audit and Risk Assurance Committee
Next Review Date	January 2029 ~~May 2025~~
~~**Retention Period:**~~	~~N/A~~

Revision History

Revision date	Version	Description
August 2019	1.1	Update following changes to data protection legislation
May 2022	2	Review and Update
December 2023	2.1	Inclusion of Stroud DC
January 2026	2.2	General review and inclusion of Economic Crime and Corporate Transparency Act 2023

Consultees

Internal	External
CFEU Partnership Board	
Service Lead Officers	
One Legal / Legal Services	

Distribution

Name	
All Staff	

CONTENTS

CONTENTS – To be updated

1. INTRODUCTION AND PURPOSE OF THE POLICY 3
2. DEFINITIONS 4
2.1 FRAUD 4
2.4 CORRUPTION 6
2.5 THEFT 6
2.6 MONEY LAUNDERING 6
2.10 BRIBERY 6
2.13 MODERN SLAVERY 6
3. SCOPE ..... **Error! Bookmark not defined.**
4. AIMS AND OBJECTIVES 4
5. PRINCIPLES 7
6. RESPONSIBILITIES 9
7. APPROACH TO COUNTERING FRAUD 121
7.2 DETERRENCE 12
7.5 PREVENTION 13
7.8 DETECTION 13
7.12 INVESTIGATION 14
7.18 SANCTIONS 15
7.19 REDRESS 15
7.20 CONTROL FAILURE RESOLUTION 15
8. REPORTING, ADVICE AND SUPPORT 15
9. FURTHER INFORMATION 17
10. POLICY REVIEW 17

1. INTRODUCTION AND PURPOSE OF THE POLICY

1.1. In administering its responsibilities; this Council has a duty to prevent fraud and corruption, whether it is attempted by someone outside or within the Council such as another organisation, a resident, an employee or Member. The Council is committed to an effective Counter Fraud and Anti-Corruption culture, by promoting high ethical standards and encouraging the prevention, detection and investigation of fraudulent activities.

1.2. The Section 151 Officer has a statutory responsibility under Section 151 of the Local Government Act 1972 to ensure the proper arrangements for the Council's financial affairs to include the development of financial codes of practice and accounting instructions. Through delegation of duties, the Officer ensures appropriate controls are in place.

1.3. The Monitoring Officer has a statutory responsibility to advise the Council on the legality of its decisions and to ensure that the Council's actions do not give rise to illegality or maladministration. It is therefore essential for employees to follow the Council's policies and procedures to demonstrate that the Council is acting in an open and transparent manner.

1.4. The Council has a statutory duty to undertake an adequate and effective internal audit of its accounting records and its system of internal controls. The Council's Financial Rules outline that any suspected irregularity or fraud should be reported promptly to the Section 151 Officer, Monitoring Officer and Chief Internal Audit Officer who will notify the Counter Fraud and Enforcement Unit. ~~'whenever a matter arises which involves, or is thought to involve irregularities concerning cash, stores or other property of the Council, or any suspected irregularity in the exercise of the functions of the Council, there is a duty to immediately notify the Section 151 Officer and the Monitoring Officer, who shall take steps as they consider necessary by way of investigation and report. Furthermore the Financial Rules also detail that each Director, Head of Service or equivalent Senior Officer is responsible for 'notifying the Section 151 Officer and the Chief Internal Audit Officer immediately of any suspected fraud, theft, irregularity, improper use or misappropriation of the Council's property or resources.~~

1.5. The Council has a zero-tolerance approach to fraud committed or attempted by any person against the organisation or any of its partner agencies. The Council will thoroughly investigate all suggestions of fraud, corruption or theft, from within the Council and from external sources which it recognises can:

- Undermine the standards of public service that the Council is attempting to achieve by diverting resources from legitimate activities.
- Reduce the level of resources and services available for the residents of the borough, district or county as a whole.
- Result in consequences which damage public confidence in the Council and / or adversely affect staff morale.

1.6. Any proven fraud will be dealt with in a consistent and proportionate manner. Appropriate sanctions and redress for losses will be pursued, to include criminal proceedings against anyone perpetrating, or seeking to perpetrate, fraud, corruption or theft against the Council.

1.7. The Council is committed to the highest possible standards of openness, probity, honesty, integrity and accountability. The Council expects all Officers, Members and

partner organisations to observe these standards and values, which are defined within the Code of Conduct for Employees and the Members Code of Conduct, or equivalent, to help achieve the Council's over-arching priority for the continued delivery of outcomes and value for money for local tax-payers.

2. SCOPE

2.1. ~~In relation to any of the above mentioned~~ The offences detailed within this policy ~~applies~~ apply to**:**

- All employees, including shared service employees, casual workers and agency staff.
- Members.
- Committee Members of Council funded voluntary organisations.
- Partner organisations, where the Council has a financial or statutory responsibility.
- Council Suppliers, Contractors and Consultants.
- The general public.

3. AIMS AND OBJECTIVES

3.1. The aims and objectives of the Counter Fraud and Anti-Corruption Policy are to:

- Ensure that the Council has measures in place to guard against fraud and loss and that the Council maximises revenue recovery.
- Safeguard the Council's valuable resources by ensuring they are not lost through fraud but are used for providing services to the community as a whole.
- Create a 'counter fraud' culture which highlights the Council's zero tolerance to fraud, corruption, bribery and theft, which defines roles and responsibilities and actively engages everyone (the public, Members, Officers, managers and policy makers).

3.2. The Council aims to:

- Proactively deter, prevent and detect fraud, corruption, bribery and theft.
- Investigate any suspicions of, or detected instances of fraud, corruption, bribery and theft.
- Enable the Council to apply appropriate sanctions, to include prosecution, and recovery of losses.
- Provide recommendations to inform policy, system and control improvements, thereby reducing the Council's exposure to fraudulent activity.

4. AREAS OF FOCUS ~~DEFINITIONS~~

4.1. FRAUD

The term "fraud" is usually used to describe depriving someone of something by deceit, which might either be misuse of funds or other resources, or more complicated crimes like false accounting or the supply of false information. ~~In legal terms~~ All of these activities are the same crime, theft, examples of which include deception, bribery, forgery, extortion, corruption, theft, conspiracy, embezzlement, misappropriation, false representation, concealment of material facts and collusion.

4.2. Fraud was introduced as a general offence and is defined within The Fraud Act 2006. The Act details that a person is guilty of fraud if he commits any of the following:

- Fraud by false representation; that is if a person:

(a) dishonestly makes a false representation, and

(b) intends, by making the representation:

(i) to make a gain for himself or another, or

(ii) to cause loss to another or to expose another to a risk of loss.

- Fraud by failing to disclose information; that is if a person:

(a) dishonestly fails to disclose to another person information which he is under a legal duty to disclose, and

(b) intends, by failing to disclose the information:

(i) to make a gain for himself or another, or

(ii) to cause loss to another or to expose another to a risk of loss.

- Fraud by abuse of position; that is if a person:

(a) occupies a position in which he is expected to safeguard, or not to act against, the financial interests of another person,

(b) dishonestly abuses that position, and

(c) intends, by means of the abuse of that position:

(i) to make a gain for himself or another, or

(ii) to cause loss to another or to expose another to a risk of loss.

4.3. In addition the Act introduced new offences in relation to obtaining services dishonestly, possessing, making, and supplying articles for the use in frauds and fraudulent trading applicable to non-corporate traders.

4.4. **ECONOMIC CRIME AND CORPORATE TRANSPARENCY ACT 2023 (ECCTA)**

ECCTA created a failure to prevent fraud offence. Guidance makes clear that under the offence, an organisation may be "criminally liable where an employee, agent, subsidiary, or other 'associated person', commits a fraud intending to benefit the organisation and the organisation did not have reasonable fraud prevention procedures in place."

4.5. If liable, penalties could include unlimited fines and other severe commercial and operational consequences.

4.6. Organisations impacted by the new offence in both the public and private sector must meet two out of three criteria below:

- A turnover over £36 million
- A balance sheet of more than £18 million
- Have over 250 employees

4.7. The Council would therefore be considered an organisation which ECCTA applies to. The Council will be able to avoid criminal liability for failing to prevent fraud where it can prove that it had "reasonable" fraud prevention procedures in place at the time of the alleged fraud (or that it was reasonable not to have such procedures in place). It is therefore everyone's responsibility to ensure probity and transparency in any of the Council's areas of work.

4.8. More information relating to this legislation can be found on the Counter Fraud and Enforcement Unit intranet page.

4.9. **THEFT**

Is the physical misappropriation of cash or other tangible assets. A person is guilty of "theft" if he or she dishonestly appropriates property belonging to another with the intention of permanently depriving the other of it.

4.10. **MONEY LAUNDERING**

Money laundering is the process by which criminals attempt to 'recycle' the proceeds of their criminal activities in order to conceal its origins and ownership whilst retaining use of the funds.

4.11. The burden of identifying and reporting acts of money laundering rests within the organisation. Any service that receives money from an external person or body is potentially vulnerable to a money laundering operation. The need for vigilance is vital and any suspicion concerning the appropriateness of a transaction should be reported and advice sought from the Monitoring Officer, Section 151 Officer or Chief Internal Audit Officer. A failure to report a suspicion could compromise an individual and they could be caught by the money laundering provisions. All employees are therefore instructed to be aware of the increasing possibility of receiving requests that are not genuine and are in fact for the purpose of money laundering.

4.12. The Council recognises its responsibilities under Money Laundering and Proceeds of Crime Legislation. These responsibilities are adhered to in line with the Council's Proceeds of Crime and Anti-Money Laundering Policy and the related Procedures. The Council is required to have a designated Officer for money laundering reporting purposes. The officer nominated to receive disclosures about money laundering activity is the Officer appointed under section 151 of the Local Government Act 1972.

4.13. Both Financial and Legal Officers working for the Council also have their own professional guidance in relation to money laundering which places a duty on them to report any suspicions. These suspicions may override their legal professional privilege and confidentiality.

4.14. **BRIBERY AND CORRUPTION**

4.15. "Corruption" is the deliberate use of one's position for direct or indirect personal gain. Corruption covers the offering, giving, soliciting or acceptance of an inducement or reward, which may influence the action of any person to act inappropriately and against the interests of the organisation.

4.16. The Bribery Act 2010 introduced four main offences, simplified below. Please note, a 'financial' or 'other advantage' may include money, assets, gifts or services within the following:

- Bribing another person: a person is guilty of an offence if he offers, promises or gives a financial or other advantage to another person. Further if he intends the advantage to induce a person to perform improperly a function or activity or if he knows or believes the acceptance of the advantage offered constitutes improper activity.
- Offences relating to being bribed: a person is guilty of an offence if he requests, agrees to receive, or accepts a financial or other advantage intending that as a consequence an improper activity or function will be performed improperly or if he knows or believes the acceptance of the advantage offered constitutes improper activity. Where a person agrees to receive or accepts an advantage as a reward for

improper activity or function that has been performed. It does not matter whether the recipient of the bribe receives it directly or through a third party, or whether it is for the recipient's ultimate advantage or not.

- Bribery of a foreign public official: a person who bribes a foreign public official is guilty of an offence if the person's intention is to influence the foreign public official in their capacity, duty or role as a foreign public official. A person must also intend to obtain or retain business or an advantage in the conduct of business and must offer, promise or give any financial or other advantage.
- Failure of commercial organisations to prevent bribery: organisations, which include the Council, must have adequate procedures in place to prevent bribery in relation to the obtaining or retaining of business associated with the business itself.

4.17. The Council is committed to ensuring the prevention of corruption and bribery and sets out its policy in relation to the acceptance of gifts and hospitality by Officers and Members within the Codes of Conduct for Employees / Members (or equivalent) and the Constitution. Offers of or the receipt of any gifts or hospitality should be recorded by Officers and Members in the appropriate register whether accepted or refused. Officers and Members are also required to declare any outside interests that they have which may result in a conflict of interest in respect of transactions and dealings with the Council. Again, any such interests will be recorded in an appropriate register.

4.18. Prior to entering into any business arrangements, all Council Officers and/or business units should ensure that they have taken all reasonable steps to identify any potential areas of risk relating to bribery or corruption. If an Officer has any concerns they must raise them with The Chief Internal Audit Officer.

4.19. **TAX EVASION**

4.20. The Criminal Finance Act 2017 creates the corporate offence of failing to prevent the facilitation of UK tax evasion.

4.21. The Council ensures compliance by ensuring any contractors or employees that are not PAYE comply with their responsibilities under IR35.

4.22. **MODERN SLAVERY**

Modern Slavery takes a number of forms but all relate to the illegal exploitation of people for personal or commercial gain. The Council recognises its responsibilities as outlined within the legislation and is committed to promoting transparency in supply chains to prevent modern slavery and to take appropriate action to identify and address those risks.

5. PRINCIPLES

5.1. The Council will not tolerate abuse of its services or resources and has high expectations of propriety, integrity and accountability from all parties identified within this policy. Maintaining this policy supports this vision.

5.2. The Council has a documented Constitution, Scheme of Delegated Powers and Financial Regulations to give Members and Officers clear instructions or guidance for carrying out the Council's functions and responsibilities. Responsibility for ensuring compliance with these documents rests with management with adherence being periodically monitored by Internal Audit Services. Where breaches are identified these will be investigated in accordance with this policy and the Council's Financial Rules.

5.3. The Council expects that Members and Officers will lead by example in ensuring adherence to rules, procedures and recommended practices. A culture will be maintained that is conducive to ensuring probity. Members and Officers should adopt the standards in public life as set out by the Nolan Committee, known as the Nolan Principles which are summarised below:

- Selflessness – to take decisions solely in terms of the public interest and not in order to gain for themselves.
- Integrity – not to place themselves under any obligation to outside individuals or organisations that may influence the undertaking of their official duties.
- Objectivity – when carrying out any aspect of their public duties, to make decisions and choices on merit.
- Accountability – to be accountable, to the public, for their decisions and actions and must submit themselves to the appropriate scrutiny.
- Openness – to be as open as possible about the decisions and actions they take and the reasons for those decisions and actions. The dissemination of information should only be restricted when the wider public interest clearly demands it.
- Honesty – to declare any private interests which relate to their public duties and take steps to resolve any conflicts arising in a manner which protects the public interest.
- Leadership – to promote and support these principles by leadership and example.

5.4. The Council will ensure that the resources dedicated to counter fraud activity are appropriate and any officers involved in delivering these services are trained to deliver a professional counter fraud service to the correct standards ensuring consistency, fairness and objectivity.

5.5. All fraudulent activity is unacceptable, and may result in consideration of legal action being taken against the individual(s) concerned. In addition, the Council has in place disciplinary procedures which must be followed whenever Officers are suspected of committing a fraudulent or corrupt act. These procedures are monitored and managed by the Human Resources Team and may be utilised where the outcome of an investigation indicates fraudulent or corrupt acts have occurred.

5.6. The Council may pursue the repayment of any financial gain from individuals involved in fraud, malpractice and wrongdoing. The Council may also pursue compensation for any costs it has incurred when investigating fraudulent or corrupt acts.

5.7. This policy encourages those detailed within this document to report any genuine suspicions of fraudulent activity. However, malicious allegations or those motivated by personal gain will not be tolerated and, if proven, disciplinary or legal action may be taken. Reporting arrangements in relation to incidents of fraud or irregularity are detailed below.

5.8. The Council will work both internally across different departments and with external organisations and groups such as the Police, HM Revenue and Customs and other Councils to strengthen and continuously improve its arrangements to prevent fraud and corruption.

5.9. The Council is committed to assisting the Police in fighting Serious and Organised crime and will implement measures and share data to ensure the Council is not engaging with organised crime gangs when procuring goods and services.

5.10. The Council collects and stores data within multiple departments to enable data cleansing, data sharing and data matching. This process can be utilised for the prevention

and detection of fraud and the Council will pursue this where appropriate. The Council applies fair processing practices and these are reflected within data collection documents, stationery and other data collection processes such as those required for the National Fraud Initiative.

5.11. The Council will ensure Members and Officers receive the appropriate training relating to the areas covered within this Policy.

6. RESPONSIBILITIES

OFFICER / DEPARTMENT	SPECIFIC RESPONSIBILITIES
Head of Paid Service / Chief Executive	Ultimately accountable for the effectiveness of the Council's arrangements for countering fraud and corruption.
Chief Finance Officer **(Section 151 Officer)**	To ensure the Council has adopted an appropriate Counter Fraud and Anti-Corruption Policy. That there is an effective internal control environment in place and resources to investigate allegations of fraud and corruption.
Monitoring Officer	To advise Members and Officers on ethical issues, conduct and powers to ensure that the Council operates within the law and statutory Codes of Practice.
Audit Committee/ ~~Audit and General Purposes Committee~~ / Audit and Governance Committee / Audit and Standards Committee / Audit, Compliance and Governance Committee	To receive formal assurance from an appropriate representative at meetings and an annual opinion report in relation to the Council's control measures and counter fraud activity. The Audit Committee also receives assurance from external audit on the Council's Annual Accounts and Annual Governance Statement.
Councillors / Members	To comply with the Members Code of Conduct and related Council policies and procedures. To be aware of the possibility of fraud, corruption, bribery and theft and to report any genuine concerns to the Chief Internal Audit Officer.
External Audit / Internal Audit	Has a duty to ensure that the Council has adequate arrangements in place for the prevention and detection of fraud, corruption, bribery and theft. Has powers to investigate fraud and the Council may invoke this service.

OFFICER / DEPARTMENT	SPECIFIC RESPONSIBILITIES
Counter Fraud and Enforcement Unit	Responsible for assisting the development and implementation of the Counter Fraud and Anti-Corruption Policy. The Counter Fraud and Enforcement Unit have a duty to monitor the investigation of any reported issues of irregularity and/or fraud. To ensure that all suspected or reported irregularities are dealt with promptly and in accordance with this policy and legislation. That action is identified to improve controls and reduce means, opportunity and the risk of recurrence. Reporting to the appropriate Senior Officer(s) (Chief Executive, Section 151 Officer, Monitoring Officer, Chief Internal Audit Officer) regarding the progress and results of investigations. Reporting annually to the Audit Committee on proven frauds.
Counter Fraud Provision / Services	To proactively deter, prevent and detect fraud, corruption, bribery and theft within or against the Council. To work on behalf of Councils, Charities, Social Housing Providers and other organisations to proactively deter, prevent and detect fraud, bribery, corruption and theft for the benefit of local residents and the public purse. To investigate all suspicions of fraud, corruption, bribery or theft, within or against the Council, in accordance with the Criminal Procedures and Investigations Act 1996 (CPIA). To consider reputational damage and the public interest test when investigating any instances of fraud, corruption, bribery or theft. To conduct interviews under caution when appropriate in accordance with the Police and Criminal Evidence Act 1984 (PACE). To undertake any surveillance operation or obtaining any communications data, adhering to the Regulation of Investigatory Powers Act 2000 (RIPA) and the Investigatory Powers Act 2016 – this is applicable when undertaking criminal investigations only.

OFFICER / DEPARTMENT	SPECIFIC RESPONSIBILITIES
	To comply with Data Protection Legislation ~~(and the General Data Protection Regulations)~~ when obtaining or processing personal data. To report to the appropriate Senior Officer(s) for decisions in relation to further action. To enable the Council to apply appropriate sanctions, prosecute cases ~~to include criminal proceedings,~~ and to assist in the recovery of losses in accordance with the Council's Corporate Enforcement Policy. To include prosecutions on behalf of Social Housing Providers, Charities, and other organisations where it is in the public interest and for the benefit of the local residents. To prepare Witness Statements and prosecution paperwork for the Council's Legal Department. To attend and give ~~present~~ evidence at Courts and Tribunals ~~in the Magistrates Court, the Crown Court and Employment Tribunals~~. To provide recommendations to inform policy, system and control improvements. To provide fraud awareness training and updates for Members and Officers. To publicise successes where appropriate.
ICT	To be responsible for reducing the risk of technology fraud including cybercrime which may impact the Council. Cybercrime fraud encompasses many illegal activities that is executed using devices that either: - Connect with the systems the Council uses via it networks and/or the internet - Are owned by the Council. These offences are wide ranging and include external threats such as Phishing, online scams, and ransomware attacks. Other offences may originate from officers, members and/or affiliates using Council devices to commit fraud on systems not used by the Council.
Human Resources	To report any suspicions of fraud, corruption, bribery or theft to the Section 151 Officer, Monitoring Officer or

OFFICER / DEPARTMENT	SPECIFIC RESPONSIBILITIES
	Counter Fraud representative if reported directly to HR or if identified during any disciplinary or internal procedures. To ensure recruitment procedures provide for the obtainment and verification of significant information supplied by applicants in accordance with the HR Fraud Risk Register ~~Vetting and Recruitment Fraud Risk Report~~.
Strategic Directors, Heads of Service, Service Managers or equivalent Senior Officers	The primary responsibility for maintaining sound arrangements to prevent and detect fraud and corruption rests with management. To promote awareness and ensure that all suspected or reported irregularities are immediately referred to the appropriate Senior Officer. To ensure that there are mechanisms in place within their service areas to assess the risk of fraud, corruption, bribery and theft. To reduce these risks by implementing internal controls, monitoring of these controls by spot checks and to rectify weaknesses if they occur.
Staff / Employees / Officers	To comply with Council policies and procedures when conducting their public duties. To be aware of the possibility of fraud, corruption, bribery and theft and to report any genuine concerns. Officers may report suspicions as detailed below. Referrals can also be made in confidence in accordance with the Council's Whistleblowing Policy.
Public, Partners, Suppliers, Contractors and Consultants	To be aware of the possibility of fraud and corruption within or against the Council and to report any genuine concerns or suspicions as detailed below.

7. APPROACH TO COUNTERING FRAUD

7.1. The Council has a responsibility to reduce fraud and protect its resources by enabling counter fraud services to complete work in each of the following key areas:

7.2. **DETERRENCE**

The best deterrent is the existence of clear procedures and responsibilities making fraud and corruption difficult to perpetrate and easy to detect. As detailed already within this policy, the Council has a number of measures in place to minimise risk:

- Clear codes of conduct for Officers and Members.
- Register for declarations of interest / gifts and hospitality for Members and Officers.
- Clear roles and responsibilities for the prevention and detection of fraud, corruption, bribery and theft including an Audit Committee, an appointed Monitoring Officer, Section 151 Officer and trained Counter Fraud Officers.
- Effective ICT security standards and usage policies.
- The application of appropriate sanctions and fines as detailed below.

7.3. The existence of an effective Counter Fraud Team is a prime deterrent for fraud and corruption. Counter Fraud Officers and the Internal Audit Team analyse and identify potential areas at risk of fraudulent abuse with the assistance of the Council's Corporate Management, efficient and effective audits of principal risk areas can then be conducted.

7.4. The Council will promote and develop a strong counter fraud culture, raise awareness and provide information on all aspects of its counter fraud work. This may include advice on the intranet, fraud e-learning tools, publicising the results of proactive work, investigating fraud referrals and seeking the recovery of any losses.

7.5. PREVENTION

7.6. The Council will strengthen measures to prevent fraud ensuring consideration of the Fraud Risk Strategy, associated documents and service area fraud risk registers. Counter Fraud Officers will work with management and policy makers to ensure new and existing systems, procedures and policy initiatives consider any possible fraud risks. Any internal audit conducted will also consider fraud risks as part of each review and ensure that internal controls are in place and maintained to combat this.

7.7. Important preventative measures include effective recruitment to establish the propriety and integrity of all potential employees.~~as set out within the HR Vetting and Recruitment Fraud Risk Report~~. Recruitment is carried out in accordance with the Council's Recruitment Policies and Procedures ~~and Selection Policy~~ and provides for the obtainment and verification of significant information supplied by applicants.

7.8. The Council will undertake any internal remedial measures identified by any investigation to prevent future recurrence at the first opportunity.

7.9. The Counter Fraud and Enforcement Unit will support workstreams and initiatives providing awareness and advice to maximise prevention and disrupt large scale widespread fraud threats.

7.10. **DETECTION**

A record of fraud referrals received will be maintained by Counter Fraud Officers (and other departments as applicable). This record helps to establish those areas within the Council most vulnerable to the risk of fraud. In addition, a consistent treatment of information and independent investigation is ensured. A Council wide fraud profile is created which then informs any detailed proactive work.

7.11. The Council is legislatively required to participate in a national data matching exercise; the National Fraud Initiative (NFI). Particular sets of data are provided and matched against other records held by the Council or external organisations. Where a 'match' is found it may indicate an irregularity which requires further investigation to establish whether fraud

has been committed or an error made. An officer within the authority is designated as the 'Key Contact' for this process. The initiative also assists in highlighting areas which require more proactive investigation. The Council may engage in other data matching/sharing for the purposes of fraud prevention and detection, and for the recovery of monies owed.

7.12. Safeguarding and deterrent internal controls and monitoring procedures are established for financial and other systems within the Council, for example those set out within the Council's Financial Rules / Contract Rules.

7.13. The Council relies on employees, Members and the public to be alert and to report any suspicions of fraud and corruption which may have been committed or that are allegedly in progress. Managers should be vigilant and refer any matters which may require additional monitoring to a senior representative within the Human Resources Department for guidance and further action.

7.14. INVESTIGATION

7.15. The Council will investigate all reported incidents of fraud or irregularity using its counter fraud resources. The Council will ensure the correct gathering and presentation of evidence in accordance with the Criminal Procedures and Investigations Act 1996.

7.16. Investigations will make due reference to Employment Law as necessary and be conducted within a reasonable time in accordance with the Human Rights Act 1998. Investigations will also adhere to and comply with other applicable legislation such as the Police and Criminal Evidence Act 1984, Data Protection Legislation and the Freedom of Information Act 2000 as appropriate.

7.17. Officers may utilise investigative tools and gain intelligence utilising a number of legal gateways and data sharing agreements. This may include membership to third party organisations such as the National Anti-Fraud Network (NAFN).

7.18. When investigating allegations of fraud and corruption, the Council may be required to conduct surveillance. The Council must comply with the Regulation of Investigatory Powers Act 2000 which ensures that investigatory powers are used in accordance with human rights. To ensure compliance the Council has a written procedure detailing who may authorise covert surveillance and the use of covert human intelligence sources. Standard documentation has been adopted which must be used by an Officer when seeking such authorisation.

7.19. Officers may also need to acquire communications data when conducting an investigation. This is permissible however; the Council must adhere to the Investigatory Powers Act 2016 when applying for this information and the correct nominated single point of contact must be used. As above, specific details are set out within the written procedures.

7.20. The Counter Fraud and Enforcement Unit Officers adhere to the appropriate legislation when investigating irregularities and allegations of fraud. This includes the need to:

- Deal promptly with the matter.
- Record all evidence received.
- Ensure that evidence is sound and adequately supported.
- Conduct interviews under caution when necessary.
- Ensure security of all evidence collected.
- Contact other agencies if necessary e.g. Police, Trading Standards, HM Revenue and Customs.

- Notify the Council's insurers.
- Implement Council disciplinary procedures where appropriate.
- Attend court and present evidence.

7.21. **SANCTIONS**

7.22. The Council will apply considered sanctions to individuals or organisations where an investigation reveals fraudulent activity. This may include:

- Appropriate disciplinary action in line with the Disciplinary Policy.
- Fines and penalties.
- Criminal proceedings – the Court can impose sanctions following conviction of any offence.
- Civil proceedings to recover loss.

7.23. **REDRESS**

A crucial element of the Council's response to tackling fraud is seeking financial redress. The recovery of defrauded monies is an important part of the Council's strategy and will be pursued in line with internal debt recovery processes and legal redress i.e. Confiscation Orders and the application of the Proceeds of Crime Act 2002.

7.24. **CONTROL FAILURE RESOLUTION**

In addition to the above, Internal Audit also prepares a risk based annual Audit Plan that details the key objectives and areas of work for the year. Within these work areas indicators for fraud are considered. Internal Audit will also respond to requests from management and Counter Fraud Officers where there may be concerns over the effectiveness of internal controls. The work plan is agreed and monitored by the Audit Committee and Section 151 Officer.

8. REPORTING, ADVICE AND SUPPORT

8.1. The Council's expectation is that Members and managers will lead by example and that employees at all levels will comply with the Constitution, Council Policies, Financial Regulations, Procurement Regulations, Financial and Contract Procedure Rules, codes of conduct and directorate procedures.

8.2. The Council recognises that the primary responsibility for the prevention and detection of fraud rests with management. It is essential that employees of the Council report any irregularities, or suspected irregularities to their Line Manager and if this is not appropriate then to a Counter Fraud representative.

8.3. The Council has a Fraud Response Plan, which provides guidance on how to report and what to do when fraud is suspected. This can be found on the Counter Fraud and Enforcement Unit intranet page.

8.4. The Council must create the right environment so that anyone can raise concerns in respect of irregularities with the knowledge that they will be treated seriously and confidentially. If employees raise concerns confidentially as a whistle-blower, the Council will provide all reasonable protection for those who raise genuine concerns ~~in good faith,~~ as confirmed in the Council's Whistle-Blowing Policy.

8.5. If the informant is a member of the public or external contractor, they can contact a Counter Fraud Officer at the Council to report the suspicion. This can be done anonymously. A hotline number for reporting suspicions may also be established and if so,

can be found on the Council's website. The Council's complaint procedure may also be utilised but may not be the most appropriate channel.

8.6. The above process does not relate to reporting Housing Benefit Fraud allegations (which are now dealt with by the Department for Work and Pensions) or to Council Tax Reduction Scheme offences. The informant should contact the Officer nominated to deal with this; details can be found on the Council's website within the Revenues and Benefit Section information.

8.7. The Officer who receives the allegation (whether from a Member or a Council employee) must refer the matter to the Counter Fraud and Enforcement Unit ~~Counter Fraud representative within the Council~~, to determine how the potential irregularity will be investigated and to whom the allegation should be discussed with ~~within the Council~~. This is to ensure correct investigative procedures are adhered to and that any potential fraud enquiry is not compromised.

8.8. As appropriate, reports will be issued to the Monitoring Officer, Head of Paid Service, Section 151 Officer, Senior Officers, and ~~Cabinet~~ Members etc. where the irregularity is material and/or could affect the reputation of the Council. Decisions will then be made with regard to the most appropriate course of action. Communications and publicity will also be managed if the matter is likely to be communicated externally.

8.9. If the investigation relates to an employee, then Human Resources will be engaged and the Council's Disciplinary Procedure will also be considered however this will be managed carefully to ensure any criminal investigation is not compromised.

8.10. The Council will also work in co-operation with the following bodies (and others as appropriate) that will assist in scrutinising our systems and defences against fraud, bribery and corruption:

- Local Government and Social Care Ombudsman.
- External Audit.
- The National Fraud Initiative.
- Central Government Departments.
- HM Revenue and Customs.
- The Police.
- Trading Standards.
- The Department for Work and Pensions.
- Immigration Services.
- The Chartered Institute of Public Finance and Accountancy (CIPFA).
- The Institute of Revenues Rating and Valuation (IRRV).
- Social Housing Providers and Charitable Bodies

8.11. As detailed within this document and the Council's Whistle Blowing Policy, any concerns or suspicions reported will be treated with discretion and in confidence. Referrals can be made in confidence to the Counter Fraud and Enforcement Unit at fraud.referrals@cotswold.gov.uk who work on behalf of Cheltenham and Tewkesbury Borough Councils and Cotswold, Forest of Dean, Stroud and West Oxfordshire District Councils. Concerns can also be raised via Internal Audit.

9. FURTHER INFORMATION

9.1. Further information on Council policy can be found in the following documents (or equivalent documentation / codes):

- The Constitution.
- Code of Conduct for Employees (or equivalent) and the Members Code of Conduct which include information in relation to gifts and hospitality and declaring and registering interests.
- Whistleblowing Policy.
- Corporate Enforcement (Prosecution) Policy.
- Proceeds of Crime and Anti-Money Laundering Policy.
- Recruitment and Selection Processes.
- Regulation of Investigatory Powers Act 2000 / Investigatory Powers Act 2016 Policies, Procedures and Guidance.
- Financial Rules.
- Contract Rules or equivalent.
- Fair Processing Statement.
- Disciplinary Procedure.

10. POLICY REVIEW

~~The appropriate department will review and amend this policy as necessary to ensure that it continues to remain compliant and meets legislative requirements and the vision of the Council in consultation with the Council's Chief Finance Officer, the Legal Department and Members.~~

10.1. Review frequency as required by legislative changes / every three years.

This page is intentionally left blank

WEST OXFORDSHIRE DISTRICT COUNCIL	**WEST OXFORDSHIRE DISTRICT COUNCIL**
Name and date of Committee	**EXECUTIVE – 15 JULY 2026.**
Subject	**GRANT MANAGEMENT POLICY**
Wards affected	All
Accountable member	Councillor Alaric Smith, Executive Member for Finance Email: Alaric.Smith@westoxon.gov.uk
Accountable officer	Madhu Richards, Director of Finance (s151) Email: madhu.richards@westoxon.gov.uk
Report author	Emma Cathcart, Assistant Director Counter Fraud and Enforcement Unit Email: emma.Cathcart@cotswold.gov.uk
Summary/Purpose	To present the Executive with a new Grant Management Policy ('The Policy') for approval and adoption. To provide an over-arching Policy that provides guidance to employees on the Council's governance and approach for administration and management of grant income, in order to ensure that we are maximising outcomes, minimising risk and delivering the greatest benefit to our communities.
Annexes	Annex A – Grant Management Policy Annex B – Equalities Impact Assessment
Recommendation(s)	That the Executive resolves to: 1. Approve and adopt the Grant Management Policy attached to this report as Annex A. 2. Delegate authority to the Director of Finance (s151) to approve future minor amendments to the Policy, in consultation with the Executive Member for Finance, Assistant Director Counter Fraud and Enforcement Unit, and the Assistant Director Legal Services.
Corporate priorities	Working Together for West Oxfordshire
Key Decision	No
Exempt	No

Consultees/ Consultation	Any policies drafted or revised by the Counter Fraud and Enforcement Unit are provided to Legal Services for review and are issued to the relevant Senior Officers, Management and Governance Officers for comment.

1. EXECUTIVE SUMMARY

1.1 West Oxfordshire District Council ('the Council') supports the voluntary and community sector, and businesses within the district through the operation of community grants schemes and via the distribution of grants received from third parties or Central Government.

1.2 As a Local Authority, the Council is entrusted with public funds and has a duty to ensure that funding is distributed properly and spent lawfully and that processes used to determine grants are fair and transparent.

1.3 The Grant Management Policy ('the Policy') has been developed to set out the processes to be followed when managing grants, including applying for external funding, developing and launching a new grant scheme and the distribution of funds.

1.4 It lays out aims and principles in awarding grants and sets out verification checks that we need to undertake, whilst at the same time ensuring that we are maximising outcomes, minimising risk and delivering the greatest benefit to our communities.

1.5 The Counter Fraud and Enforcement Unit ('the CFEU') has developed this Policy with the Community Wellbeing and the Economic Development Team, and with the Director of Finance.

2. BACKGROUND

2.1 The Council manages various grant schemes but to date, does not have an overarching Policy or Procedure that provides guidance to employees on the governance and approach for administration and management of grant income.

2.2 The attached Policy at Annex A includes details relating to:

- Roles and responsibilities;
- Funding agreements;
- Outcomes;
- Eligibility criteria;
- Assessment and awarding process;
- Conflicts of interest;
- Segregation of duties, and
- Due diligence checks.

2.3 The Policy sets out the processes to be followed when managing grants, including applying for external funding, developing and launching a new grant scheme and the distribution of funds.

2.4 It lays out the aims and principles in awarding grants and sets out verification checks that we need to undertake, whilst at the same time ensuring that we are maximising outcomes, minimising risk and delivering the greatest benefit to our communities.

2.5 The Council may also be tasked by Central Government with providing emergency funding or grants on an ad hoc basis and at short notice following national emergencies such as flooding, pandemics, welfare issues and humanitarian crises etc and this Policy will also apply to the distribution of those funds.

2.6 Different types of grant funding schemes will have very different eligibility criteria, but all require an application process, due diligence, verification checks and decisions regarding eligibility that should be transparent, consistent, fair and auditable.

2.7 The Council may also have to agree to a mandated Government application, verification or audit process before commencing payments, so it is important the scheme is legally and meticulously implemented.

2.8 All grant schemes require a named lead officer with defined responsibilities for the lifetime of the grant. They will be responsible for the key stages of the grant giving process outlined in the Policy, ensuring consultation and approval as appropriate.

2.9 The Policy includes guidance on developing a community grant scheme including application guidelines, timescales, promotion, and assessment of applications. It also includes guidance about funding agreements with grant recipients and performance monitoring and reporting.

2.10 To mitigate fraud and error, the CFEU developed a grants toolkit to be used in conjunction with this Policy. It provides guidance on the minimum verification and due diligence checks which must be undertaken. These checks should be determined at the start of the grant process and relevant documentation should be provided with every new grant application request, regardless of whether an organisation has received funding before.

2.11 Due regard should also be given to the internal processes and systems required to administer a grant scheme

2.12 The Policy and toolkit will be communicated to managers and employees involved in the administration and management of the Council's grant income following approval.

3. ALTERNATIVE OPTIONS

3.1 None.

4. FINANCIAL IMPLICATIONS

4.1 This Policy will ensure that the Council has robust systems of financial control in place for the management of grants.

4.2 Whilst there are no direct financial implications arising from the implementation of the Policy, relevant financial implications must be taken into consideration as part of the application for any grant funding and the development of any grant schemes.

4.3 The adoption and approval of this Policy will help to support the prevention and detection of misuse of public funds and will support the Council's objectives in reducing crime and financial loss to the Council.

5. LEGAL IMPLICATIONS

5.1 There are a number of powers given to Councils to provide grant funding. The most appropriate power for grants to small voluntary and community sector grants is the general power of competence under Section 1 of the Localism Act 2011.

5.2 The subsidy control position for all grants, regardless of value must be considered before setting up a grant scheme and Legal Services can provide support with this.

5.3 Legal Services can assist with prepared template grant agreements for use by the Community Wellbeing and Economic Development Teams for smaller grants.

5.4 Legal Services should review funding agreements from Central Government and draft bespoke agreements to pass on this funding to local groups.

6. RISK ASSESSMENT

6.1 Deliverability of grants schemes will be monitored via the relevant performance and monitoring arrangements as set out in individual grant agreements.

7. EQUALITIES IMPACT

7.1 An Equality's Impact Assessment has been completed and is attached at Annex B.

7.2 The impact for this Policy is neutral however, individual grant schemes should consider their equalities impact when being developed.

8. SUSTAINABILITY IMPLICATIONS

8.1 The Policy has a neutral impact however, individual grant schemes should consider their environmental and climate change implications when being developed.

9. BACKGROUND PAPERS

None. (END)

This page is intentionally left blank

Version Control:

Document Name:	Grant Management Policy
Version:	1
Responsible Officer:	Director of Finance (s151 Officer)
Approved by:	Executive Committee
Next Review Date	February 2029

Revision History

Revision date	Version	Description

Consultees

Internal	External
Legal Services Senior Leadership Team	

Distribution

Name	

CONTENTS

1 INTRODUCTION AND PURPOSE OF THE POLICY 3
2 MANAGING EXTERNAL FUNDING 3
3 EMERGENCY FUNDING STREAMS 5
4 CONFLICTS OF INTEREST 6
5. ROLES AND RESPONSIBILITIES 6
6 DEVELOPING A COMMUNITY GRANT SCHEME 8
7 FUNDING AGREEMENTS 9
8 PERFORMANCE OUTCOMES 10
9 GRANT SCHEME MONITORING 10
10 DUE DILIGENCE CHECKS AND VERIFICATION 11
11 DATA PROTECTION AND TRANSPARENCY 11
12 GRANT CERTIFICATION 12

1 INTRODUCTION AND PURPOSE OF THE POLICY

1.1 West Oxfordshire District Council ('the Council') is proud to be able to support the voluntary and community sector and businesses within its district through our community grants schemes and via the distribution of Community Infrastructure Levy (CIL) funding and grants that we receive from third parties such as the NHS. We acknowledge that as a Local Authority we are entrusted with public funds and that we have a duty to ensure that funding is distributed properly and spent lawfully and that processes used to determine grants are fair and transparent.

1.2 This policy sets out the processes to be followed when managing all grants, whether capital or revenue, including applying for external funding, developing and launching a new grant scheme and the distribution of funds. It lays out our aims and principles in awarding grants and sets out the specific checks that we need to undertake, whilst at the same time ensuring that we are maximising outcomes, minimising risk and delivering the greatest benefit to our communities.

1.3 The Council may also be tasked by Central Government with providing emergency funding or grants on an ad hoc basis at short notice following national emergencies such as flooding, pandemics, welfare issues and humanitarian crises etc.

1.4 Different types of grant funding schemes will have very different eligibility criteria, but all require an application process, due diligence, verification checks, monitoring and decisions regarding eligibility that should be transparent, consistent, fair and auditable. The Council may also have to agree to a mandated Government application, verification or audit process before commencing payments, so it is important the scheme is legally and meticulously implemented.

1.5 Information on the conditions that will apply to a grant will be made available to applicants before they apply together with key dates for submission and future spending of funds.

2 MANAGING EXTERNAL FUNDING

2.1 External funding can be an important source of income to the Council, but funding conditions need to be carefully considered to ensure that they are compatible with the aims and objectives of the Council.

2.2 Authority from Senior Leadership Team (SLT) must be received before bidding for grants and funding so that financial impact to the Council and compliance with the Constitution is considered. Additionally, where any funding could be utilised by the Council this must be highlighted to Senior Leadership Team for consideration.

2.3 The Council shall seek to maximise its resources by attracting external funding where appropriate. However, in some instances, available funding may be linked to tight specifications and may not be sufficiently flexible to link to the Council's strategies therefore due consideration must be given to applying for or accepting any external funding.

2.4 All applications for, or acceptance of funding must be in line with the rules sets out in the constitution and the financial rules. For the avoidance of doubt:

- All grant applications must be discussed with the relevant Director and approved by SLT before application
- In terms of accepting grant awards:
  - For amount < £150k – review of conditions and approval by SLT and relevant Exec member before accepting
  - For amounts > £150k – normal Exec approval process.

2.5 Where the funding has match funding requirements then in accordance with the financial rules the Section 151 Officer is responsible for:

- Ensuring that any match funding requirements are considered prior to entering into an external agreement and that adequate future revenue budgets are in place to meet these requirements.
- Ensuring that all funding notified by external bodies is received and properly recorded in the Council's accounts.
- Ensuring that all audit requirements are met.

2.6 Directors and Heads of Service are responsible for ensuring that:

- Funds are acquired only to meet the priorities approved in the policy framework by the Council.
- Any match funding requirements are considered prior to entering into an external agreement and consulting with the Section 151 Officer to ensure that adequate future revenue budgets are in place to meet these requirements.
- Key conditions of funding and any statutory requirements are complied with and that the responsibilities of the Accountable body are clearly understood.
- All claims for funds are made by the due date and income received in accordance with the agreement.
- The project progresses in accordance with the agreed project outline and that all expenditure is properly incurred and recorded in the Council's accounts
- Advice is sought from the legal team on the terms of the funding agreement and subsidy control implications as early as possible, particularly where there is an intention to pass the funds onto third parties.

2.7 Where external funding is received by the Council for onward distribution that distribution must be carried out in accordance with this policy, including via the development of an appropriate grant scheme.

3 EMERGENCY FUNDING STREAMS

3.1 National and local emergencies such as pandemics, floods, the cost-of-living crisis, international conflicts etc may result in Central Government asking Councils to administer grants and funding schemes to businesses and individuals.

3.2 These schemes are implemented quickly and with little prior warning to the Council and often with guidance provided after the funding has been announced. The Council should be prepared for the possibility of being tasked with this and have guidance and checklists available to assist.

3.3 The nature of the emergency will determine the application information required and criteria will be mandated by Central Government. The Council must ensure it follows this guidance to enable recovery of payments from Central Government

3.4 A core emergency funding group should be set up to include a representative from Finance to ensure management of delivery of payments, a representative from the legal team to ensure compliance with legal requirements and terms and conditions of funding, Revenues and Benefits Officer to provide customer/business data, a representative from Internal Audit and the Counter Fraud and Enforcement Unit (CFEU) to advise on risk and mitigation, and a representative from the relevant service area(s) (e.g Public Protection for floods/health emergencies, or Housing etc).

3.5 Businesses and individuals will have to complete an application form (online or paper) and sign a declaration which will include agreeing to any clauses required by Central Government and the following statement:-

Please be advised that the Council will not accept deliberate manipulation and fraud and any applicant caught falsifying their statements or evidence to gain grant money will face prosecution and any funding issued will be subject to claw back, as may any grants paid in error.

3.6 Businesses, voluntary or non-profit organisations, Town and Parish Councils, and individuals will be required to provide proof of identity and eligibility, and proof of the bank account they wish payment to be made to. See the grants toolkit for examples of the type of documentation/proof that may be required.

3.7 Where grant funding is allocated to selected voluntary and community sector organisations, based on existing partnerships and known ability to deliver with impact, a grant agreement will be entered into clearly specifying the expected outcomes.

3.8 Returns will be made to Central Government, or the relevant body and minimum audit requirements will be detailed on all documentation. Decision-making documents must be kept in line with the scheme guidance and data retention policies.

4 CONFLICTS OF INTEREST

4.1 A conflict of interest is any activity that is inconsistent with the Council's best interests or that which could give the appearance of impropriety or corruption. Officers, contractors and Members must not place themselves in a position within which a personal benefit could be derived or be perceived to be derived from actions or decisions made in their official capacity as an employee.

4.2 Conflicts of interest should be declared at the start of the process so that they may be recorded and considered at the first opportunity. As these will be specific to each grant scheme, they should be held with the associated documentation. Where a conflict of interest is present, the officer, contractor or Member will not form part of any assessment panel or take part in any decision making for that grant scheme.

5. ROLES AND RESPONSIBILITIES

5.1 All grant schemes require a named lead officer with defined responsibilities for the lifetime of the grant. They will be responsible for the key stages of the grant scheme outlined below ensuring consultation and approval as appropriate.

Stage	Who should be involved	Notes
Development of grant scheme – including priorities, criteria, assessment, risk assessment and decision making Drafting of grant scheme Development of application form and process	• Lead officer • Senior Leadership Team • Lead Portfolio Member • Representative of funding body where applicable (e.g. NHS for Health & Wellbeing Grants) • Finance • Legal Services • SWAP (internal audit) • Counter Fraud and Enforcement Unit (CFEU) • Partnership organisation (where applicable)	Proposals must be discussed with the appropriate colleagues to ensure authority to bid for funding and any match funding is available. Seek legal advice on the proposed grant scheme and instruct Legal Services to draft a grant agreement template. Timescales should be agreed in relation to availability and the time frame within which they should be spent. Consider risk and mitigations accordingly. Refer to supporting CFEU recommendations grants toolkit to cover application supporting information required, declarations, and verification checks.

Stage	Who should be involved	Notes
Launch of grant scheme and promotion	• Lead officer • Communications team	Details of all current grant schemes should be available on the Council website
Due diligence checks on the application / applicant	• Lead officer • Finance (if required) • SWAP (if required) • CFEU (if required)	As per Grants toolkit recommendations
Assessment Panel where applicable and/or required	• Lead Portfolio Member • Member of Senior Leadership Team • Representative of funding body (e.g. NHS for Health & Wellbeing Grants) where applicable • Representative of impartial voluntary sector organisation with knowledge of the subject area where applicable	Lead officer is there to facilitate the panel, providing information, liaising with applicants if more information is needed and recording decisions. For the avoidance of doubt the Lead officer is not part of the decision making.
Decision making – as per scope of scheme, policy requirements or level of funding	• Formal decision by either the Lead Portfolio Member (via a delegated member decision), or Executive or Delegated Officer decision	Decisions must be recorded on appropriate decision making forms and sent to democratic services to ensure publication on the decision making register
Communication with applicants	• Lead officer	
Issue of grant agreements for signature to recipient and return to overseeing body	• Lead officer • Legal Services	No grants should be paid without a signed grant agreement being in place. All grant agreements over £10K should be drafted by Legal Services. Grant agreements should be signed by the recipient in accordance with the stipulated timescales to ensure funding is not withdrawn Legal advice should be sought to ensure all contractual arrangements are met

Stage	Who should be involved	Notes
Processing of grant payments	• Grant budget holder • Finance	This part of the process should include a clear segregation of duties to ensure transparency and probity. The Lead officer should not be responsible for approving payments.
Collation of monitoring information	• Lead officer	Where appropriate, assurance checks need to be conducted to ensure funding has been spent in accordance with the funding terms and conditions or within any requisite time period.
End of grant scheme summary report	• Lead officer	Details of all grants made should be published to the Council website or reported

6 DEVELOPING A COMMUNITY GRANT SCHEME

6.1 In developing a community grant scheme, the Council will have greater flexibility in the design and aims of the scheme. Consideration should be given to which organisations are eligible to apply (for example not for profit organisations, voluntary sector organisations, charities) as well as bodies which are not eligible to apply (for example individuals or groups that are not constituted). This information must be clearly detailed in the application guidance.

6.2 Grants should only be made to a legal person. Only a legal person(s) should enter into a grant agreement. This would normally be a limited company; however, where the recipient is an unincorporated association, the grant agreement should be signed by at least two individual trustees.

6.3 The criteria that applicants should meet must be pre-determined, considering the purpose of the grant scheme. These should be clearly defined and detail outcome priorities.

6.4 When developing a grant scheme, approval must be sought from the Senior Leadership Team, and the appropriate people must be consulted to ensure any legal and financial implications are considered.

6.5 Applicants must be allowed a reasonable window in which to apply following notification of the grant scheme that is clearly publicised. The application process should also advise how long the verification and decision period will take before they are notified of any successful application.

6.6 Standard application form templates are available and should be used and adapted using online tools such as MS Forms.

6.7 The grant scheme should be promoted widely, using the Council's website and social media channels as well as via elected members, stakeholders and the Council's partners. Accessibility requirements should also be considered and alternative formats made available as required.

6.8 Details of funded projects should be publicised to ensure previous recipients can be considered during the assessment phase. This should be balanced against considerations relating to effective and efficient outcomes. This avoids accusations of bias and helps to ensure funding is spread fairly.

6.9 The grant agreement with successful applicants should include the requirement to acknowledge the support of the Council in all publicity material associated with the project as well as to follow the publicity guidelines from other funders who have contributed to the fund. The agreement should also stipulate that the Council reserves the right to use such material and any photographs of the project in its own publicity material.

6.10 Adequate time must be allowed for the assessment and awarding process to ensure applications can be sufficiently considered before payments deadlines are set.

6.11 An assessment panel should be formed to assess applications and the recommendations from the panel, once finalised, will need to be approved through the relevant decision-making process.

6.12 The grant scheme should advise the applicant whether they can challenge a decision and how to make a complaint or raise a dispute. If there is no right of appeal or challenge this should be stated in the guidelines.

7 FUNDING AGREEMENTS

7.1 When the formal decision about which projects will be funded has been made, the lead officer issues a grant funding agreement to successful applicants. Standard templates must be used, receive legal approval and must be signed by an appropriate member of Senior Leadership Team. The applicant should sign the grant agreement first and return it to the Council, which will then sign and date the agreement. Where applicable and agreed by the Senior Leadership Team, the relevant service team overseeing the scheme may countersign the grant funding agreement, provided this has been agreed in advance and aligns with the Council's internal financial controls.

7.2 The grant recipient should be advised of a clear deadline for returning the signed copy, otherwise the grant agreement could be deemed invalid.

7.3 Where the grant is administered on behalf of Central Government then the recipient must agree to the terms and conditions stipulated in the scheme guidance.

7.4 All funding agreements should normally include as a minimum:

- Agreed aims of the project and any conditions
- The level of funding

- Funding term
- Terms and conditions including:
    - Appropriate Legislation such as Data Protection, Equalities, Human Rights etc
    - Arrangements and conditions for the payment of grants
    - Reporting and monitoring arrangements
    - Health and safety
    - Indemnity and insurance
    - Child and vulnerable adult protection and safeguarding
    - Publicity and promotion expectations
    - Subsidy control rules

8 PERFORMANCE OUTCOMES

8.1 Outcomes are taken from the grant application and are included in the project funding agreement.

8.2 The monitoring arrangements should be stipulated in the application process and where money is provided at the commencement of the project or in stages then regular reporting is required (minimum quarterly).

8.3 These should demonstrate how the project is achieving aims and objectives and how the organisation is ensuring the money is distributed fairly and correctly.

8.4 Final monitoring reports should be received within one year of the grant being awarded (unless by prior agreement), but any grant claim request during the grant period must be accompanied by a progress report to date.

8.5 Detail must be provided at the outset on how long the Council expects documentation and project delivery paperwork to be kept for monitoring and audit purposes.

8.6 The Council reserves the right to withhold payment of funding where the monitoring requirements are not met.

9 GRANT SCHEME MONITORING

9.1 Payments may be made in arrears upon completion of the project and submission of a grant claim and monitoring report.

9.2 Where staged payments are made on delivery of outcomes timescales should be agreed at the outset and be dependent on receipt of interim reports. A small amount may need to be withheld pending receipt of the final monitoring report.

9.3 The standard grant monitoring template should be used, and must include as a minimum:

- A description of how the grant was used and how it met the aims of the grant scheme.
- A breakdown of spend
- A breakdown of other support that the project was able to use
- What checks and monitoring of spend were completed
- How the project impacted its beneficiaries
- How many people were involved
- Volunteer effort given to the project
- Feedback received by the project
- Future plans

9.4 All grant monitoring templates should be sent to Finance so that they can be centrally collated for periodic review by the Senior Leadership Team.

9.5 Payment must not be made until a signed grant agreement has been received.

9.6 If an organisation is not set up on the Council's payment system they will be required to complete the appropriate documentation to enable the Council to make payment.

9.7 To ensure appropriate segregation of duties, payments of grants must be authorised by someone other than the Lead Officer and be in line with authorisation limits.

10 DUE DILIGENCE CHECKS AND VERIFICATION

10.1 The required due diligence and verification checks should be determined at the start of the grant process. These should be built into the application form and communicated so that all applicants are aware of the documentation they will be required to provide when making the application.

10.2 This documentation should be provided with every new grant application request for all organisations, regardless of whether they have received funding before. Applications which do not include the required documentation must not be accepted.

10.3 The grants toolkit provides guidance on the minimum verification and due diligence checks which must be undertaken but further advice and guidance can be provided by the Counter Fraud and Enforcement Unit.

11 DATA PROTECTION AND TRANSPARENCY

11.1 Data must be handled in line with the Council's Data Privacy Policy.

11.2 Due regard should be given to the internal processes and systems required to administer a grant scheme. It is likely that the lead officer will receive a significant amount of organisational data that contains sensitive information such as bank account details, names and addresses etc. This data must be handled appropriately and in line with regulations around data protection principles.

11.3 Lead officers must consider whether completing a Data Protection Impact Assessment is required and consult with the Data Protection officer if applicable.

11.4 Data must not be kept longer than necessary, and the lead officer must consider timeframes for deleting information related to applications that were unsuccessful in their funding application in accordance with the Council's data retention procedures.

11.5 It is advised that files for successful applications should be kept for 7 years.

11.6 Appropriate systems should be set up to record necessary information, ensuring that only authorised employees have access to any sensitive information. Records should be kept by the service area in relation to:

- A spreadsheet to record details of all applications received such as date received, details of supporting documents submitted, when the application was acknowledged etc.
- Applications should be given unique ID numbers that will help to easily identify them.
- A separate folder should be created for each applicant to hold all relevant information about each organisation in one place such as application, constitution and accounts.
- If an applicant is successful then the grant funding agreement, details of payments and monitoring submissions with copies of any correspondence.
- Details of recommendations for all applications and scoring matrixes for an appropriate amount of time after the assessment, for example if an applicant requests feedback on why their application was not successful.
- Decisions relating to grant funding should be kept.
- A copy of all the grant paperwork such as guidance notes, regulations, legal agreements and Policies.

11.7 Details of all current grant schemes are available on the Council's website.

11.8 Decisions relating to grant funding should be made accessible to the public.

11.9 All grants made to voluntary and community sector organisations should be published on the Council's website at the end of each financial year.

12 GRANT CERTIFICATION

12.1 Some grants received by the Council, especially Government Grants, require either the Chief Finance Officer or Head of Internal Audit to certify the appropriateness of grant spend.

12.2 All grants that require sign off, should be advised to the Head of Audit and Governance, at the earliest convenience, so that they can be planned into their programme of work.

12.3 Once certification is required, the completed template and all information needed to certify the grant, should be forwarded to the internal auditors.

This page is intentionally left blank

Equality and Rurality Impact Assessment Form

When completing this form you will need to provide evidence that you have considered how the 'protected characteristics' may be impacted upon by this decision. In line with the General Equality Duty the Council must, in the exercise of its functions, have due regard for the need to:

a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;

b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

This form should be completed in conjunction with the guidance document available on the Intranet

Once completed a copy should be emailed to cheryl.sloan@publicagroup.uk to be signed off by an equalities officer before being published.

1. Persons responsible for this assessment:

Names: Emma Cathcart	
Date of assessment: 11.6.2026	Telephone: 01285 623000 Email: Emma.Cathcart@cotswold.gov.uk

2. Name of the policy, service, strategy, procedure or function:

Grant Management Policy Is this a new or existing one? New

3. Briefly describe it aims and objectives

Although the Council manages various grant schemes currently, it does not have an over-arching policy or procedure that provides guidance to staff on its governance and approach for administration and management of its grant income. To ensure there is clear guidance on the processes to be followed when managing grants, including applying for external funding, developing and launching a new grant scheme and the distribution of funds, the grant management policy sets out the specific checks that we need to undertake, whilst at the same time ensuring that we are maximising outcomes, minimising risk and delivering the greatest benefit to our communities. To have a robust process in place and to provide clear guidance to staff involved in the management of grants, to minimise the risks associated with not having a clear and transparent policy in place around the distribution of funds To have clear roles and responsibilities at each stage of the grant making process. Communities will benefit as the policy seeks to ensure that funding is fairly and lawfully spent and distributed so that the outcomes are maximised.

4. Are there any external considerations? (e.g. Legislation/government directives)

Yes – legislation / government schemes

5. What evidence has helped to inform this assessment?

Source	✓	If ticked please explain what
Demographic data and other statistics, including census findings	☐	
Recent research findings including studies of deprivation	☐	
Results of recent consultations and surveys	☐	
Results of ethnic monitoring data and any equalities data	☐	
Anecdotal information from groups and agencies within Gloucestershire	☐	
Comparisons between similar functions / policies elsewhere	X	Comparison and inclusion of existing Policy across partner Council's. Departmental Policies.
Analysis of audit reports and reviews	☐	
Other:	X	Consultation with legal representatives, service leads and corporate management.

6. Please specify how intend to gather evidence to fill any gaps identified above:

N/A

7. Has any consultation been carried out?

Yes Details of Consultation Consultation with Legal Representatives across the Partnership Consultation with Community / Economic Development Teams across the Partnership Consultation with Strategic / Corporate Leadership Teams

If NO please outline any planned activities

8. What level of impact either directly or indirectly will the proposal have upon the general public / staff? (Please quantify where possible)

Level of impact	Response
NO IMPACT – The proposal has no impact upon the general public/staff	X
LOW – Few members of the general public/staff will be affected by this proposal	☐
MEDIUM – A large group of the general public/staff will be affected by this proposal	☐
HIGH – The proposal will have an impact upon the whole community/all staff	☐
Comments: e.g. Who will this specifically impact? Individuals who are subject to enforcement action.	

9. Considering the available evidence, what type of impact could this function have on any of the protected characteristics?

No impact from the policy however individual grant schemes should consider relevant equality impacts

Negative – it could disadvantage and therefore potentially not meet the General Equality duty;
Positive – it could benefit and help meet the General Equality duty;

Neutral – neither positive nor negative impact / Not sure

	Potential Negative	Potential Positive	Neutral	Reasons	Options for mitigating adverse impacts
Age – Young People					
Age – Old People					
Disability					
Sex – Male					
Sex – Female					
Race including Gypsy and Travellers					
Religion or Belief					
Sexual Orientation					
Gender Reassignment					
Pregnancy and maternity					
Geographical impacts on one area					
Other Groups					
Rural considerations: ie Access to services; leisure facilities, transport; education; employment; broadband.					

10. Action plan (add additional lines if necessary)

Action(s)	Lead Officer	Resource	Timescale

11. Is there is anything else that you wish to add?

No

Declaration

I/We are satisfied that an equality impact assessment has been carried out on this policy, service, strategy, procedure or function and where an negative impact has been identified actions have been developed to lessen or negate this impact. We understand that the Equality Impact Assessment is required by the District Council and that we take responsibility for the completion and quality of this assessment.

Completed By:	Emma Cathcart	Date:	11.6.2026
Line Manager:	David Stanley	Date:	11.6.2026
Reviewed by Corporate Equality Officer:		Date:	

This page is intentionally left blank

WEST OXFORDSHIRE DISTRICT COUNCIL	**WEST OXFORDSHIRE DISTRICT COUNCIL**
Name and date of Committee	**EXECUTIVE – 15 JULY 2026.**
Subject	**PROCEEDS OF CRIME AND ANTI - MONEY LAUNDERING POLICY**
Wards affected	All
Accountable member	Councillor Alaric Smith, Executive Member for Finance Email: Alaric.Smith@westoxon.gov.uk
Accountable officer	Madhu Richards, Director of Finance (s151) Email: madhu.richards@westoxon.gov.uk
Report author	Emma Cathcart, Assistant Director Counter Fraud and Enforcement Unit Email: emma.cathcart@cotswold.gov.uk
Summary/Purpose	To present Executive with a revised Proceeds of Crime and Anti-Money Laundering Policy ('The Policy') for approval and adoption. The Policy has been reviewed to ensure the content reflects current legislation and the Council's Policies and Procedures.
Annexes	Annex A – Proceeds of Crime and Anti-Money Laundering Policy Annex B – Employee Flowchart (Proceeds of Crime and Anti-Money Laundering)
Recommendation(s)	That the Executive resolves to: 1. Approve and adopt the Proceeds of Crime and Anti-Money Laundering Policy attached to this report as Annex A. 2. Delegate authority to the Director of Finance (s151) to approve future minor amendments to the Policy, in consultation with the Executive Member for Finance, Assistant Director Counter Fraud and Enforcement Unit, and the Assistant Director Legal Services.
Corporate priorities	Working Together for West Oxfordshire
Key Decision	No
Exempt	No
Consultees/ Consultation	Any policies drafted or revised by the Counter Fraud and Enforcement Unit are provided to Legal Services for review and are issued to the relevant Senior Officers, Management and Governance Officers for

	comment.

1. EXECUTIVE SUMMARY

1.1 The Counter Fraud and Enforcement Unit ('the CFEU') is tasked with reviewing the Council's Proceeds of Crime and Anti-Money Laundering Policy ('the Policy').

1.2 It is recommended good practice that the Policy is updated and reviewed at least every few years in line with any legislative changes.

1.3 In administering its responsibilities, this Council has a duty to prevent fraud and corruption, whether it is attempted by someone outside or within the Council such as another organisation, a resident, an employee or Councillor.

2. BACKGROUND

2.1 Money laundering is the process by which funds derived from criminal activity are given the appearance of being legitimate by being exchanged for 'clean' money so that it appears to come from a legitimate source.

2.2 The proceeds of any acquisitive crime are 'cleaned up' by various means and then fed back into the financial system after a transaction or series of transactions designed to disguise the original source of the funds.

2.3 Money that funds terrorism is also covered by money laundering legislation whether the funds originated from a legitimate source or not.

2.4 Proceeds of Crime and Money Laundering legislation govern the responsibilities of individuals and organisations.

2.5 The Policy, at Annex A, defines a best practice approach for dealing with the Council's Anti-money laundering obligations and suspicious activity reports.

2.6 The Policy, and the related internal guidance procedure addresses the way in which the Council, its employees and its Members can formally discharge these obligations.

2.7 The nominated Money Laundering Reporting Officer is the Officer appointed under section 151 of the Local Government Act 1972. In the case of the Council, this is the Director of Finance.

2.8 The Policy has been refined with revisions or significantly new sections shown as red text. Any operational or procedural elements relating to the disclosure procedure, the reporting Officer's considerations or client/supplier identification process are now detailed within the supporting internal procedure document.

2.9 The majority of the other amendments are minor and are shown as insertions in red.

2.10 Attached for information at Annex B is the supporting flowchart which will be provided to employees as a supporting quick reference guide.

2.11 The Audit and Governance Committee considered the Policy in June 2021.

2.12 Awareness will be raised with employees following the approval of the Policy. General communications will be issued through internal communication channels and more direct training, and awareness will be delivered with those employees more likely to identify suspicious activity.

3. ALTERNATIVE OPTIONS

3.1 None.

4. FINANCIAL IMPLICATIONS

4.1 There are no direct financial implications arising from this report.

4.2 The adoption and approval of this Policy will help to support the prevention and detection of misuse of public funds and will support the Council's objectives in reducing crime and financial loss to the Council.

5. LEGAL IMPLICATIONS

5.1 There are no significant legal implications associated with this report.

5.2 The Policy sets out the statutory requirements that the Council must consider and adhere to when undertaking relevant activities.

6. RISK ASSESSMENT

6.1 The Council is required to mitigate the risk of money laundering and report any suspicious activity.

6.2 The Policy reduces the risk that the Council will fail to fulfil its legal obligations.

7. EQUALITIES IMPACT

7.1 None directly.

8. SUSTAINABILITY IMPLICATIONS

8.1 None directly.

9. BACKGROUND PAPERS

None. (END)

Proceeds of Crime and Anti-Money Laundering Policy

Version Control:	
Document Name:	Proceeds of Crime and Anti-Money Laundering Policy
Version:	2.0
Responsible Officer(s):	Officer appointed under section 151 of the Local Government Act 1972 Assistant Director, Counter Fraud and Enforcement Unit
Approved by:	Executive Committee / Cabinet
Next Review Date	April 2029

Revision History

Revision date	Version	Description
April 2026	2	Review and Update

Consultees

Internal	External
s151 Officer / Finance	
One Legal / Legal Services	

Distribution

Name	

Contents

1. WHAT IS MONEY LAUNDERING? 3
2. LEGISLATION 3
3. MONEY LAUNDERING OFFENCES 4
4. POLICY STATEMENT 4
5. SCOPE OF THE POLICY 5
6. PURPOSE 5
7. THE COUNCIL'S OBLIGATIONS 5
8. AREAS AT RISK OF MONEY LAUNDERING 6
9. IDENTIFYING SUSPCIOUS ACTIVITY 6
10. PROCEDURE 7
11. CLIENT IDENTIFICATION PROCEDURE 7
12. RECORD KEEPING 8
13. GUIDANCE & TRAINING 8

1. WHAT IS MONEY LAUNDERING?

1.1 Money laundering is the process by which funds derived from criminal activity are given the appearance of being legitimate by being exchanged for 'clean' money so that it appears to come from a legitimate source.

1.2 The proceeds of any acquisitive crime are 'cleaned up' by various means and then fed back into the financial system after a transaction or series of transactions designed to disguise the original source of the funds.

1.3 Money that funds terrorism is also covered by money laundering legislation whether the funds originated from a legitimate source or not.

1.4 Money laundering can take many forms:

- Handling the proceeds of crime
- Being directly involved with criminal or terrorist property
- Entering into arrangements to facilitate laundering of criminal or terrorist property
- Investing the proceeds of crime into other financial products, property purchase of other assets

1.5 Criminals launder money in order to enjoy the fruits of their criminality. Most crime is acquisitive in nature, and it is necessary to give the proceeds of crime the appearance of being legitimate in order that the source of the funds can be disguised.

1.6 The money generated by these crimes needs to be laundered before the criminals can gain full benefit of it, and law enforcement agencies around the world are keen to make it hard for criminals to benefit in this way.

1.7 The UK terrorism legislation also addresses the issue of the funding of terrorism, much of which is directly related to criminal activity.

2. LEGISLATION

2.1 The legislation in respect of Money Laundering is set out in the following:

- Proceeds of Crime Act 2002 as amended by the Crime and Courts Act 2013 and the Serious Crime Act 2015.
- The Money Laundering, Terrorist Financing and Transfer of Funds (Information on the Payer) Regulations 2017 and The Money Laundering and Terrorist Financing (Amendment) Regulations 2019.
- The Terrorism Act 2000 as amended by the Anti-Terrorism, Crime and Security Act 2001, the Terrorism Act 2006 and the Terrorism Act 2000 and Proceeds of Crime Act 2002 (Amendment) Regulations 2007.

2.2 The combined legislation is referred to in this Policy as 'the money laundering legislation'.

2.3 Significant changes were made to the money laundering legislation which broadened the definition of money laundering and increased the range of activities caught by the statutory framework. As a result, the obligations impact on certain areas of Council business and require Councils to establish internal procedures to prevent the use of their services for money laundering. The Council undertakes many due diligence activities across its services to prevent money laundering and the specific internal supporting procedure also forms part of this activity.

3. MONEY LAUNDERING OFFENCES

3.1 The Money Laundering Regulations apply to firms in the regulated sector (businesses which provide access to financial services).

3.2 There are three primary offences as set out in the Proceeds of Crime Act 2002:

- Concealing, disguising, converting, transferring criminal property or removing it from the UK (section 327 of the Proceeds of Crime Act 2002);
- Entering into or becoming concerned in an arrangement which you know or suspect facilitates the acquisition, retention, use or control of criminal property by or on behalf of another person (section 328); or
- Acquiring, using or possessing criminal property (section 329).

3.3 These are the primary money laundering offences and are thus prohibited acts under the legislation. There are also secondary offences, which apply to the Council and its employees as detailed below:

- Failure to disclose: other nominated officers (section 332). A nominated officer in the non-regulated sector commits an offence if, as a result of a disclosure, he or she knows or suspects that another person is engaged in money laundering and fails to make a disclosure as soon as practicable to the Serious Organised Crime Agency (SOCA).
- 'Tipping off' offence: whereby a person knows or suspects that an investigation in connection with alleged money laundering has or is about to be commenced in respect of another person but nonetheless makes a disclosure to any other person which is likely to prejudice any such investigation; this is a secondary offence known as prejudicing an investigation (section 342).

3.4 These are serious offences: The primary offences carry a maximum penalty of 14 years imprisonment, the secondary offences carry a maximum penalty of 5 years imprisonment

4. POLICY STATEMENT

4.1 The Council will do all it can to:

- Prevent, wherever possible, the organisation, its employees and Members being exposed to money laundering.
- Identify the potential areas where money laundering may occur and take appropriate action to minimise the risk; and
- Comply with all legal and regulatory requirements, especially with regard to the reporting of actual or suspected cases.

4.2 Every employee and elected Member has a personal responsibility to be vigilant.

5. SCOPE OF THE POLICY

5.1 This Policy applies to all Officers and elected Members of the Council. The Policy sets out the procedures that must be followed to enable the Council to comply with its legal obligations.

5.2 Officers are considered to be employees of the Council whether directly employed, seconded, or working via an agency, and other public authorities delivering a service on behalf of the Council, for example Ubico or Publica.

5.3 Failure to comply with the procedures set out in this Policy may lead to disciplinary action being taken in accordance with existing Council policies in addition to any criminal prosecution which may ensue.

5.4 This Policy should be read in conjunction with the Whistle-Blowing Policy and the Counter Fraud and Anti-Corruption Policy.

6. PURPOSE

6.1 The Council has a duty to ensure it complies with its obligations under the legislation, but it is acknowledged that it is low risk due to the limited number of areas to which it applies. Criminal sanctions may be imposed for breaches of the legislation.

6.2 The purpose of this Policy is to make Officers and Members aware of the money laundering legislation; their responsibilities regarding the legislation; and the consequences of non-compliance with this Policy.

6.3 Any Officer or Member of the Council could be subject to the provisions of the money laundering legislation if they suspect money laundering and either fail to report their concerns or become involved in any actions to process the suspicious transaction. This Policy sets out how any concerns should be raised.

7. THE COUNCIL'S OBLIGATIONS

7.1 Not all of the Council's business is "relevant" for the purposes of the legislation. It is mainly accountancy and audit services and financial, company and property transactions. The safest way to ensure compliance with the law is to apply the

regulations to all areas of the Councils work. Therefore, all employees are required to adhere to the process set out in the supporting internal procedure.

7.2 Organisations conducting "relevant business" under the legislation must:

- Appoint a Money Laundering Reporting Officer (MLRO) to receive disclosures from employees of money laundering activity (their own or anyone else's);
- Implement a procedure to enable the reporting of suspicions of money laundering;
- Maintain client identification procedures in certain circumstances; and
- Maintain records.

8. AREAS AT RISK OF MONEY LAUNDERING

- Property sales, shared ownership, staircasing (the gradual purchasing of additional shares in a shared ownership property), other sales
- Cash payments in excess of £10,000 or cash payments that have totalled £10,000 in four or less transactions
- Refunds of overpayments to accounts
- Fraud, internal or external
- Suspiciously low tenders

9. IDENTIFYING SUSPCIOUS ACTIVITY

9.1 Employees dealing with transactions that involve income for goods and services (or other income) are most likely to identify suspicious activity, particularly where:

- Large amounts of cash are received
- Overpayment is received by cash and a refund is requested
- Overpayment is received by credit or debit card and a cheque refund is requested
- Property sales:
    - Checking the seller's/buyer's identity is difficult
    - Buyer reluctant to provide details of their identity
    - Financial circumstance of buyer has changed significantly
    - Money is paid by a third party who has no obvious link to the transaction
- Misuse of Council properties:
    - Cannabis farm

- Human trafficking and exploitation
- Tenancy fraud and sub-letting

9.2 These employees will receive training and will be referred to the supporting flowchart and internal procedure document to ensure they are confident about identifying activity and how to report it.

10. PROCEDURE

10.1 The Officer nominated to receive disclosures about money laundering activity is the Officer appointed under section 151 of the Local Government Act 1972, and is known as the Money Laundering Reporting Officer or MLRO.

10.2 Where it becomes known or is suspected, that money laundering is taking/has taken place or there is concern by an Officer that involvement in a matter may amount to a prohibited act under the legislation (see definition above), it must be disclosed immediately to the MLRO. Disclosure must be within hours of the information becoming known. Failure to disclose may lead to prosecution.

10.3 A template Disclosure Report and guidance on how and what to refer to can be found within the supporting internal procedure.

10.4 On receiving a disclosure report, the MLRO must note the date of receipt on his/her section of the report and acknowledge receipt of it. He/she should also advise the Officer, who made the report, of the timescale within which he/she expects to respond. The MLRO will consider the report and any other available internal information they think relevant. The steps to follow can be found within the supporting internal procedure.

11. CLIENT IDENTIFICATION PROCEDURE

11.1 Where the Council is carrying out relevant business (examples of relevant business may be defined for this Council as, legal services, investments, cash handling and accountancy services) and:

a) Forms an ongoing business relationship with a client; or

b) Undertakes a one-off transaction involving payment by or to the client of €10,000 (or equivalent) or more; or

c) Undertakes a series of linked one-off transactions involving a total payment by or to the client(s) of €10,000 (or equivalent) or more; or

d) It is known or suspected that a one-off transaction or a number of them involves money laundering; then this Client Identification Procedure must be followed before any business is undertaken.

11.2 In the above circumstances employees in the applicable department must obtain satisfactory evidence of the identity of the prospective client as soon as practicable after instructions are received. This applies to existing clients,

where such information has not been obtained, as well as new clients (see Customer Due Diligence process outlined in the supporting internal procedure.

11.3 The evidence should be retained for at least five years from the end of the business relationship or one-off transaction.

11.4 If satisfactory evidence is not obtained at the outset, then the business relationship or one-off transaction cannot proceed. If there is an unjustifiable delay in obtaining evidence of identity or the where the client is deliberately not providing evidence a disclosure will have to be made.

12. RECORD KEEPING

12.1 Employees within the areas of the Council conducting relevant business must maintain records of:

- Client identification evidence obtained and;
- Details of all relevant business transactions carried out for clients.

12.2 As a minimum the records must provide an audit trail to aid any subsequent investigation, for example, distinguishing the client and the relevant transaction and recording in what form any funds were received or paid.

12.3 In all cases evidence should be retained for at least five years from the end of the business relationship or transaction(s). This is so that they may be used as evidence in any subsequent investigation.

13. GUIDANCE & TRAINING

13.1 In support of this Policy the Council will make employees aware of the requirements and obligations placed on the Council and on themselves as individuals by the legislation and give training to those most likely to encounter money laundering.

13.2 As a minimum they should be made aware of the relevant legislation, and their responsibilities as set out in the supporting internal procedure.

A Short Guide to Money Laundering - Counter Fraud and Enforcement Unit

What is Money Laundering?

- Where criminals use the funds obtained from their crimes to pay for goods and services / conduct financial transactions in order to 'clean' the money and hide its source

Why do criminals launder money?

- They do this so that they can enjoy the benefit of their crimes, finance other criminal activity or terrorism, and avoid detection by law enforcement agencies

Money Laundering Legislation

- There are several acts relating to Money Laundering, Proceeds of Crime and Terrorism that combine to create offences relating to money laundering and to impose rules on organisations about what they must do if they suspect money laundering

The Council's Policy

- The Council has adopted a Money Laundering policy as they recognise the importance of preventing and identifying any potential suspicious transactions

Who is affected?

- It is the responsibility of **all** employees, and Members, to be vigilant
- In certain circumstances, an individual may commit an offence if they fail to report a suspicion

Areas at risk and what to look for

- Large cash payments
- Payment of lower cash sums where cash is not the normal means of payment.
- A transaction without obvious legitimate purpose or which appears uneconomic
- Transactions at substantially above or below fair market values / suspiciously low tenders
- Overpayment is received by cash / card and a refund is requested by another means
- Involvement of an unconnected third party without logical reason or explanation
- Concerns about the honesty, integrity, identity or location of a customer/donor

Procedures

- Any cash transaction of £3,000 or more, or linked transactions that have totalled £10,000, or more, in four or less cash payments must be reported immediately to the Chief Finance Officer
- Any large cash payments must be treated with caution. No payment in cash in excess of £3,000 will be accepted without the prior approval of the CFO

Your Responsibilities

- Anyone who suspects that a transaction could be linked to money laundering or the proceeds of crime should report the matter to the Chief Finance Officer

Further Information and Guidance

- The Proceeds of Crime and Anti-Money Laundering Policy is available and advice and guidance can be obtained from the Chief Finance Officer or from the Counter Fraud and Enforcement Unit

COUNTER FRAUD AND ENFORCEMENT UNIT

This page is intentionally left blank

WEST OXFORDSHIRE DISTRICT COUNCIL	**WEST OXFORDSHIRE DISTRICT COUNCIL**
Name and date of Committee	**EXECUTIVE – 15 JULY 2026.**
Subject	**CONSULTATION ON PUBLIC SPACES PROTECTION ORDER FOR DOG FOULING**
Wards affected	All
Accountable member	Councillor Alistair Wray Executive Member for Environment Email: alistair.wray@westoxon.gov.uk
Accountable officer	Mandy Fathers, Head of Environment, Revenues and Benefits Email: mandy.fathers@westoxon.gov.uk
Report author	Philip Measures, Service Leader Email: philip.measures@westoxon.gov.uk
Summary/Purpose	To consider a proposal to consult on the adoption of a Public Space Protection Order to prohibit Dog Fouling
Annexes	Annex A – Draft Public Spaces Protection Order Annex B – Example consultation letter/email Annex C – Proposed consultation questions Annex D – Equality Impact Assessment Annex E – Sustainability Impact Assessment
Recommendation(s)	That Executive resolves to: 1. Approve the proposal to undertake a consultation on the Public Space Protection Order for Dog Fouling.
Corporate priorities	A Better Environment for People and Wildlife
Key Decision	No
Exempt	No
Consultees/	Office of the Police and Crime Commissioner

Consultation	Town and Parish Councils Oxfordshire County Council Royal Society for the Prevention of Cruelty to Animals (RSPCA) Public Consultees will be directed to our web page which will allow them to submit their consultation responses.

1. EXECUTIVE SUMMARY

1.1 Dog fouling is not only unpleasant, but it can also be dangerous, especially to children. Whilst rare, contact with dog excrement can cause toxocariasis, an infection that can lead to dizziness, nausea, asthma and even blindness or seizures. While most dog owners are caring, responsible individuals, there are still some people who do not clean up after their pets.

1.2 Legislation to prohibit dog fouling has been in place for a long time but has changed such that now regulation falls under the Public Spaces Protection Order (PSPO) provision of the Anti-Social Behaviour Crime and Policing Act 2014 ('the 2014 Act').

1.3 The report sets out the enforcement powers available under a PSPO and sanctions that are available.

1.4 To adopt a PSPO for this purpose, the Council must go out to consultation first on the restrictions to be applied.

2. BACKGROUND

2.1 A PSPO is a power available to Local Councils under the 2014 Act, which provides the legal framework for the creation of PSPOs to control these activities within defined areas.

2.2 A local authority may make a PSPO if satisfied on reasonable grounds that two conditions are met.

The first condition is that

- Activities carried on in a public place within the authority's area have had a detrimental effect on the quality of life of those in the locality, or
- It is likely that activities will be carried on in a public place within that area and that they will have such an effect.

The second condition is that the effect, or likely effect, of the activities

- Is, or is likely to be, of a persistent or continuing nature.
- is, or is likely to be, such as to make the activities unreasonable.
- Justifies the restrictions imposed by the notice.

2.3 A PSPO, as well as meeting the above tests, must be fair, proportionate, and consistent with the principles related to public safety and public health to enable dog owners and non-dog owners to enjoy public open spaces. It must be able to be enforceable without having detrimental impact on those that are vulnerable or reliant on assistance from dogs.

2.4 A breach of the PSPO is a criminal offence, which can be dealt with, either by way of a fixed penalty notice (FPN) of up to £100 or prosecution. If prosecuted, an individual could be liable to a fine no higher than £1,000. Any PSPO introduced can only be valid for a maximum of three years or shorter and must thereafter be extended.

2.5 Authorised officers enforce the provisions of the PSPO by patrolling and investigating complaints. FPNs can be issued for non-compliance Officers take a proportionate approach to enforcement, seeking to raise awareness and educate in the first instance.

2.6 PSPO's have a duration of 3 years. Prior to expiry they should be reviewed to determine whether they should be extended for an additional period (e.g. a further 3 years) Section 60 of the 2014 Act allows for the extension of the PSPO currently in force providing that the local authority who made the PSPO, is satisfied on reasonable grounds that doing so is necessary to prevent.

- Occurrence or recurrence after that time of the activities identified in the PSPO, or
- An increase in the frequency or seriousness of those activities after that time.

2.7 **Dog Fouling** – The PSPO makes it an offence if a person in charge of a dog fails to clean up its faeces. Covering all public places in the district. This is defined as any place to which the public or any section of the public has access, on payment or otherwise, as of right or by virtue of express or implied permission.

2.8 **Failing to produce a receptacle for picking up dog faeces**. This is not a reasonable excuse and the PSPO requires dog walkers to carry an appropriate receptacle for dealing with the waste that their dog/s produce. This requirement aims to ensure that dog walkers always have the means (i.e. a receptacle) to pick up their dog's faeces.

2.9 It is a reasonable expectation of our residents to access open spaces for their own mental health considerations and for the welfare of their animals when exercising. The PSPO enables enforcement action where owners fail to comply or are inconsiderate of others.

2.10 It is unreasonable to fine those who are unable to comply with the proposals for reasons of disability and therefore these groups are excluded by exemption.

- A person who has a disability which affects their mobility, manual dexterity, physical co-ordination or ability to lift, carry or otherwise move everyday objects, in respect of a dog trained by a prescribed charity and upon whom they rely for assistance.
- A person registered as a blind person in a register complied under section 29 of the National Assistance Act 1948.

2.11 The PSPO should be implemented with adequate bin provision and signage so that any enforcement action taken is both reasonable and proportionate.

2.12 The consultation period is six weeks. The results will be collated, and a further report will be brought back to the Executive on the outcome of the consultation, and a final draft of the PSPO will be submitted for approval, taking into account any relevant considerations arising from the consultation exercise.

3. ALTERNATIVE OPTIONS

3.1 No PSPO for this purpose. Relying on existing legislation, which is old may be open to challenge. This could mean there is no effective sanction for dog fouling and therefore no deterrent for behaviour that is not publicly acceptable but is an ongoing problem.

3.2 To limit the PSPO to specific areas. This would focus enforcement, but like other enviro-crime, locations and hotspots can be random and difficult to predict, leaving many areas unprotected. It would be onerous to have multiple PSPOs drafted for each occasion a report of dog fouling was made in an area.

4. FINANCIAL IMPLICATIONS

4.1 There are no financial implications. This supports existing work of Officers in their enviro-crime duties and no additional funding is required other than for additional signage.

5. LEGAL IMPLICATIONS

5.1 There is no legal duty to have a PSPO in place for this purpose. But there is a reputational risk to the Council if no sanction is in place for the offence of dog fouling.

6. RISK ASSSSMENT

6.1 This report is to a approve a consultation. If the consultation does not take place, any subsequent PSPO could be effectively challenged and appealed against.

6.2 If a PSPO is not in place for this purpose, there is a reputational risk to the Council for not having in place a sanction for this offence.

7. EQUALITIES IMPACT

7.1 See Section 2.10 and the Equality Impact Assessment is attached at Annex D.

8. SUSTAINABILITY IMPLICATIONS

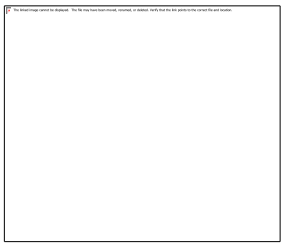
8.1 The Sustainability Impact Assessment is included in Annex E.

9. BACKGROUND PAPERS

9.1 None

(END)

This page is intentionally left blank



Anti-social Behaviour, Crime and Policing Act 2014,
Part 4, Section 59
Public Space Protection Order

West Oxfordshire District Council in exercise of the power under Section 59 of the Anti-Social Behaviour, Crime and Policing Act 2014 (the Act), being satisfied that the conditions set out in section 59 of the Act have been met, makes the following order;

INTRODUCTION

1. The Council, in making this Order, is satisfied on reasonable grounds that:

The activity "dog fouling" has been carried out in public places within the Council's area and have had a detrimental effect on the life of those in the locality,

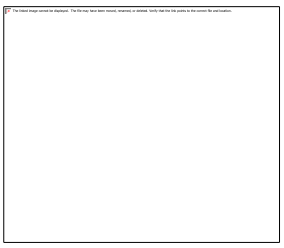
and that:

a) the effect, or likely effect of the activity: is, or is likely to be, of a persistent or continuing nature,
b) is, or is likely to be, such as to make the activity unreasonable, and justifies the restrictions imposed by this Order.

The Council is satisfied that it is reasonable to impose restrictions set out in this Order to prevent or to reduce the detrimental effect referred to below from continuing, occurring, or recurring.

The Council has given regard to the rights of freedom of expression and freedom of assembly set out in articles 10 (right of freedom of expression) and Article 11 (right of freedom of assembly) of the European Convention on Human Rights and has concluded that the restrictions on such rights and freedoms imposed by this Order are proportionate, lawful and necessary.

The Council has carried out the necessary consultation and the necessary publicity, and given the necessary notification, as required by sections 64 and 72 of the Act, before making this Order.



Anti-social Behaviour, Crime and Policing Act 2014,
Part 4, Section 59
Public Space Protection Order

PART 1 - DOG FOULING ON LAND

1. If a dog defecates at any time on land to which this Order applies and a person who is in charge of the dog at that time fails to remove the faeces from the land immediately, that person shall be guilty of an offence unless –

    a. He has a reasonable excuse for doing so; or
    b. The owner, occupier or other person or authority having control of the land has consented (generally or specifically) to his failing to do so.

EXCEPTIONS

The Prohibition does not apply to a person who –

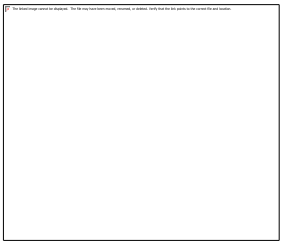
a. Is registered as a blind person in a register complied with under Section 29 of the National Assistance Act 1948.

b. To a person who has a disability which affects mobility, manual dexterity, physical co-ordination or ability to lift, carry or otherwise move everyday objects, in respect of a dog trained by a person prescribed charity upon which he replies for assistance.

For the purposes of this Part –

a. Placing the faeces in a receptacle on the land, which is provided for this purpose, or for the disposal of waste, shall be sufficient removal from the land;

b. Being unaware of the defecation (whether by reason of not being in the vicinity or otherwise), or not having the means or device to remove the faeces shall not be a reasonable excuse for failing to remove the faeces;



Anti-social Behaviour, Crime and Policing Act 2014,
Part 4, Section 59
Public Space Protection Order

PART II - PENALTIES FOR NON-COMPLIANCE

Section 67 of the Anti-social Behaviour, Crime and Policing Act 2014 states that it is a criminal offence for a person without reasonable excuse –

(a) To do anything that the person is prohibited from doing by a Public Space Protection Order; or
(b) To fail to comply with a requirement to which the person is subject to under the Public Space Protection Order.

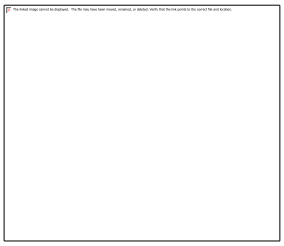
A person guilty of an offence under Section 67 of the Anti-Social Behaviour, Crime and Policing Act 2014 is liable on conviction in the Magistrates' Court to a fine not exceeding level 3 on the standard scale.

The penalty specified in a fixed penalty notice issued under Article 5 shall be no more than £100, such sum to be paid within a period of less than 28 days.

PART 111 - AUTHORISED PERSONS

For the purposes of this Order, an authorised person includes –

(a) a constable, or police community support officer (PCSO)
(b) any other authorised officer by the Council



Anti-social Behaviour, Crime and Policing Act 2014,
Part 4, Section 59
Public Space Protection Order

PART IV COMMENCEMENT

The Order shall come into effect on XX XX XXXX and shall remain in effect until XX XXXXX.

Before the expiry of the Order the Council can extend the Order by up to three years if satisfied on reasonable grounds that this is necessary to prevent the activity identified in the Order from occurring or recurring or to prevent an increase in the frequency of the activity specified

PART V - RESTRICTED AREA

This Order (including, for the avoidance of doubt, all of the restrictions set out herein) applies to all public places in the District of West Oxfordshire shown on the attached plan.

For the avoidance of doubt, this Order applies to all persons, at all times, in all circumstances, in relation to the restricted area.

For the purposes of this Part -

a "public place" means any place to which the public or any section of the public has access, on payment or otherwise, as of right or by virtue of express or implied permission (and for the avoidance of doubt, includes highways).

VI - CHALLENGING THE VALIDITY OF THE ORDER

An interested person may apply to the High Court to question the validity of -

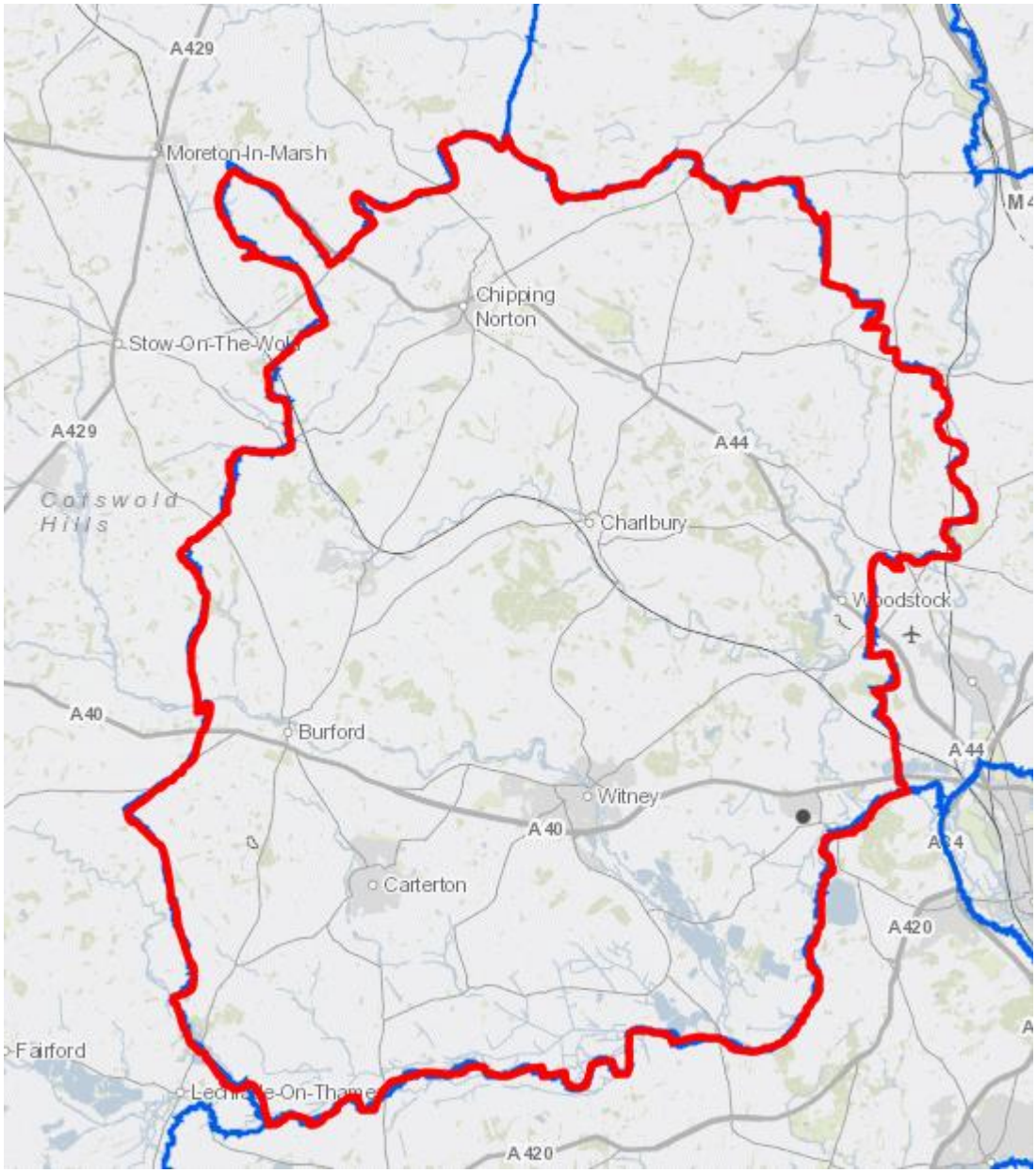
a) This Order, or
b) A future variation of this Order

“Interested person” refers to an individual who lives in the restricted area or continually works in or visits that area.

An appeal against this Order or a future variation of this Order may be made to the High Court within six weeks from the date on which the order or variation is made, on the grounds that:

a) West Oxfordshire District Council did not have the power to make the order or variation, or to include prohibitions or requirements imposed by the order (or by the order as varied);
b) A requirement under Chapter 2 of the Anti-Social Behaviour, Crime and Policing Act 2014 was not complied with in relation to the order or variation.

IN WITNESS WHEREOF the Common Seal of West Oxfordshire District Council was herto affixed in the presence of an authorised signatory on this _____ day of _____ 2025


A429
Moreton-In-Marsh
Chipping
Norton
Stow-On-The-Wold
A429
A44
Cotswold
Hills
Charlbury
Woodstock
A40
Burford
A44
Witney
A40
A34
Carterton
A420
Fairford
A420

Reply to: Jack Graham
Email: ers@publicagroup.uk
Phone: 01993 861000

Council Offices
Woodgreen,
WITNEY,
Oxfordshire,
OX28 1NB
Tel: 01993 861000
www.westoxon.gov.uk

WEST OXFORDSHIRE DISTRICT COUNCIL

Ref: W/26/00254/ASB

Date: 17/02/2026

Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND

Statutory Consultation – Public Space Protection Order (PSPO) – Proposed Controls relating to Dog Fouling across West Oxfordshire District.

Dear Consultee,

West Oxfordshire District Council is writing to consult with the Oxfordshire County Council on a proposal to introduce a Public Space Protection Order (PSPO) under Section 59 of the Anti-Social Behaviour, Crime and Policing Act 2014. The proposed Order will make it an offence for a person in control of a dog to fail to remove dog faeces from land to which this Order applies. West Oxfordshire District Council has received over 63 reports in the last 3 years relating to dog fouling and as the current existing legislation is outdated, the West Oxfordshire District Council therefore proposes the introduction of a district wide PSPO in order to enhance its enforcement ability with regard to dog fouling.

A copy of the draft order and a consultation questionnaire can be found at **[web address].**

To address this issue the Council has undertaken periodic patrols and installed anti-dog fouling signage in areas identified through reported complaints. The Council, in making this proposal, wishes to set a clearer, consistent and more enforceable requirement that we believe will provide a meaningful deterrent and result in fewer incidences of dog fouling across the district.

As required under the legislation, the Council must consult the Office of the Police and Crime Commissioner and other relevant organisations before implementing or varying a PSPO.

West Oxfordshire District Council is satisfied that the legal threshold for making a PSPO have been met.

These tests require that the behaviour:

- has had, or is likely to have, a detrimental effect on the quality of life of those in the locality;
- is, or is likely to be, persistent or continuing in nature;

- is, or is likely to be, unreasonable; and
- justifies the restrictions proposed.

In proposing this PSPO, the Council has considered the rights and freedoms under the European Convention on Human Rights, including Article 10 (freedom of expression). Having done so, the Council is satisfied that the measures proposed are lawful, reasonable, and proportionate. The PSPO may remain in place for up to three years, after which it may be renewed or varied following review.

The consultation will run from 24th July to 4th September 2026. We invite your comments, evidence, or suggestions regarding the proposed PSPO. Please send responses by email to:

ers@publicagroup.uk (please use the subject line: *PSPO Consultation – Dog Fouling*)

Or by post to:
Environmental & Regulatory Services
West Oxfordshire District Council
PSPO Consultation – Dog Fouling
Council Offices
Witney

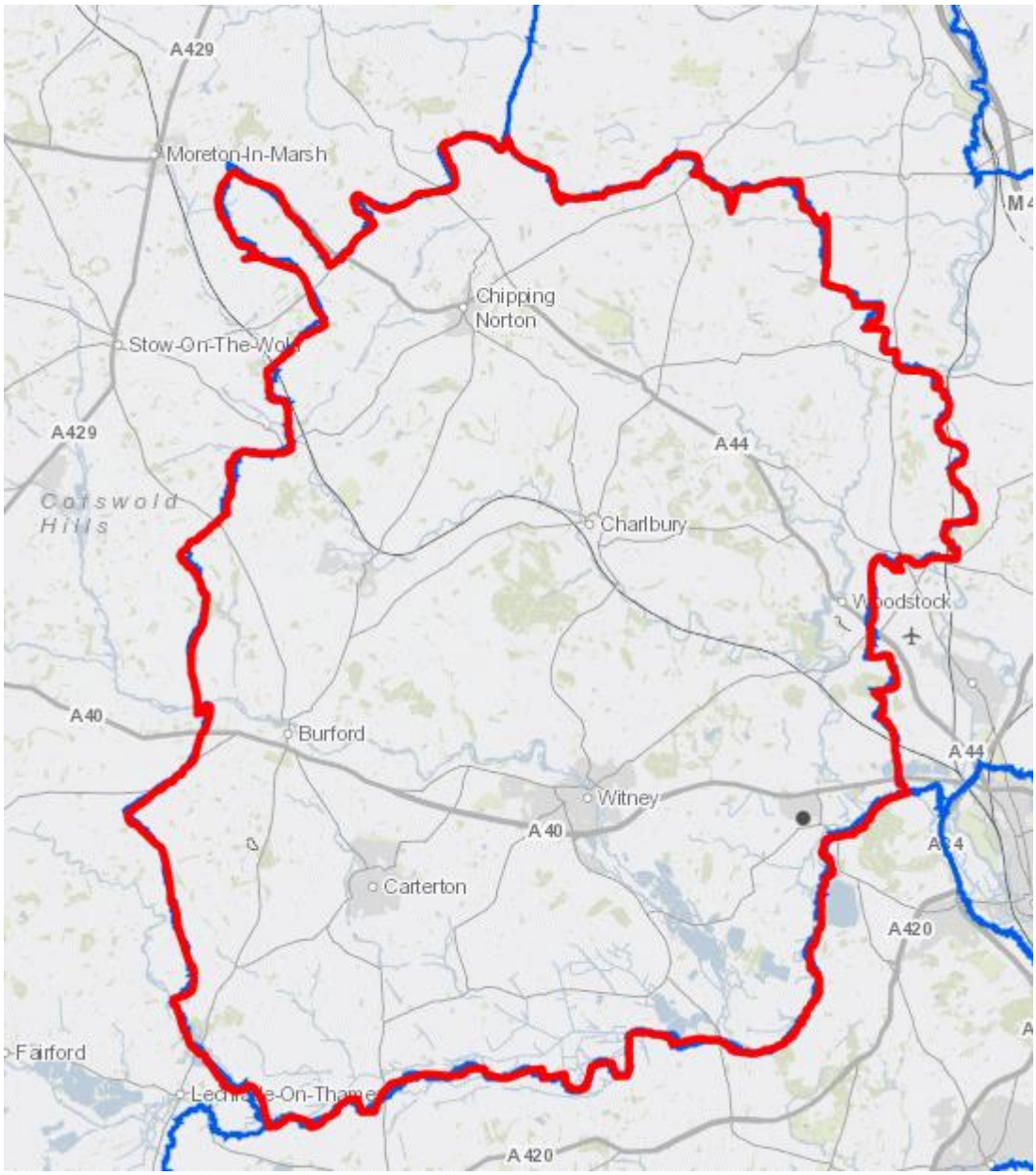
If you require additional time to respond, please let us know. Thank you for taking the time to contribute to this consultation.

Yours faithfully,



Jack Graham
Environmental Protection Services
West Oxfordshire District Council

Proposed land affected under this Public Space Protection Order.



This page is intentionally left blank

Suggested Online Consultation Questionnaire (Dog Fouling PSPO)

1 Which area of West Oxfordshire are you responding about?

---

2 How much of a problem do you think dog fouling is in your area?

- Not a problem
- Minor problem
- Moderate problem
- Serious problem

3 How often do you encounter dog fouling in public spaces?

- Never
- Rarely
- Occasionally
- Frequently
- Very frequently

4 Where do you most commonly see dog fouling? (Select all that apply)

- Parks and open spaces
- Footpaths and pavements
- Play areas
- Rural paths / countryside
- Car parks
- Other (please specify)

5 What impact does dog fouling have on you or your community? (Select all that apply)

- Public health concerns
- Reduced enjoyment of public spaces
- Safety concerns (e.g. children)
- Damage to environment

- No impact
- Other (please specify)

---

6 To what extent do you support the introduction of a district-wide PSPO requiring dog fouling to be picked up immediately?

- Strongly support
- Tend to support
- Neutral
- Tend to oppose
- Strongly oppose

7 Do you agree that dog fouling is:

- Persistent or continuing in nature
- Unreasonable behaviour
  (Tick boxes for agreement, reflecting legal tests)

---

8 The proposal applies to most publicly accessible land (e.g. parks, streets, footpaths, open spaces). Do you agree with this approach?

- Yes
- No
- Not sure

9 Are there any locations that should:

- Be specifically included?
- Be excluded?

(Open text)

---

10 What additional measures would you support? (Select all that apply)

- More signage

- More bins
- Increased patrols
- Education campaigns
- Community reporting tools
- Other (please specify)

---

11 The PSPO includes exemptions for registered assistance dog users. Do you agree with this approach?

- Yes
- No
- Not sure

  Do you have any concerns about how the PSPO would be enforced fairly?

- Open text

---

12 Overall, do you think the proposed PSPO is:

- Proportionate
- Necessary
- Effective
  (Likert scale for each)

  Please provide any additional comments or suggestions:

- Open text

Optional Section: Stakeholder-Specific Questions (e.g. OCC, Police)

From your organisation's perspective, do you foresee any operational challenges in enforcing or supporting this PSPO?

- Open text

1. Can your organisation support enforcement or awareness activities?

- Yes (details)
- No
- Maybe

Equality and Rurality Impact Assessment Form

When completing this form you will need to provide evidence that you have considered how the 'protected characteristics' may be impacted upon by this decision. In line with the General Equality Duty the Council must, in the exercise of its functions, have due regard for the need to:

a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;

b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

This form should be completed in conjunction with the guidance document available on the Intranet

Once completed a copy should be emailed to cheryl.sloan@publicagroup.uk to be signed off by an equalities officer before being published.

1. Persons responsible for this assessment:

Names: Philip Measures	
Date of assessment: 011/06/26	Telephone: 01993 861376 Email: philip.measures@westoxon.gov.uk

2. Name of the policy, service, strategy, procedure or function:

Public Protection – Environmental Health proposal of Public Space Protection Order PSPO – Dog Fouling

3. Briefly describe it aims and objectives

The Order will be in force for a period of 3-years after which there will be a further statutory review. To protect public health and public safety from the adverse actions of dogs and less responsible dog owners. To support the welfare of people through responsible dog ownership. **Dog Fouling** - Makes it an offence if a person in charge of a dog fails to clean up its faeces. Covering all public places in the District This is defined as any place to which the public or any section of the public has access, on payment or otherwise, as of right or by virtue of express or implied permission.

4. Are there any external considerations? (e.g. Legislation/government directives)

A Public Space Protection Order, also known as a PSPO, is a power available to Local Councils under the Anti-Social Behaviour, Crime and Policing Act 2014. The Anti-Social Behaviour Crime and Policing Act 2014 provides the legal framework for the creation of PSPOs. These control activities within defined areas.

5. What evidence has helped to inform this assessment?

Source	✓	If ticked please explain what
Demographic data and other statistics, including census findings	☐	
Recent research findings including studies of deprivation	☐	
Results of recent consultations and surveys	☐	
Results of ethnic monitoring data and any equalities data	☐	
Anecdotal information from groups and agencies within Gloucestershire	☐	
Comparisons between similar functions / policies elsewhere	☐	
Analysis of audit reports and reviews	☐	
Other:	☒	

6. Please specify how intend to gather evidence to fill any gaps identified above:

Please see Comments section below.

7. Has any consultation been carried out

No, this report is to seek approval to go out to consultation.

If NO please outline any planned activities

8. What level of impact either directly or indirectly will the proposal have upon the general public / staff? (Please quantify where possible)

Level of impact	Response
NO IMPACT – The proposal has no impact upon the general public/staff	

LOW – Few members of the general public/staff will be affected by this proposal	
MEDIUM – A large group of the general public/staff will be affected by this proposal	☒
HIGH – The proposal will have an impact upon the whole community/all staff	☐

Comments: e.g. Who will this specifically impact?

There is also potential for positive equality impact for the public that may be affected by inconsiderate behaviour of others. By extension of this order, in terms of mental well-being opportunities arising for people to feel safer when outdoors for health benefits, education, work or simply walking to their local shops and amenities.

This is particularly so for families with young children, wheelchair users, and older people who may consider themselves to be vulnerable and less likely to venture out without pavements that can be navigated safely by them and their carers, and that are clear of detritus and dog faeces.

It can be assumed that young children who are more likely to be playing on the ground are most likely to benefit from the reduction of dog fouling. Children will have less potential to be harmed by un-cleared faeces or distressed by coming into contact with it. Young children are most likely to be exposed to dog fouling through their outside play activities and potential health impacts, if personal hygiene has not fully developed.

There may be some negative consequences for some groups because removing dog fouling may present as a challenge. For example, wheelchair users and mobility scooter users could be particularly affected by dog fouling on streets and pathways, due to either difficulty picking up dog faeces if it has been caused by their own dog, or to difficulty dealing with dog fouling that they encounter which may go onto the wheels of their wheelchair or mobility scooter.

As people with some disabilities may find it more challenging to comply with the Dog Fouling PSPO therefore included in the order are exemptions:

- A person who has a disability which affects his mobility, manual dexterity, physical co-ordination or ability to lift, carry or otherwise move everyday objects, in respect of a dog trained by a prescribed charity and upon whom he relies for assistance.
- A person registered as a blind person in a register complied under section 29 of the National Assistance Act 1948.

9. Considering the available evidence, what type of impact could this function have on any of the protected characteristics?

Negative – it could disadvantage and therefore potentially not meet the General Equality duty;
Positive – it could benefit and help meet the General Equality duty;

Neutral – neither positive nor negative impact / Not sure

	Potential Negative	Potential Positive	Neutral	Reasons	Options for mitigating adverse impacts
Age – Young People		×		Young children are most likely to be exposed to dog fouling through their outside play activities and potential health impacts if personal hygiene has not fully developed.	
Age – Old People	×			Potential inability to remove dog fouling due to physical impairment.	
Disability		×		Wheelchair users particularly affected by dog fouling on streets, pathways etc. Toxoplasmosis can be a more dangerous infection for people with a weakened immunity leading to serious complications.	Appropriate exemptions in the draft PSPO Assistance dogs are for those who are trained to support people who rely on their assistance with their disability - registered blind or is deaf, has a physical or mental impairment which has a substantial and long-term adverse effect on the ability to carry out normal day-to-day activities.
Sex – Male			×		There is no estimated direct or indirect disproportionate impact of these proposals to residents on the grounds of sexual orientation.
Sex – Female			×		There is no estimated direct or indirect disproportionate impact of these proposals to residents on the grounds of sexual orientation.
Race including Gypsy and Travellers			×		There is no known direct or indirect disproportionate impact in terms of dog control for residents on the grounds of race
Religion or Belief			×		There is no known direct or indirect disproportionate impact in terms of dog control for residents on the grounds of religion or philosophical belief

Sexual Orientation			×		There is no known direct or indirect disproportionate impact in terms of dog control for residents on the grounds of sexual orientation
Gender Reassignment			×		There is no known direct or indirect disproportionate impact in terms of dog control for residents on the grounds of gender reassignment.
Pregnancy and maternity		×			Toxoplasmosis can be a more dangerous infection for people with a weakened immunity and people who are pregnant and can lead to serious complications.
Geographical impacts on one area			×		None
Other Groups					None
Rural considerations: ie Access to services; leisure facilities, transport; education; employment; broadband.					N/A

10. Action plan (add additional lines if necessary)

Action(s)	Lead Officer	Resource	Timescale

11. Is there is anything else that you wish to add?

Dog fouling is not only unpleasant, but it can also be dangerous, especially to children. Whilst rare, contact with dog excrement can cause toxocariasis, an infection that can lead to dizziness, nausea, asthma and even blindness or seizures. While most dog owners are caring, responsible individuals, there are still some people who do not clean up after their pets.

The renewal of the PSPO will contribute positively to the Council corporate key priorities. It will contribute to a cleaner environment and a reduction in the health & safety risks associated with direct exposure to dog fouling.

Dog Fouling is considered an environment issue which can have a massive effect on communities on the look and feel of neighbourhood and the renewal of the PSPO will assist in changing behaviour. Having the legislative powers available will help protect the public health of all age groups. To help secure a behavioural change so that dog fouling is socially unacceptable.

Declaration

I/We are satisfied that an equality impact assessment has been carried out on this policy, service, strategy, procedure or function and where a negative impact has been identified actions have been developed to lessen or negate this impact. We understand that the Equality Impact Assessment is required by the District Council and that we take responsibility for the completion and quality of this assessment.

Completed By:	Philip Measures	Date:	11/06/26
Line Manager:	Mandy Fathers	Date:	29/06/2026
Reviewed by Corporate Equality Officer:	Cheryl Sloan	Date:	12/06/2026

Project Brief

Consultation on proposed Public Spaces Protection Order to prohibit dog fouling.

NB: You can filter the justifications by colour using the filter option on the 'score' column.

For example, you can choose to only print red scores so that you can review them.

Criteria	Score	Justification
Energy Use	0	No relevant
GHGs	0	Not relevant
Air quality	0	Not relevant
Land use change	0	Not relevant
Soil and waterway health	0	Not relevant
Waste	0	Dog fouling is waste, and whilst it will have no impact on the amount of dog waste, it is relevant to the method of disposal.
Sustainable Transport	0	Not relevant
Biodiversity	0	Not relevant
Climate Change Adaptation	0	Not relevant
Sustainable Materials	0	Not relevant
Food	0	Not relevant
Health	2	It applies to the who district. Its concerned with wellbeing, a good environment and the prevention of disease.
Housing	0	Not relevant
Education	0	Not relevant
Built Community	0	Not relevant
Cultural Community	0	Not relevant
Accessibility	0	A clean environment without dog fouling will encourge use and enjoyment of a safe environment.
Local Economy and Jobs	0	Not relevant
Safety	0	Not relevant
Democratic Voice	2	The consultation includes the public and statutory consultees. It will hopefully lead to the application of the PSPO and reduce the incidence of
Equity	4	Positive impact on groups with protected characteristics.



This page is intentionally left blank

WEST OXFORDSHIRE DISTRICT COUNCIL	**WEST OXFORDSHIRE DISTRICT COUNCIL**
Name and Date of Committee	**EXECUTIVE – 15 JULY 2026**
Subject	**OUR HOUSE FUNDING EXTENSION 2026-2030**
Wards Affected	All
Accountable Member	Councillor Geoff Saul – Executive Member for Housing and Community Safety. Email: geoff.saul@westoxon.gov.uk
Accountable Officer	Claire Locke - Executive Director Email: Claire.Locke@publicagroup.uk
Report Author	Caroline Clissold – Head of Housing Solutions. Email: Caroline.Clissold@publicagroup.uk
Purpose	To update members on the 'Our House' project with a recommendation that funding be extended from 1st November 2026 to 31st March 2030.
Annexes	Annex A – Our House Q4 Update Annex B – Equalities Impact Assessment Annex C – Climate Impact Assessment Outcome
Recommendations	That the Executive resolves to: 1. Approve a 4-year funding extension for the Our House project from 1 November 2026 to 31 March 2030; 2. Agree to continue with the current Support Provider via waiver; 3. Delegate authority to the Head of Housing Solutions, in consultation with the Executive Member for Housing and Social Welfare, to approve any minor amendments to this funding extension; 4. Agree to utilise Housing Projects Reserves as set out in the Proposal in section 4 of the report.
Corporate Priorities	• Putting Residents First • A Good Quality of Life for All • Working Together for West Oxfordshire
Key Decision	Yes
Exempt	NO

Consultees/ Consultation	Executive Members with Responsibility for Housing Director of Governance and Regulatory Services Chief Executive Director of Finance Head of Finance Head of Legal Services Cottsway Housing Association

1. EXECUTIVE SUMMARY

1.1 The Our House Project was initially launched by West Oxfordshire District Council in 2014 in partnership with Cottsway Housing Association to address a rising concern with homelessness in young people.

1.2 Early learning identified that the best approach for the residents was to separate the support element from tenancy management to maximise their readiness for moving on into independent accommodation. The project was relaunched in 2021 to include the provision of the support element by Aspire Oxfordshire.

1.3 The aim of the project remains to provide young people with accommodation and support them with healthy lifestyles, employment, education, training and moving into their own independent accommodation.

1.4 Funding to extend the project until March 2030 is available from Housing reserve funds.

2. BACKGROUND

2.1 West Oxfordshire District Council has worked with our countywide partners for many years to provide a collaborative approach to ending homelessness and rough sleeping in the County.

2.2 As a result of this collaboration, Oxfordshire has both an established Young Peoples Supported Accommodation Pathway (YPSA) which is for care leavers, and a general needs Adult Homelessness Pathway and has achieved much success in reducing the numbers of those that are sleeping out.

2.3 The traditional supported accommodation approach, often located out of the district, does not work for all with many preferring the 'own front door' or to live in smaller shared schemes.

2.4 High rents in supported accommodation may make it unaffordable for residents seeking to transition from benefits into employment. There is a risk that income from entry-level or part-time work will be insufficient to cover these higher rents, particularly should there be potential shortfall's Universal Credit top ups.

2.5 Many of our residents, especially young people who have high support needs, do not wish to be relocated outside of our district or to lose contact with their own support networks in the area.

2.6 West Oxfordshire District Council therefore created an innovative project called the 'Our House' Project. By working with our local housing provider, Cottsway and specialist support provider Aspire Oxfordshire, accommodation is provided to address the needs of our local young people who are either rough sleeping, at threat of rough sleeping or are unable to remain at home with family or friends.

2.7 The Our House project now provides accommodation with support for up to 11 young people across 3 shared houses located within the district.

2.8 Funding was initially secured through government grants however once these were fully utilised, further funding was secured in November 2022 and 2024 from Housing Projects Reserve funds.

3. MAIN POINTS

3.1 The current funding arrangements are due to end in October 2026. The cost for continuing the project and delivering the support element until 31st March 2030 is £329,950

3.2 In addition, the three properties have not been updated since 2020, and items such as furniture, carpets, and white goods are due for replacement. An additional contingency fund of £30,000 is recommended to fund improvements and replace worn items, bringing the total funding to £359,950.

3.3 Most referrals into the project are from young people who were either 'sofa surfing' or 'street homeless' and would otherwise be placed in unsuitable B&B accommodation.

3.4 As the residents have varying levels of need, a bespoke package of support is identified for each new resident prior to them moving into the property thus unlocking further potential by better managing the support required and their own personal journeys towards employment and independent living.

3.5 Most of the residents accommodated in the three properties have had complex and sometimes challenging support needs and mental health issues meaning that the project has often had to be very reactive to certain situations to help reduce further escalations. The continuation of the project in partnership with Aspire will provide experienced and diverse support with a greater variety of resources that cannot be delivered 'in house' by the Council.

3.6 The 'Our House' project provides much-needed single accommodation for young people within West Oxfordshire and has assisted us with discharging our homelessness duties. Using the 'Our House' project has significant financial benefits for both the Council and the residents, providing better outcomes for our young people.

3.7 Working in partnership with Cottsway means that each resident is paying on average around £300 per month in rent compared with an average of around £1300 per month within the wider supported accommodation pathways. By keeping the rents to such a low level, young people are not prevented from working due to affordability of high rents.

3.8 Residents have been able to access employment and training opportunities and work alongside independent work coaches to establish their own plans and goals towards employment. Given the nature of the project there have been challenges, but these have been overcome through the work of various partnerships the project has created.

3.9 The Our House Project does not have any minimum or maximum time limits set for how long a person can remain in the accommodation as each resident will have different needs to be addressed before they can move on, however the average length of their stay is around 12 months.

3.10 Of the current residents:

- Three have been fully supported through their journey from homelessness to ready for their own tenancy, with one waiting for their new property to be ready, and the other two actively bidding.
- Three of the residents are in employment or paid apprenticeships, which is only possible due to the low rents.
- Two are in full-time training with another waiting for a course to start in September
- And another two are actively looking for work after completing training

3.11 Without the level of support provided within this project, these young people in B&B type accommodation may not have been unable to access these opportunities if they due to location, transport and personal contribution costs, and lack of settled address.

3.12 More information about Key Outcomes and the success of the Project so far can be found in the Our House Q4 update - Annex A

3.13 The cost of providing this accommodation with high level bespoke support averages out at around £166 per week per person. Should funding for the project not be agreed, the cost of providing emergency B&B accommodation would be in the region of £300 - £500 per week, plus additional staffing to offer support to the young people to maintain this.

3.14 Over the past five years, this project has provided accommodation for over 30 individuals, most of whom have successfully move on into their own accommodation or have been supported to return to their families.

4. PROPOSAL

4.1 Housing currently has sufficient funding to meet the costs of extending the Our House project in earmarked Housing Project Reserves from underspends in previous allocations of ring-fenced grants.

4.2 The remaining balance of the Housing Project Reserves will be used to fund additional Housing Projects such as expanding Housing First offers, expected rising costs of within Countywide Accommodation Pathways, and additional staffing to meet rising demands on the Housing service in general.

4.3 The ethos of the Our House Project meets the requirements set out in the Ministry of Housing, Communities and Local Government (MHCLG) Homelessness Prevention Grant allocation instructions.

4.4 Young people are achieving excellent results in securing education and training however with targeted support more could be achieved with securing employment. For 2026 – 2030 it recommended to include 2 additional 'support days' per week specifically to work with the young people on preparing them for employment.

4.5 There are currently no external funding opportunities however the Housing Team will continue to search for options for additional funding.

4.6 In addition, a separate amount is required to update some of the fixtures, fittings, furniture and white goods as many have not been replaced since 2020.

4.7 Proposed Support Package costs:

Year One	1st November 2026 to 31st March 2027	£39,500
Year Two	1st April 2027 to 31st March 2028	£95,000
Year Three	1st April 2028 to 31st March 2029	£96,600
Year Four	1st April 2028 to 31st March 2030	£98,850
Contingency Fund for property improvements		£30,000
Total		**£359,950**

4.8 Aspire are currently providing high level support and are achieving excellent outcomes for young people leaving the project. Due to the providers long-standing delivery of this highly specialist support package, their established expertise, continuity of care and proven outcomes present a strong case for a waiver to avoid disruption and risk that could arise from a full procurement process. Therefore, it is recommended that the continuation of the funding be awarded via a waiver.

5. ALTERNATIVE OPTIONS

5.1 Alternatively, the Executive may wish to consider not extending the funding for the project any further.

5.2 Should this be the case, the Council and Cottsway would have to issue notices to the 11 young people currently resident to leave their accommodation by 31st October 2026.

5.3 If the residents are not able to source their own accommodation, the Council would need to offer emergency accommodation in B&B until such time as alternative accommodation could be found.

5.4 Therefore, this option is not recommended due to the increased costs that would be incurred and the detrimental effect on the cohort of being moved from their homes into emergency accommodation.

6. FINANCIAL IMPLICATIONS

6.1 There are multiple complex funding streams supporting the work of the Housing Team particularly regarding homeless prevention and project work. Some of these funding streams are subject to bids and some are allocations. Often these come through at short notice and require officers to investigate options and put together work packages or bids within brief time limits.

6.2 The Our House Project is aimed at addressing the expectations set out by the government under the Homelessness Reduction Act 2017 and maximising the use of available accommodation in the West Oxfordshire District. There are limited options and significant costs associated with the provision of emergency accommodation within the district, as well as a shortage of longer-term accommodation. Young people in particular can be disadvantaged in short-term B&B type accommodation and rarely thrive without additional support.

6.3 The proposal is therefore aimed at reducing the use and time spent in expensive short term, emergency accommodation, and increasing the likelihood of a successful outcome by utilising the funds from Housing Projects Reserves.

6.4 It is recommended that the £359,950 cost of extending the Our House project is met by the homelessness earmarked reserve, which is made up of the underspends of grant income received since 2017.

7. LEGAL IMPLICATIONS

7.1 The council should exercise its functions regarding its duties to homeless persons under part vii Housing Act 1996.

7.2 The council has a statutory duty to follow the expectations set out in the Homelessness Reduction Act 2017 to prevent homelessness and help people threatened with or who become homeless.

7.3 The council must also provide suitable accommodation where homelessness cannot be prevented.

8. RISK ASSESSMENT

8.1 The current residents of the Our House project will need to be served notice and alternative properties sourced for them if approval to extend funding for the project is not agreed.

8.2 West Oxfordshire has a shortage of social and affordable one bedroom accommodation and the private sector would prove to be unaffordable to those in minimum wage jobs, apprenticeships or training, therefore sourcing this type of accommodation is likely to be unachievable.

8.3 If move-on properties are not found for the Our House residents, this could force them into homelessness, emergency / B&B accommodation, or rough sleeping.

9. EQUALITIES IMPACT

9.1 An Equalities Impact Assessment is attached – Annex B

10. CLIMATE AND ECOLOGICAL EMERGENCIES IMPLICATIONS

10.1 Please see the Climate Impact Assessment outcome as Annex C

10.2 The funding will support young people to improve many social outcomes including assessing education, employment and improving health.

11. BACKGROUND PAPERS

11.1 None

(END)

OUR HOUSE

Q4 Report: Jan-Mar 2026

aspire
www.aspireoxford.co.uk

WEST OXFORDSHIRE DISTRICT COUNCIL

Cottsway



Key stats



- A new resident moved into Hill Close following several months in temporary accommodation, and another young person moved in to Eastfield Rd after a family breakdown.
- Cottsway agreed to fit an outside light at Hill Close to help monitor and deter uninvited guests.
- Two residents remain on gold banding and are bidding on properties.
- Witney Masons kindly donated £1,600 to help carpet the Eastfield Rd house.
- Total expenditure for this quarter £332.44





Move on progression chart

= Last quarter

= This quarter

Date of move in	Initial plan set	Plan review	Move on plan/ goals set	Ready for move on	
RC Feb 26					Moved in due to family breakdown
AL April 24					Gold banded - bidding on properties
JP Jul 25					Passed 2nd term's plumbing course assessments
LM Aug 25					Continues p/t job with Co-op
F Sep25					Started CAP course
J Nov 21					Secured p/t job. Bidding on WOx properties
JB Mar 26					Moved in from temporary accommodation in Bicester
LS Apr 25					Move-on application approved for flat in Charlbury
RL Dec 25					Attended work fair/updated CV/job searches
JC Nov 25					Health setback. Continues with apprenticeship

Employment, training and education updates

- One resident has passed their Level 2 Plumbing Diploma Oxford Energy Academy. They have applied to start the Electrical Apprenticeship starting in September.
- Two new residents have created CVs and have started some online work skills courses.
- One resident who started nursery work with a temping agency joined another to increase their hours.
- One resident continues to attend functional skills English sessions at the Hub.
- Participants have completed e-training in customer service skills and health and safety.



Holistic support breakdown

Overall 390 support sessions (49% face to face)

Client support sessions have increased this quarter due to two move-ins and complex resident behavioural issues. We continue to offer face-to-face 1-1 and group support sessions at the Hub and houses.

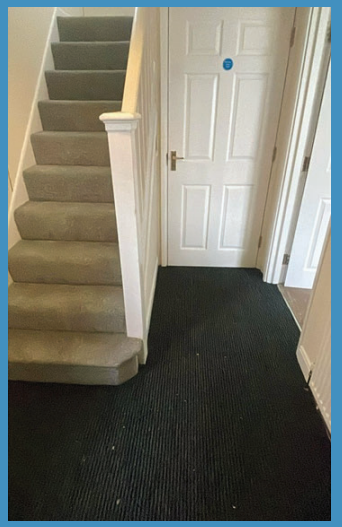
Top 10 areas of support

1. Housing support
2. General support/guidance
3. Mental Health Support
4. Physical Health
5. Direct Job Support
6. Food Bank Referrals
7. Benefit/Funding Support
8. CV & Interview skills
9. Volunteering/Education
10. Transport

Property News

Thanks to a kind donation from the Witney Freemasons, we could install new carpets in the shared areas at Eastfield Rd. This has given the spaces a warm, homely feel. They have also indicated possible funding for carpets in our other two houses. Residents have commented that it's 'so soft!'





Hill Close



Four Participants.

Activities:

- House meetings to address security and ASB.
- Installation of movement-sensitive light at the side of the property.
- Ongoing engagement with WODC housing team to assist with move-on applications

Positives:

- One new resident has moved in, after being housed in temporary accommodation in Bicester, due to the closure of YPSA in Witney.

Concerns and Solutions:

- A couple of residents have allowed friends in during a temporary visitors ban, which puts the security of the property and residents at risk. Cottsway installed security lights on the side of the property to help monitor activity.
- The cleanliness and tidiness of the house remain an issue. Staff regularly meet with clients to reinforce the necessity to clean up after themselves and to keep the house reasonably tidy.
- One resident has relapsed and is in danger of eviction. Staff are supporting them to access Turning Point and hospital appointments to support them to sustain their tenancy or to find a more suitable placement.

Individual Progression: **Hill Close**



JP

Has been a tageted victim of a break-in.

Passed L2 plumbing diploma. Applied for an Electrical apprenticeship starting in September.

Has ignored visitors' guidelines, which led to the continuation of the temporary ban.

JB

Moved from temporary housing out of area following the closure of YPSA in Witney.

Anxious around strangers. Prefers not to socialise with the other residents.

Attends functional skills sessions at the Hub. Has yet to engage with ETE.

LM

Continues to comply with house guidelines.

Continues with GP-prescribed medication and PTSD counselling sessions

Flourishing at p/t job with Mid-Counties Co-op

OF

Warning issued regarding ASB and drug taking.

Relapsed and engaging with Turning Point for support. Physical health support from Witney Clinic.

Is not well enough to engage with ETE.

Eastfield Road



Two male participants

Positives:

- One new resident moved in after a family breakdown.
- Legacy tenant secured a p/t role at a local family-run butchers after a lengthy period of unemployment.
- Resident bidding on suitable move-on accommodation.

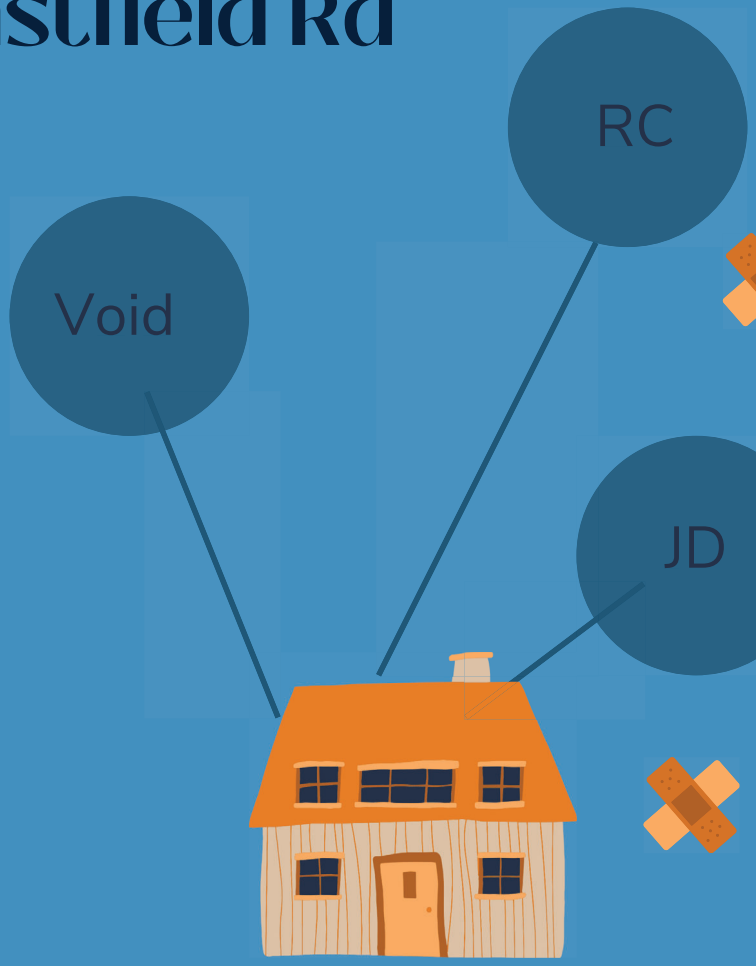
Concerns:

- Lack of any referrals to fill empty rooms from WODC
- A need to replace the bathroom suite and worn-out utility cupboards.

Solution:

- Meet regularly with WODC to promote Our House and find suitable candidates for the project.
- Liaise with Cottsway to schedule the required works.

Individual Progression:
Eastfield Rd



Move in due to a family breakdown

Engaging with ETE to help find suitable employment in the construction industry

Issued a child abduction warning regarding a previous relationship with a minor.

Gained gold banding with WODC and is bidding on local properties.

Successfully found p/t employment at a local, family-run butchers.

Continued improvement in engagement with staff who offer regular support and guidance. Has behaved positively towards the new resident who shares a interest in fishing.

Moor Avenue



Four Participants

Positives:

- One resident has been offered their own tenancy in Charlbury..
- One resident has secured more childcare work by joining another agency.
- One new resident has completed online hospitality-related courses.
- Residents have formed positive relationships and collectively keep clean, tidy living spaces.

Concerns:

- A new resident got confused with her benefits received for housing, and was in arrears

Solution:

- Staff offered support to rectify the shortfall via a DHP application, which was successful..



Individual Progression:
Moor Avenue



Manages rent/budget extremely well.



MH affected by relationship breakdown. Coping strategies in place.



Continues with apprenticeship at B&Q

JC

AL

LS

RL



Continues to bid for own tenancy in the local area.



Happier due to a reconciled relationship. ngoing bronchial issues and recurring illness.



Signed up with another childcare agency to increase shift capacity.



Offered a flat in Charlbury that allows pets. Due to move in April.



Continues to see physio and is waiting for a surgery appointment.



Settled in well and made positive relationships with other residents .



Attended job fair, and remains at college on wet skill course..



Trying new activities to help eliviate social anxiety.



Attended job fair, and completed online, work skills courses.

Project Updates



We would like to recarpet all three properties and were delighted to receive funding from Witney Freemasons to supply our Eastfield Rd house with new flooring in the communal areas. This has given some much-needed comfort to those shared spaces. We are hopeful that they will offer the funds again to replicate this in the remaining two properties.

WODC referrals remain low for our void rooms, and some applications can be too high-risk for the support we offer. After two young people with higher support needs moved in, we realised that all initial assessments need to be more thorough, to ensure we can match their needs.

We often experience young people with entrenched views on claiming benefits instead of finding work, which does not align with the aims of the project, and is difficult to negotiate once they move in.

We continue to work closely with Aspire's Safeguarding Lead to assess risks and monitor the well-being of our staff and participants.



Positive move-ins

We have welcomed two young people to the project this quarter, providing a safe place to live and the encouragement and support to move forward with their lives.

One young person from a single-parent family was asked to leave due to a disagreement and relationship breakdown. They have filled one of the long-term voids at the Eastfield Rd property.

The other new resident had been living in YPSA accommodation in Witney until it was closed, and they were temporarily moved out of the county. They are now settled and able to live closer to friends and family.

Equality and Rurality Impact Assessment Form

When completing this form you will need to provide evidence that you have considered how the 'protected characteristics' may be impacted upon by this decision. In line with the General Equality Duty the Council must, in the exercise of its functions, have due regard for the need to:

a) Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;

b) Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

c) Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

This form should be completed in conjunction with the guidance document available on the Intranet

Once completed a copy should be emailed to Cheryl.sloan@publicagroup.uk to be signed off by an equalities officer before being published.

1. Persons responsible for this assessment:

Names: Caroline Clissold	
Date of assessment: 29/05/2026	Telephone: 01594 812309 Email: caroline.clissold@publicagroup.uk

2. Name of the policy, service, strategy, procedure or function:

Our House Project Funding Extension Is this a new or existing one? Existing project

3. Briefly describe it aims and objectives

The 'Our House project' was set up in 2014 specifically to address the needs of young people with complex needs in the district facing homelessness. Young people tend to need a high level of support, the type of which often differs significantly from older adults. The 'Our House Project' provides up to 11 bed spaces split between 3 houses within the district and provides bespoke in person support to assist young people to find education, employment, volunteering alongside longer term sustainable housing options.

4. Are there any external considerations? (e.g. Legislation/government directives)

The Homelessness Reduction Act 2017 (along with various other Housing Legislation) provides the statutory framework against how the Housing Team provide advice and assistance to households who are homeless or threatened with homelessness.

5. What evidence has helped to inform this assessment?

Source	✓	If ticked please explain what
Demographic data and other statistics, including census findings	✓	Regular monitoring of local housing trends and data obtained from HomeseekerPlus which is reported to central government via our H-CLIC reporting requirements
Recent research findings including studies of deprivation	☐	
Results of recent consultations and surveys	☐	
Results of ethnic monitoring data and any equalities data	☐	
Anecdotal information from groups and agencies within Gloucestershire	☐	
Comparisons between similar functions / policies elsewhere	☐	
Analysis of audit reports and reviews	☐	
Other:	☐	

6. Please specify how intend to gather evidence to fill any gaps identified above:

No gaps identified

7. Has any consultation been carried out?

No NA

If NO please outline any planned activities

NA

8. What level of impact either directly or indirectly will the proposal have upon the general public / staff? (Please quantify where possible)

Level of impact	Response
NO IMPACT – The proposal has no impact upon the general public/staff	☐
LOW – Few members of the general public/staff will be affected by this proposal	✓
MEDIUM – A large group of the general public/staff will be affected by this proposal	☐
HIGH – The proposal will have an impact upon the whole community/all staff	☐
Comments: e.g. Who will this specifically impact?	

9. Considering the available evidence, what type of impact could this function have on any of the protected characteristics?

Negative – it could disadvantage and therefore potentially not meet the General Equality duty;
Positive – it could benefit and help meet the General Equality duty;
Neutral – neither positive nor negative impact / Not sure

	Potential Negative	Potential Positive	Neutral	Reasons	Options for mitigating adverse impacts
Age – Young People		✓		The proposal is specifically to address the support and housing needs of young people	

Age – Old People	✓			The proposal is specifically to address the support and housing needs of young people so excludes older adults over 25 in most cases	Older Adults have other options available to them in West Oxfordshire in other Projects aimed at over 25's
Disability			✓	The proposal is inclusive to people with disabilities but is not specific to disability	
Sex – Male			✓	The proposal is inclusive to all gender groups, but it is not specific to gender	
Sex – Female			✓	The proposal is inclusive to all gender groups, but it is not specific to gender	
Race including Gypsy and Travellers			✓	The proposal is inclusive to people of all races, but it is not specific to race	
Religion or Belief			✓	The proposal is inclusive to people of all religions, but it is not specific to religion	
Sexual Orientation			✓	This proposal is inclusive to all types of sexual orientation, but it is not specific to sexual orientation	
Gender Reassignment			✓	The proposal is inclusive to all gender groups, but it is not specific to gender	
Pregnancy and maternity			✓	The proposal is inclusive to people who are pregnant and/or on maternity, but it is not specific to this group	
Geographical impacts on one area			✓	The proposal is inclusive to the whole of West Oxfordshire district	
Other Groups			✓	This proposal is inclusive to all other groups that are not mentioned – see note	
Rural considerations: ie Access to services; leisure facilities, transport; education; employment; broadband.			✓	The proposal is inclusive to the whole of West Oxfordshire district	

10. Action plan (add additional lines if necessary)

Action(s)	Lead Officer	Resource	Timescale
NA			

11. Is there is anything else that you wish to add?

NA

Declaration

I/We are satisfied that an equality impact assessment has been carried out on this policy, service, strategy, procedure or function and where an negative impact has been identified actions have been developed to lessen or negate this impact. We understand that the Equality Impact Assessment is required by the District Council and that we take responsibility for the completion and quality of this assessment.

Completed By:	Caroline Clissold	Date:	29/05/2026
Line Manager:	Claire Locke	Date:	
Reviewed by Corporate Equality Officer:	Cheryl Sloan	Date:	01/06/26

This page is intentionally left blank

Project Brief

Secure funding for the continuation of the Our House Project for an additional 2 years. Our House provide long term sustainable accommodation for young people and has been in place since 2014. West Oxfordshire funds the residents support element, which is delivered by Aspire. Cottsway own and maintain the properties.

Criteria	Score	Justification
Energy Use	0	N/A
GHGs	0	West Oxfordshire does not own the buildings related to the project
Air quality	0	As 1a.
Land use change	0	N/A
Soil and waterway health	0	N/A
Waste	0	N/A
Sustainable Transport	0	Project does not include a transport element
Biodiversity	0	N/A
Climate Change Adaptation	0	N/A
Sustainable Materials	0	N/A
Food	4	Support provided by the project includes elements of health eating guidance, , food preparation, bugeting and managing overall health
Health	8	The aim of the project is to provide support for young people to address their mental and physical health, access training and education, prevent homelessness
Housing	8	The project offers medium term accommodation for young people who are at risk of homelessness. Rents charged are at social rented rates. The project aims to get
Education	8	A key aim of the project is to help young people get back into education and/or training and ready for work whist providing secure, safe accommodation. Aspire
Built Community	0	N/A
Cultural Community	2	The project and the support provided will end if the funding ceases.
Accessibility	0	Increased costs or lack of funding could affect the project following LGR
Local Economy and Jobs	4	Aspire are a local company to Oxfordshire, and have access to other agencies that provide employment and training opportunities in the district and county. The
Safety	1	The project provides young people who would otherwise be homeless with sustainable and safe accommodation. Issues such as crime relating to
Democratic Voice	0	N/A
Equity	9	Positive impact on groups with protected characteristics.

NB: You can filter the justifications by colour using the filter option on the 'score' column.

For example, you can choose to only print red scores so that you can review them.



This page is intentionally left blank

WEST OXFORDSHIRE DISTRICT COUNCIL	**WEST OXFORDSHIRE DISTRICT COUNCIL**
Name and date of Committee	**EXECUTIVE - 15 JULY 2026**
Subject	**ALLOCATION OF CAPITAL FUNDING FOR LIFT REPLACEMENT AT MARRIOTTS WALK**
Wards affected	Witney Central
Accountable member	Councillor Alaric Smith, Executive Member for Finance Email: alaric.smith@westoxon.gov.uk
Accountable officer	Madhu Richards, Director of Finance Email: madhu.richards@westoxon.gov.uk
Report author	Jasmine McWilliams, Head of Assets Email: jasmine.mcwilliams@westoxon.gov.uk
Summary/Purpose	To request approval of the allocation of part of the building maintenance earmarked reserves for the replacement of the lifts at Marriotts Walk, Witney
Annexes	Exempt Annex A
Recommendation(s)	That the Executive resolves to: 1. Recommend to Council to allocate funding from earmarked reserves to replace the lifts at Marriotts Walk 2. Delegate authority to the Director Finance in consultation with the Executive Member for Finance to approve the final cost of works and use of contingency up to the full amount detailed at Annex A.
Corporate priorities	Working Together for West Oxfordshire
Key Decision	YES
Exempt	EXEMPT ANNEX A

Consultees/ Consultation	Director of Finance, Executive Member for Finance, Head of Finance, Managing Director, Publica, Site Asset Management Consultants, Site Managing Agents.

1. EXECUTIVE SUMMARY

1.1 The lifts at Marriotts Walk are approaching end of life as they were installed in 2009 on the construction of the centre. This report recommends that the lifts are all replaced as part of the same contract and that the Council allocates funding from existing building maintenance earmarked reserves to cover the cost in the sum detailed at Annex A with a 10% contingency.

2. BACKGROUND

2.1 The Council acquired the headlease of Marriotts Walk shopping centre in January 2023 and with it the rental income from the retail and other tenants. As the landlord the Council is responsible for the structural and external maintenance together with the health & safety compliance of the centre.

2.2 Marriotts Walk was purchased by the Council to regenerate it after years of neglect from an absentee landlord. The focus since purchase has been to revitalise the centre, to let void units and to use the scheme to support a vibrant High Street in Witney and serve the whole District. It has taken over 3 years, but the centre is now almost fully let with the last available unit in advanced lease negotiations. Many of the existing tenants have renewed their leases due to the positive impact they have seen from having a supportive landlord committed to the scheme's success. The lift replacement work would further the regeneration of the centre along with the markets, events and public realm improvements planned.

3. LIFTS AT MARRIOTTS WALK

3.1 The centre was constructed in 2009, and the lifts were installed to standards and regulations BSEN81-1 which were applicable at that time. There have been no upgrades for the equipment or significant improvement since the original installation over and above maintenance and repair and annual safety assessment by the Council's insurers.

3.2 The Council's lift consultant advises that the lifts are approaching end of life and has carried out a condition survey. It is advised that the standards under which the lifts had been installed have been superseded, resulting in a number of recommended improvements should the lifts not be replaced in the short to medium term.

3.3 The lift consultant does not recommend attendance to short term improvements in isolation as they consider the lifts to have reached the end of their useful economic life due to age, current condition and major obsolescence.

3.4 Any investment in part replacement or major overhaul items now would be redundant and not cost effective as the recommendation is to replace all 3 lifts.

4. SERVICE CHARGE

4.1 The Council as Landlord of Marriotts Walk is responsible for maintenance, repair, servicing and compliance of common and public areas at Marriotts Walk. This work is carried out by

the Council's Managing Agent on a service charge basis under the RICS Professional Standard: Service Charges in Commercial Property.

4.2 Some costs of the centre are Landlord's costs only, but the main service charge cost is paid by the retail and other tenants on a calculated shared basis as part of the lease terms.

4.3 The service charge burden on the tenants at Marriotts Walk is high compared to other retail schemes as the tenants are responsible for the costs of the multi-storey decked car park maintenance and compliance, being a cost that is usually funded from car parking fees in almost all other areas of the country.

4.4 Under the RICS Professional Standard: Service Charges in Commercial Property the Landlord must recharge works to the tenants in the year in which they are undertaken. The significant cost of replacing the lifts would put an untenable financial burden on most of the retailers in the scheme as the lift work would increase their already high service charge by 40% in year. Burdening the retailers with an excessive service charge for the lift replacement would set back the progress already achieved, pushing some tenants into financial unsustainability.

4.5 The centre contributes to the Council's income which funds services for residents. In 2025/2026 Marriotts made a net contribution to the Council's finances of £454,890.

5. ALTERNATIVE OPTIONS

5.1 The option of planning lift replacements on a one per year basis was discounted as this would take the last lift past end of life and increase the cost of the scheme overall and ongoing maintenance and part replacement costs.

5.2 The cost of the lift replacement could be recharged to the tenants in one year (the year the project commences) and the balancing charge sit as arrears on the tenants account and be paid on an agreed payment plan. Ordinarily the payment plan would be 3-5 years however this would be subject to the value of the project, the lease term and the tenants' financial ability to meet the payments due under the proposed payment plan. This option would put a high financial burden on the tenants, may increase vacation of the units in the case of small and medium enterprise tenants and is unlikely to recover the full cost of the lift replacement.

6. FINANCIAL IMPLICATIONS

6.1 The capital cost of the lift works, as detailed in Annex A, would be funded from the building maintenance earmarked reserves identified by the Head of Finance and would result in an annual charge to the revenue account of £29,411 based on an estimated 17-year useful life.

6.2 The Council's contractual liability as Landlord for the lift replacement is £150,000. If the lift replacement is funded through earmarked reserves, it will have no impact on the revenue account.

6.3 For information the condition survey and previous maintenance of the lifts since construction have been payable by the tenants under the service charge.

7. LEGAL IMPLICATIONS

7.1 There are no legal implications because of the decision to allocate the funding. Legal input would be required decision in respect of contractor terms and conditions after tendering of the works.

8. RISK ASSESSMENT

8.1 The main risk is failure of one or all the lifts which would restrict public and resident access and have potential health & safety implications. The recommended option mitigates this risk through the replacement of all lifts in 2026.

8.2 The specification of the lift replacement is currently being progressed to facilitate the tendering process.

9. EQUALITIES IMPACT

9.1 No equalities impacts are envisaged because of this decision

10. SUSTAINABILITY IMPLICATIONS

10.1 The report has met the SIA exemption criteria and therefore a SIA has not been included.

11. BACKGROUND PAPERS

11.1 None.

This page is intentionally left blank

WEST OXFORDSHIRE DISTRICT COUNCIL	**WEST OXFORDSHIRE DISTRICT COUNCIL**
Name and Date of Committee	**EXECUTIVE – 15 JULY 2026.**
Subject	**SECTION 106 SPENDING AUTHORISATION**
Wards Affected	WITNEY CENTRAL
Accountable Member	Councillor Liz Leffman – Executive Member for Planning and Infrastructure Email: liz.leffman@westoxon.gov.uk
Accountable Officer	Kim Langford-Tejrar – Infrastructure Delivery Lead Email: kim.langford-tejrar@westoxon.gov.uk
Report Author	Kim Langford-Tejrar – Infrastructure Delivery Lead Email: kim.langford-tejrar@westoxon.gov.uk
Purpose	The purpose of the report is to consider whether future decisions on the expenditure of Section 106 funds secured towards Witney Town Centre improvements should be delegated to the Chief Executive in consultation with the Director of Finance.
Annexes	Annex A - Extract of section 106 agreement for 13/0345/P/FP.
Recommendations	That the Executive resolves to: 1. Delegate authority to the Council's Chief Executive, in consultation with the Director of Finance and the Executive Member for Planning and Infrastructure, for making future decisions on the expenditure of Section 106 developer contributions relating to the improvement of Witney Town Centre.
Corporate Priorities	• Putting Residents First • A Good Quality of Life for All • A Better Environment for People and Wildlife • Working Together for West Oxfordshire

Key Decision	YES
Exempt	NO
Consultees/ Consultation	Senior Leadership Team (SLT) was consulted on the process for approving Council-led section 106 project spends in May 2026 and advice was given that Executive approval is the relevant route.

1. INTRODUCTION

1.2 Members will be aware that the Council can require developers receiving planning permission to contribute towards the delivery of 'infrastructure' to mitigate the impact of growth and meet the needs of residents. These 'developer contributions' are secured via Section 106 legal agreements (s106) and Community Infrastructure Levy (CIL) charges as appropriate.

1.3 'Infrastructure' in this context is any facility or service necessary to support the needs of residents, for example; transport, education, healthcare, open space, sports and recreation, public art and other public realm improvements.

1.4 This report relates to two financial contributions paid by developers to the Council towards the '*improvement of Witney town centre*' collected by the Council via s106 legal agreements arising from planning permissions within the Witney area. These are:

- £319,308.47 from planning permission ref. 13/0345/P/FP for 36 houses at Springfield Nurseries, Curbridge Road, Witney; and,
- £346,956.20 planning permission ref. 12/0084/P/OP for 271 houses at Downs Road, Witney.

1.5 This report seeks delegation of authority to authorise spending from these two s106 agreements towards improvement projects in Witney town centre in line with the terms of the legal agreements, for the reasons set out below.

2. SECTION 106 SPENDING

2.1 The requirements of Regulation 122 of the Community Infrastructure Levy Regulations 2010 (as amended) state that any s106 obligation must be:

(a) Necessary to make the development acceptable in planning terms,
(b) Directly related to the development; and,
(c) Fairly and reasonably related in scale and kind to the development.

To meet these tests, s106 agreements specifically define what financial contributions are required, when that must be paid and upon what infrastructure it may be spent. Financial contributions cannot be spent other than in accordance with the terms of the legal agreement.

2.2 S106 agreements can require either the direct delivery of infrastructure by the developer (usually onsite facilities such as open space) or financial contributions towards off-site infrastructure. With financial contributions, s106 agreements will commonly require the Council to either:

(a) Transfer the funds direct to infrastructure providers such as the Integrated Care Board or County Council (if the latter does not have its own agreement to developer) as soon as we receive them; or,
(b) Hold the funds until a relevant organisation such as a sports club or Parish/ Town Council makes a request for transfer of funds once they are ready with a detailed scheme to implement. Members will be aware that this is the reason the Council holds funds that have a clear purpose under the terms of the legal agreement (earmarked), but which have not been formally allocated because no requests for transfer of funds have been approved yet.

2.3 Most of the s106 agreement terms for the s106 agreements relating to planning permissions 13/0345/P/FP and 12/0084/P/OP fall within these categories, and relevant infrastructure projects have already been delivered by external stakeholders following successful funding requests. However, the agreement terms for the 'Witney town centre improvement' financial contributions do not follow the common spending requirements set out above. Instead, those specific financial contributions are to be directly spent by the Council, either on projects of its own or on projects developed with partner organisations. This creates a positive and exciting opportunity for the Council to use the funds to implement and deliver projects itself.

2.4 Officers leading on Witney town centre improvement projects will need to make formal requests to drawdown the funds from the s106 agreements in accordance with our established governance procedures. This report seeks delegation of spending authorisation of the '*Witney town centre improvements'* s106 financial contributions from the Executive Committee to the Chief Executive in consultation with the Director of Finance. The delegation of authority will:

- Allow projects to progress with certainty of funding,
- Prevent delays in releasing s106 funding by requiring several individual requests for funding to be referred to Executive; and,
- Be responsive to time-critical factors which could otherwise block or stymy the projects (such as s106 spending deadlines, changing costs due to external factors, aligning funding streams).

3. WITNEY TOWN CENTRE PROJECTS

3.1 The specific contributions of £319,308.47 and £346,956.20 are defined within the respective s106 agreements as a *"Witney town centre contribution"* for spending on *"improvements to Witney town centre*". The definition of '*improvements'* within the agreements is reasonably broad to accommodate several potential infrastructure schemes. The geographical extent of the town centre is identified within the Local Plan 2031 (current plan) shown below.

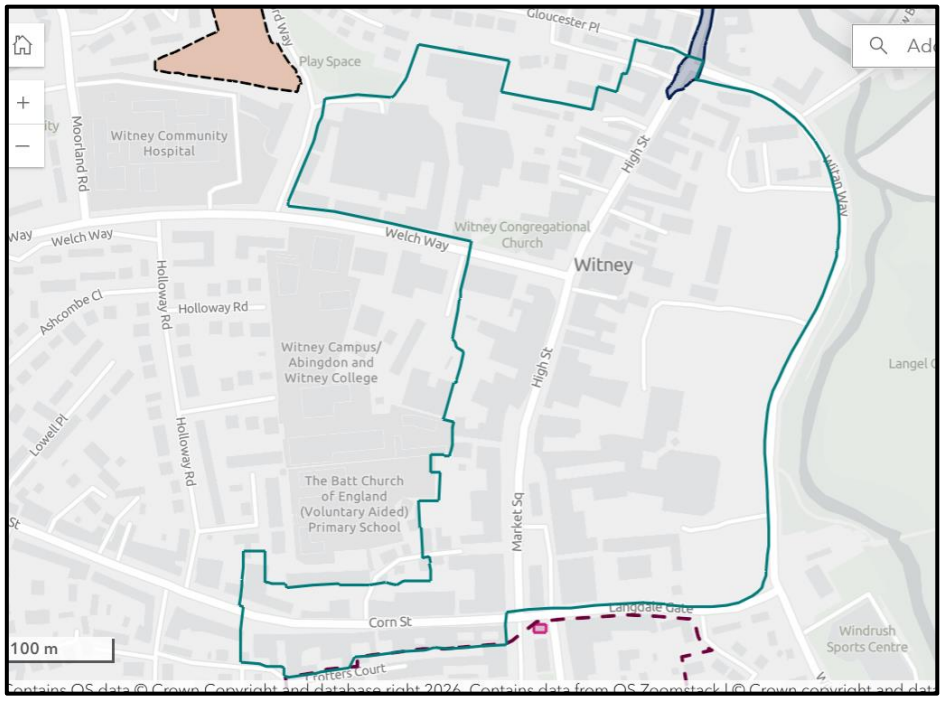


Figure 1- Witney Town Centre Extent Map

3.2 Officers are formulating several detailed proposals aimed at enhancing the Witney town centre environment for our residents utilising this funding. At present, there are three main projects in progress which will rely in part on the s106 funding. These are:

- **Marriotts Walk Public Realm Project-** a comprehensive range of public realm enhancements including planting, seating and public art curated and designed to make the Marriotts Walk area of the town centre more accessible and attractive to our residents As part of this project, officers are considering installation of swift boxes onto the buildings to improve ecology and visitor experience of the area.

- **Witney Wayfinding Project-** a range of engaging signage distributed across the town centre and beyond to improve the legibility and navigation of the town to enhance resident's experience, and to reinforce local identity. This project is also supported by UK Shared Prosperity Funding (UK SPF) for elements outside of the defined town centre area.

- **Oxfordshire County Council's Witney Town Centre improvement scheme-** This scheme has mostly been funded by the County Council and is at an advanced stage. The scheme is to create a more welcoming public realm that encourages more people to visit and spend time in the town centre, makes walking, wheeling and cycling easier and more pleasant for everyone, and complements the town's history and character. It

supports the existing traffic arrangement on Witney High Street and Market Square. The s106 agreement funding would supplement the County Council funding to allow for upgrades in street surfacing and furniture (such as bus stops).

3.3 These projects locate proposed enhancements within the defined limits of the town centre and would implement improvement of the town centre public realm and resident-visitor experience. Officers are therefore content that funding the projects from the s106 agreements for permissions 13/0345/P/FP and 12/0084/P/OP would be in accordance with the terms of the s106 legal agreements. Any other projects which may come forward will be considered within the same parameters.

4. Whilst all three schemes are progressing, the exact costings for each scheme have yet to be finalised and therefore it is considered more efficient to seek delegation of spending authority from the Executive Committee, rather than ask for agreement for specific spends. The timescale for spending/ contracting the contribution from the s106 agreement for permission 13/0345/P/FP is by October 2026, so this approach also reduces risk.

4.1 At present, the Wayfinding Project is seeking £84,000.00 of the funding and the Marriotts Walk Public Realm Project is seeking £210,000.00 of the funding. These amounts are subject to change as the projects progress. The costing for the County project has yet to be determined.

4.2 There are sufficient funds available within the s106 agreements to cover all three projects, plus a surplus to cover increased costs or additional projects. There is therefore minimal risk of the projects not being delivered once funding is delegated due to lack of funding. The cost of materials and labour have fluctuated recently (with great increases in the cost of the former), so enabling the projects to commence without delay via delegation of spending authority may also reduce risk of further increased cost.

4.3 There is, however, a risk to the funding due to delays in the projects. As mentioned above, the terms of the s106 agreement for 13/0345/P/FP includes a spend-by (contracted) deadline for these funds. If the projects are not contracted before October 2026, the developer party to the agreement could request a return of the funds. Officers are seeking delegation of authority to authorise spend to help towards mitigating this risk (as well as taking all other appropriate steps to progress the projects).

5. NEXT STEPS

5.1 Once spending is delegated, projects can progress with certainty of funding, and the spending can be authorised once detailed costs are known. Officers will contract suppliers and contractors to implement the enhancements to the town, in accordance with procurement rules. The Communications Team will also be involved by project leaders at

this point to ensure that awareness of this positive outcome delivered by developer contributions is raised amongst our residents.

6. ALTERNATIVE OPTIONS

6.1 Consideration has been given to other potential projects being funded via the Witney town centre contributions. This has included various works within Witney suggested by the Town Council and the Witney High Street and Market Square Enhancements Project being led by Oxfordshire County Council. So far some of these options were not feasible for funding from the s106 agreements due to:

- Proposed works located outside of the defined town centre, therefore not complying with the terms of the s106 agreement; and/or,

- The implementation timing of the project did not align with the spend-by (contracted) deadline of the s106 legal agreement in question. This is either because they are already fully funded by other means and details are already contracted in the case of the majority of the County Council Project, or because the lead time for the project including securing relevant permissions extends beyond the spend-by date.

6.2 The recommendations to this report make no value judgements on those potential projects and officers will continue working closely with stakeholders.

6.3 Members may also choose not to delegate authority to authorise spends to explore yet unknown alternative projects, however, given the spend-by deadline of this funding, this would result in a high risk of the spend deadline passing enabling a return request rather than delivery of any alternative project.

7. FINANCIAL IMPLICATIONS

7.1 The approval of delegation for spending on these and other relevant projects would reduce the available funds for Witney Town Centre Improvements from the s106 agreements. Since the use of these funds is limited towards improvements in a defined area, the wider financial implications are therefore limited.

8. LEGAL IMPLICATIONS

8.1 The legal implications of spending (s106) contributions under the Town and Country Planning Act 1990 are significant because these funds are legally constrained, purpose-specific, and enforceable obligations as set out under Regulation 122 of the Community Infrastructure Levy Regulations 2010 (above).

8.2 It must also be remembered that a s106 planning agreement is a contractual agreement and the parties, including the Council are bound to the terms therein. These have been set out in the report at each heading.

8.3 Failure to spend lawfully and in time can result in mandatory repayment, loss of infrastructure and/or funding and potential accounting issues.

8.4 The Council must also consider that misuse or misallocation of funds or failure of administration and procedure can be challenged. Delegation will aid swift and flexible decisions to be made with correct authority.

9. RISK ASSESSMENT

9.1 As set out above, the risk of projects being stymied due to lack of funding is limited. However, there is risk of funding not being contracted or spent before the spend deadline due to delays in delivery of these projects. The recommendation of this report is to in part mitigate that risk by streamlining the funding approval process.

10. EQUALITIES IMPACT

10.1 The report is not considered to raise any implications for any of the characteristics protected under the Equality Act 2010. Indeed, these projects involve changes to the public realm which will improve accessibility of infrastructure and generally promote equality for all residents.

11. CLIMATE AND ECOLOGICAL EMERGENCIES IMPLICATIONS

11.1 The report is not considered to raise any particular implications for any of the characteristics protected under the Equality Act 2010. Indeed, these projects involve changes to the public realm which will improve accessibility of infrastructure to promote equality.

12. BACKGROUND PAPERS

- None.

DATED 5 March **2014**

KENNETH JOHN COOPER and EILEEN ANN COOPER

-and-

BANNER HOMES CENTRAL LIMITED

-and-

WEST OXFORDSHIRE DISTRICT COUNCIL

PLANNING OBLIGATION

relating to land at Springfield Nurseries Curbridge Road Witney
Planning Application number 13/0345/P/FP

nomination agreement to be entered into between the District Council and the Registered Provider.

SECOND SCHEDULE

Contributions

1. Definitions

In this Schedule

"the Corn Exchange/Sports Ground Contribution"	means the sum of £90,000 (ninety thousand pounds) Index-Linked towards the cost of refurbishing the Corn Exchange in Witney and West Witney Sports Ground payable in two instalments each of £45,000 Index-Linked ("the First Corn Exchange Instalment" and "the Second Corn Exchange Instalment")
"the First Due Date"	means the date of first Occupation of the fifteenth Dwelling to be Occupied
"the Leisure Facilities Contribution"	means the sum of £100,000 (one hundred thousand pounds) Index-Linked towards leisure facilities including public art and the provision of play areas in two instalments each of £50,000 Index-Linked ("the First Leisure Instalment" and "the Second Leisure Instalment")
"the Second Due Date"	means the date of first Occupation of the thirtieth Dwelling to be Occupied
"Witney Town Centre Contribution"	means the sum of £304,000 (three hundred and four thousand pounds) Index-Linked towards the improvement of Witney town centre in two instalments each of £152,000 Index-Linked ("the First WTC Instalment" and "the Second WTC Instalment")

2. The Owner and the Developer covenant with the District Council

By virtue of
Regulation 21(1)(A) of the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000.

Document is Restricted

This page is intentionally left blank

By virtue of
Regulation 21(1)(A) of the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

WEST OXFORDSHIRE DISTRICT COUNCIL	**WEST OXFORDSHIRE DISTRICT COUNCIL**
Name and date of Committee	**EXECUTIVE – 15 JULY 2026.**
Subject	**WEST OXFORDSHIRE PRE-SUBMISSION DRAFT LOCAL PLAN 2043**
Wards affected	ALL
Accountable member	Councillor Liz Leffman – Executive Member for Planning and Infrastructure Email: liz.leffman@westoxon.gov.uk
Accountable officer	Andrea McCaskie – Director of Governance and Regulatory Services Email: andrea.mccaskie@westoxon.gov.uk
Report author	Andrew Thomson – Planning Policy Manager Email: andrew.thomson@westoxon.gov.uk
Summary/Purpose	For Members to consider the proposed pre-submission draft West Oxfordshire Local Plan 2043 including the timetable for formally publishing the draft plan in accordance with legislative requirements.
Annexes	Annex A – Pre-Submission Draft West Oxfordshire Local Plan 2043 Annex B – Local Development Scheme – LDS (July 2026) Annex C – Sustainability Appraisal – TO FOLLOW Annex D – Local Plan Addendum Report – TO FOLLOW
Recommendation(s)	That the Executive resolves to: 1. Recommend to Council to approve the pre-submission draft Local Plan attached at Annex A for the purposes of formal publication for a statutory period of at least 6-weeks in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. 2. Recommended to Council to delegate authority to the Head of Planning, in consultation with the Executive Member for Planning and Infrastructure to make any necessary minor textual and presentational amendments, and any amendments necessary to reflect any agreed Overview and Scrutiny recommendations, to the pre-submission draft Local Plan in conjunction with Officers, prior to formal publication.

	3. Agree that the Local Development Scheme (LDS) attached at Annex B be published online and made available in hard copy format in agreed 'deposit' locations across the district.
Corporate priorities	The preparation of a new Local Plan for West Oxfordshire will help to support all of the Council's corporate priorities including: • 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	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. Taking account of the feedback received at each stage, Officers have now prepared the final pre-submission draft version of the plan which is proposed to be published for a statutory period of at least 6 weeks in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The pre-submission draft Plan has been prepared in accordance with the National Planning Policy Framework (NPPF) – December 2024.

1. INTRODUCTION

1.1 Members will be aware that all local planning authorities are required to have an up-to-date Local Plan in place, setting out an agreed vision for their local area and a framework for meeting housing needs and addressing other economic, social and environmental priorities.

1.2 The current Local Plan for West Oxfordshire was formally adopted in September 2018. A review of the plan was carried out in September 2023 and concluded that many policies, including those relating to housing and the economy require updating to take account of recent evidence and changes to national policy.

1.3 Work on a replacement Local Plan has been ongoing for some time, with four separate public consultations undertaken in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.4 Taking account of the comments received at each stage along with the findings of supporting technical evidence, including an iterative process of Sustainability Appraisal (SA), Officers have now prepared the final pre-submission draft version of the new Local Plan. Subject to the approval of Members, Officers propose to formally publish the draft Plan for a statutory period of consultation in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

1.5 The purpose of this report is for Members to consider the pre-submission draft Local Plan and determine whether it should be published for statutory consultation as currently drafted or incorporating any further changes.

2. PRE-SUBMISSION DRAFT LOCAL PLAN – AN OVERVIEW

2.1 The pre-submission draft Local Plan is attached in full at Annex A. Because it is a long document, for ease of reference, the key issues of particular importance have been summarised below.

2.2 This includes:

- Plan structure
- Plan period
- Spatial strategy
- Housing and economic needs
- Delivery of supporting infrastructure
- Area Strategies
- Priority growth locations
- Development management policies
- Delivery and monitoring

2.3 Dealing with each issue in turn.

Plan Structure

2.4 The draft plan adopts the following structure.

1. Introduction
2. Plan Period
3. District Profile
4. Issues and Challenges
5. Vision and Plan Objectives
6. Spatial Strategy
7. Core Policies
8. Area Strategies
9. Development Management Policies
10. Delivery and Monitoring Framework

2.5 The structure is intended to be simple and logical and enable parts of the plan to be accessed easily and independently – particularly when published online.

Plan Period

2.6 The draft plan has a 'base-date' of 1st April 2025 and an 'end-date' of 31st March 2043 covering an 18-year period in total.

2.7 The base-date has been selected because of the December 2024 NPPF which introduced a new standard method for assessing housing need that for local plans, took effect from 12 March 2025.

2.8 The end-date of 2043 has been selected to ensure that the new plan covers a period of 15-years from the anticipated date of adoption (2027) in line with national policy. There was strong support for extending to 2043 or beyond during earlier stages of consultation.

Spatial Strategy

2.9 The spatial strategy consists of five separate policies.

2.10 Policy SP1 sets out a settlement hierarchy consisting of five separate 'tiers' with settlements having been categorised according to their scale and function:

- Tier 1 - Principal Towns
- Tier 2 - Service Centres
- Tier 3 – Large Villages
- Tier 4 – Medium Villages
- Tier 5 – Small Villages, Hamlets and Open Countryside

2.11 The settlement hierarchy has been the subject of numerous comments through earlier stages of consultation and Officers are confident that the proposed approach is appropriate and provides a useful basis for other relevant aspects of the plan.

2.12 Policy SP2 – Spatial Strategy effectively addresses the overall 'pattern' of development i.e. where development will be focused over the plan period to 2043. It is based on three inter-related principles:

1. Focusing development on accessible locations where infrastructure and sustainable transport opportunities can be maximised, including along the A40 and A44 corridors.
2. A 'hierarchal approach' to growth whereby growth is directed in accordance with the settlement hierarchy (Policy SP1) reflecting the role, accessibility and capacity of each settlement.
3. Recognising the importance of West Oxfordshire's high-quality natural and historic environment in shaping the district's character and identity. In particular, the national importance of the Cotswolds National Landscape and the need to conserve and enhance its natural beauty.

2.13 The policy establishes a settlement hierarchy to guide the distribution of growth across the district, directing the majority of new development to the most sustainable and well-served locations. The principal towns of Carterton and Witney are identified as the primary focus for housing, employment and infrastructure investment, including strategic urban extensions, regeneration opportunities and new village developments to support long-term growth. Chipping Norton will accommodate more limited growth due to its location within the Cotswolds National Landscape (CNL).

2.14 Service centres will accommodate proportionate levels of development aligned with their role, services and infrastructure capacity, with Eynsham, Long Hanborough and Woodstock recognised for their strategic transport and growth opportunities, while growth in Burford, Charlbury and Bampton will be more constrained.

2.15 At the lower tiers of the hierarchy, development in the large and medium villages will be more limited and focused on supporting local services, infrastructure improvements and sustainable travel opportunities, including targeted housing allocations where appropriate.

2.16 Small villages, hamlets and the open countryside will see only restricted development, primarily for uses that require a rural location or support rural communities and the local economy.

2.17 Across all tiers, the strategy promotes sustainable patterns of development, reflects local character and infrastructure capacity, and requires that development within the Cotswolds National Landscape conserves and enhances its landscape and scenic beauty in accordance with national and local planning policy.

2.18 Complementing this overarching strategy, Policy SP3 then sets out a series of key development principles, the purpose of which is to ensure that growth is sustainable, well-designed and supported by appropriate infrastructure. In summary, development must be proportionate to its location, respect local character and settlement identity, protect amenity, open spaces and environmental assets, provide safe and sustainable access, safeguard important land resources, and avoid increasing flood risk.

2.19 Policy SP4 further supports the provisions of Policy SP2 in the form of a specific policy for the Cotswolds National Landscape (CNL) a designated Area of Outstanding Natural Beauty (AONB) which covers around 1/3 of West Oxfordshire. In line with the Levelling-up and Regeneration Act 2023, the policy places a particular emphasis on furthering the statutory purpose of the CNL which represents a distinct shift from the previous, more passive approach of 'having regard' to its statutory purpose. The policy takes accounts of comments raised through previous consultation, in particular the views of the CNL Board.

2.20 The final spatial policy SP5 relates to the A40 corridor and proposes to safeguard land to enable the potential delivery of a Mass Rapid Transit (MRT) scheme to address long-standing issues of traffic congestion along this key arterial route.

2.21 This represents a deliberate shift from the previous draft policy which was based solely on the Carterton Witney Oxford Rail Corridor (CWORC). The shift of approach reflects the fact that Oxfordshire County Council have recently commissioned an options appraisal to explore all possible MRT options, including but not limited to, a heavy rail-based solution.

2.22 Importantly, the policy seeks to ensure that developer contributions towards the capital cost of any future MRT scheme are secured as appropriate. Carterton, Witney and Eynsham are identified in broad terms as having particular potential to accommodate mobility hubs but this will depend on which type of MRT scheme is taken forward.

2.23 Oxfordshire County Council have recently commissioned an options appraisal to help determine the most appropriate form of MRT scheme to take forward. Officers therefore anticipate that the policy will evolve through the examination process to reflect the latest available evidence and information at that time.

Housing and Economic Needs

2.24 In line with national policy, a key role of the local plan is to determine the housing and economic needs of the district and to plan for these accordingly – meeting them in full wherever possible.

2.25 In terms of housing need, the draft plan proposes to meet the standard method figure of 905 homes per year for West Oxfordshire in full and apply this to the 18-year period 1st April 2025 – 31st March 2043. The total level of housing need identified for West Oxfordshire is therefore 16,290 homes (i.e. 905 x 18).

2.26 As outlined earlier, the base date of 1st April 2025 has been selected to align with the plan-making provisions of the December 2024 NPPF. Importantly, it also aligns with the base date of the emerging Oxford Local Plan 2045 which helps to provide clarity on the issue of unmet housing need.

2.27 Oxford has confirmed that in the period 1st April 2025 – 31st March 2045, their assumed overall housing need is 21,560 homes. This is based on a standard method figure of 1,078 homes per year applied over 20 years.

2.28 They have also confirmed that their assumed housing supply over the same period is 9,041 homes (452 homes per year) resulting in an 'unmet' housing need of 12,519 homes which must be accommodated elsewhere.

2.29 Policy CP2 – Delivering New Homes therefore commits to incorporating an additional 2,028 homes as part of the overall housing requirement in order to meet a proportion of Oxford's unmet housing need. This figure is based on a pro-rata assumption to 2043 and applies the same percentage apportionment that was previously agreed in 2015/16 as being appropriate for West Oxfordshire in terms of the accommodation of Oxford's unmet housing need (c. 18%).

2.30 The total housing requirement identified in Policy CP2 is therefore 18,318 homes which consists of West Oxfordshire's housing need of 16,290 homes, plus a further 2,028 homes for Oxford's unmet housing need.

2.31 Because this represents a significant uplift to the housing requirement compared to the current adopted Local Plan, Policy CP2 incorporates a 'stepped' housing requirement, whereby the overall housing requirement gradually increases or 'steps up' over the plan period, rather than being applied uniformly across each year. This is illustrated in the table below.

Period	Annual Requirement
2025/26 – 2030/31	650 dpa
2031/32 – 2036/37	1,600 dpa
2037/38 – 2042/43	802 dpa

2.32 Thus, in the initial 6-year period 2025/26 – 2030/31, the annual requirement would be 650 homes per year. Then, in the second 6-year period 2031/32 – 2036/37, the requirement 'steps up' significantly to 1,600 per year and from 2037/38 onwards 'steps down' to 802 per year.

2.33 The stepped requirement has been developed to align with the assumed rate of delivery set out in the Plan's housing trajectory.

2.34 A stepped approach is consistent with national planning guidance and will help to avoid undue pressure for speculative development in less sustainable locations as, once adopted, it would form the basis of any calculation of five-year housing land supply.

2.35 To provide a degree of contingency, Policy CP2 identifies a planned housing supply of 19,294 homes to be met from a combination of past completions, existing commitments, extant and new site allocations, strategic locations for growth (SLGs) and a reasonable windfall allowance. This is broken down as follows:

- Past completions 2025/26	582
- Large existing commitments (>10 dwellings) at 1st April 2026	2,665
- Small existing commitments (<10 dwellings) at 1st April 2026	307
- Extant site allocations (Local Plan 2031)	4,375
- New site allocations (Local Plan 2043)	915
- New Strategic Locations for Growth - SLG (Local Plan 2043)	8,350
- Windfall (150 per year from 2029/30 – 2042/43)	2,100
- Total	19,294

2.36 In terms of economic needs, based on the most recent available evidence, the plan seeks to make provision for minimum of just under 30 hectares of employment space in the period 2025 – 2043, comprising 4.5 hectares for office, R&D and light industrial uses and 25 hectares for industrial and logistics uses.

2.37 Reflecting the Council's evidence and the UK Industrial Strategy 2025, the policy lends particular support to the following key sectors:

- Advanced manufacturing and engineering
- Defence and aerospace
- Digital technology and data-driven industries
- Life sciences
- Logistics and distribution
- The rural economy including agriculture and food networks
- Sustainable tourism, arts and culture supporting the visitor economy
- The green economy

Delivery of supporting infrastructure

2.38 A recurring concern raised through earlier stages of consultation is the need for new development to be supported by appropriate and timely investment in infrastructure. Particular concerns have been raised around transport, education, community facilities, health, green space and especially water infrastructure (wastewater and water supply).

2.39 Officers fully recognise these concerns and as part of the supporting evidence base for the pre-submission draft Local Plan have commissioned an independent Infrastructure Delivery Plan (IDP) to identify and prioritise the infrastructure that is needed to support planned growth in the period up to 2043.

2.40 The IDP will be published separately as part of the Regulation 19 consultation and the key findings and requirements have been embedded in the draft plan as appropriate - including within the various individual Area Strategies outlined below.

2.41 To further strengthen the Council's approach, Policy CP4 includes a requirement for all major developments to be accompanied by a site-specific Infrastructure Delivery Plan (IDP) setting out the infrastructure needed to support the development, how it will be phased and in the longer-term, how it will be managed and maintained.

2.42 Importantly, the policy also outlines how such requirements will be secured through appropriate mechanisms including planning conditions and legal agreements. It also stipulates in relation to the future management and maintenance of community assets, wherever feasible, priority should be given to adoption and management by an appropriate public body, statutory undertaker, community organisation or other suitable body in preference to the use of a private estate management company.

Area Strategies

2.43 The draft plan includes a total of 11 'area strategies' including:

- Carterton Area Strategy
- Witney Area Strategy
- Chipping Norton Area Strategy
- Bampton Area Strategy
- Burford Area Strategy
- Charlbury Area Strategy
- Eynsham Area Strategy
- Long Hanborough Area Strategy
- Woodstock Area Strategy
- Salt Cross Area Strategy
- Rural Area Strategy

2.44 Except for Salt Cross Garden Village (which largely signposts to the recently adopted AAP) each area strategy includes a short profile, a statement of ambition, an overall strategy policy and, where relevant, other locally specific policies including in relation to Town Centres where these have been defined.

2.45 The area strategies build on feedback from previous stages which was largely positive in terms of the issues and opportunities identified for each locality, but the amount of text has been 'stripped back' to provide greater clarity and avoid unnecessary repetition.

2.46 Officers consider that the inclusion of a separate area strategy for the 3 principal towns and the 7 service centres is appropriate and provides a valuable opportunity to set out in detail how those areas are expected to evolve in the period up to 2043.

2.47 Whilst inevitably set at a 'higher-level, the overarching Rural Area Strategy is also considered to be a helpful inclusion, providing an overarching framework to help guide future growth in the smaller villages and hamlets and rural parts of the district.

Priority Growth Locations

2.48 A key role of the local plan is to identify particular locations where future growth is expected to take place – in particular new housing and employment space. National policy allows this to take two main forms:

- Broad locations for development which should be indicated on a Key Diagram.
- Site allocations which should be identified on a Policies Map.

2.49 Within each of the 11 Area Strategies, the draft plan sets out where housing and employment space is expected to come forward in the period up to 2043.

2.50 Where relevant, this includes:

- Existing planning commitments (i.e. sites with planning permission or resolution to grant planning permission).
- Extant site allocations from the adopted Local Plan 2031 where these have not yet secured planning permission or resolution to grant planning permission but are being actively promoted and progressed.
- Proposed new site allocations.
- Proposed new Strategic Locations for Growth (SLG).
- Proposed new Areas of Redevelopment Opportunity (ARO).

2.51 Further explanation of each 'category' is set out below.

Existing Planning Commitments

2.52 Where relevant, the area strategies include detail of all larger existing planning permissions as of 1st April 2026, with a summary of progress and expected delivery timescales. This includes for example, the provision of 265 homes at the REEMA North site in Carterton and 450 homes at East Witney. These existing commitments feed into the overall housing trajectory included at Appendix 2 of the draft Plan.

Extant Site Allocations from the adopted Local Plan 2031

2.53 Where relevant, the area strategies include details of existing site allocations from the current adopted Local Plan 2031 where these are yet to secure planning permission but are being actively promoted and progressed.

2.54 The plan explains the latest position in relation to each which can be summarised as follows:

- North Witney SDA – current outline planning application pending determination.
- West Eynsham SDA – partly complete (237 homes built) with a masterplan in place to guide delivery of the remainder and active discussions ongoing between landowners.
- Woodford Way Car Park – actively being progressed by WODC.
- Salt Cross Garden Village – current outline planning application pending determination following recent adoption of the Salt Cross Garden Village Area Action Plan (AAP).

2.55 It should be noted that the new draft Local Plan will not supersede the adopted Local Plan policies for the first three of these allocations (North Witney, West Eynsham and Woodford Way Car Park). As such, they will remain 'extant' for the purposes of decision-making. The Salt Cross adopted Local Plan policy has already effectively been superseded by the Salt Cross Area Action Plan (AAP) and this is confirmed in the draft Plan.

2.56 Total assumed housing delivery across these four existing site allocations in the period up to 2043 is 4,375 homes.

2.57 Members should note that there are two other adopted Local Plan allocations which are yet to secure planning permission including Myrtle Farm, Long Hanborough (50 homes) and the East Chipping Norton Strategic Development Area (SDA) (1,200 homes).

2.58 In relation to the Myrtle Farm site, the landowner has confirmed that they do not intend to bring the site forward for development and would like it to be 'de-allocated'. The policy will therefore be superseded by the new Local Plan.

2.59 In relation to the East Chipping Norton SDA, the site cannot be taken forward in its previously envisaged form due to significant archaeological constraints and is therefore proposed to be re-designated as a new Strategic Location for Growth (SLG) with a more northern focus on the land between London Road and Banbury Road (see further explanation below).

Proposed New Site Allocations

2.60 The draft Plan includes 9 'non-strategic' site allocations (i.e. 300 homes or less). As outlined above, these are identified on the Policies Map and include:

- Policy BA2 – Land East of Bampton
- Policy BU3 – Land South of Sheep Street, Burford
- Policy CH2 – Land at Jefferson's Piece, Charlbury
- Policy CH3 – Land South of Hydac, Charlbury
- Policy LH3 – Land South West of Hanborough Station
- Policy RA2 – Land North of Aston
- Policy RA3 – Land at Kingham Station
- Policy RA4 – Land at the Downs, Standlake
- Policy RA5 – Land at Rousham Road, Tackley

2.61 The draft plan explains why each site has been allocated and sets out the key requirements of any future development including in relation to key design principles, transport and movement, heritage, landscape, green infrastructure and biodiversity, flood risk/drainage, infrastructure and phasing/delivery.

2.62 The total number of homes expected to be accommodated across these 9 sites is 915.

Proposed New Strategic Locations for Growth (SLG)

2.63 National policy recognises that beyond the initial post-adoption 5-year period of a local plan, there may be less certainty of delivery in Years 6-10 and Years 11-15. As such, it allows for the identification of specific 'developable' sites or 'broad locations for growth'.

2.64 In line with this approach, the draft plan has identified a total of eight 'Strategic Locations for Growth' (SLGs) including:

- Policy CA5 – Land West of Carterton Strategic Location for Growth (SLG)
- Policy CA6 – Land North of Carterton Strategic Location for Growth (SLG)
- Policy CA7 – Land North-East of Carterton Strategic Location for Growth (SLG)
- Policy CA8 – Land East of Brize Norton Strategic Location for Growth (SLG)
- Policy WIT5 – Land South of Witney Strategic Location for Growth (SLG)
- Policy WIT6 – Land West of Witney Strategic Location for Growth (SLG)
- Policy WIT7 – Land North of Burford Road, Witney Strategic Location for Growth (SLG)
- Policy CN3 – Land North of London Road, Chipping Norton Strategic Location for Growth (SLG)

2.65 The designation of these broad locations reflects the fact that the majority of growth from these sites is expected to come forward from around 2033 onwards, although this doesn't preclude earlier delivery where possible.

2.66 Each of the eight SLGs is illustrated on the draft Local Plan Key Diagram and supported by a draft policy and accompanying site development template. The draft policy is purposefully high-level setting out the in broad terms, the anticipated quantum and type of development, type of development (e.g. new village, urban extension) and key development requirements including a requirement for development to be informed by a 'community-masterplan'.

2.67 The draft plan defines a community masterplan as one which has been informed by a process of demonstrably meaningful and effective community engagement.

2.68 Each policy is accompanied by a Site Development Template which sit as an Appendix to the draft Plan, outlining in more detail the key principles and requirements of any future development in these locations.

2.69 The broad nature of the strategic locations makes it impossible to quantify precisely how much development each location is capable of accommodating. Any such decision will be informed by more detailed site assessment work undertaken as part of the masterplanning process. For the purposes of the overall housing supply, the draft Plan assumes delivery of 8,350 homes across the eight identified SLGs in the period up to 2043.

2.70 Some of these locations are potentially capable of accommodating further development beyond 2043 but any such decisions would need to be informed by more detailed evidence and analysis as well as further progress with the development of a Mass Rapid Transit (MRT) solution along the A40 corridor.

Proposed New Areas of Redevelopment Opportunity (ARO)

2.71 The draft Plan also identifies four broad 'Areas of Redevelopment Opportunity' (AROs) including:

- Carterton MOD housing area of redevelopment opportunity
- Welch Way area of redevelopment opportunity
- Hanborough Station area of redevelopment opportunity
- Enstone Airfield area of redevelopment opportunity

2.72 These are not site allocations as such and are not proposed to be 'counted' towards meeting identified housing or economic needs but have been designated to take account of their broad potential for various forms and types of redevelopment and renewal.

2.73 The MOD housing area ARO seeks to positively encourage the further regeneration and renewal of other areas of older, poor quality MOD housing beyond the REEMA sites which already have planning permission at Carterton.

2.74 The Welch Way ARO establishes a supportive policy framework to enable and guide the potential future redevelopment, regeneration and enhancement of land and buildings where opportunities arise within a defined area of land at Welch Way, Witney.

2.75 The Hanborough Station ARO identifies the Hanborough Station area as a strategic opportunity to enhance rail infrastructure, improve sustainable transport connectivity and deliver a West Oxfordshire Mobility Hub.

2.76 The Enstone Airfield ARO recognises the long-term potential of the site to support economic growth, skills development, aviation activities and investment. It seeks to establish a positive policy framework to support future redevelopment, regeneration and intensification proposals where these are consistent with the operational requirements of the airfield, infrastructure capacity and the principles of sustainable development.

<u>Development Management Policies</u>

2.77 Following on from the area strategies, the draft plan includes a number of development management policies which have been refined to take account of previous consultation feedback as well as discussions with the Council's Development Management Team and other services including the climate, leisure and community well-being teams.

2.78 This process of refinement has helped to ensure the policies are concise and useable and avoid any unnecessary repetition and duplication whilst covering all Council priorities.

2.79 There are 31 policies in total and the key 'headlines' can be summarised as follows.

- Development will be expected to protect, enhance and expand the green infrastructure network, safeguarding existing open spaces and delivering new, multifunctional and accessible green spaces that are well connected, inclusive, and designed to support biodiversity, climate resilience, health and wellbeing, air quality and carbon reduction.

- Development will be required to achieve no net loss of biodiversity and deliver high-quality Biodiversity Net Gain, prioritising avoidance of impacts, protecting key habitats and species, and securing well-managed, locally relevant ecological enhancements through green infrastructure and, where needed, off-site contributions within the district.
- Development will be landscape-led, conserving and enhancing local character, visual amenity, heritage assets, and biodiversity through sensitive design and high-quality landscaping.
- Development will be required to make efficient use of land by prioritising previously developed sites, supporting regeneration, and delivering sustainable, well-designed development at appropriate densities that promotes accessibility, mixed uses, and sustainable travel.
- Existing sport, recreation and play opportunities will be safeguarded, with new and enhanced provision supported where it meets identified needs and promotes inclusive, accessible and sustainable communities.
- Healthy food environments will be supported through the protection of food-growing resources, the provision of community growing spaces, and the promotion of local food production, biodiversity and community participation.
- Net zero carbon development will be promoted through ultra-low energy building design, high energy efficiency, fossil fuel-free energy systems, renewable energy generation and the reduction of embodied carbon.
- Renewable and low carbon energy generation will be supported in suitable locations where environmental, landscape and community impacts are appropriately addressed, with particular encouragement for community-led schemes and local benefits.
- The retrofit, reuse and adaptation of existing buildings will be encouraged to improve energy efficiency, reduce carbon emissions and enhance climate resilience, while respecting biodiversity and the significance of heritage assets.
- Waste generation will be minimised and circular economy principles promoted through the prevention, reuse and recycling of materials, sustainable construction practices, and the provision of effective waste management infrastructure.
- Vibrant and resilient town centres will be maintained through the protection of key town centre uses, support for diverse activities and the enhancement of local character and accessibility.
- The retention of community facilities will be prioritised, with loss only permitted where robust evidence demonstrates non-viability or where equivalent or better replacement facilities are provided in accessible locations.

- Existing active travel networks will be safeguarded, with walking, cycling and public rights of way protected and enhanced through the delivery of safe, connected and accessible routes integrated into new development and wider transport and green infrastructure networks.
- Parking provision will be responsive to location and accessibility, supporting reduced car dependency while ensuring high-quality, secure cycle parking and safe, well-designed car parking where required.
- Windfall housing development will be directed to the most sustainable locations within the settlement hierarchy, prioritising previously developed land and ensuring growth is proportionate, plan-led and does not undermine the spatial strategy or settlement character.
- Mixed and balanced communities will be supported through a diverse housing mix, tenure-blind and well-integrated design, and the delivery of accessible, adaptable and innovative housing that meets identified local needs.
- Major residential development will be required to deliver 40% affordable housing where thresholds are met, with a strong emphasis on on-site, tenure-blind provision integrated throughout schemes.
- Specialist housing, including extra-care and supported living, will be supported in sustainable, well-connected locations where it would meet identified local needs and would be well integrated with surrounding development to promote inclusion and accessibility.
- Self-build and custom housebuilding will be supported in suitable locations, with major developments required to provide a proportion of serviced plots to meet demand, ensuring they are well integrated, actively marketed, and capable of contributing to mixed and balanced communities.
- Community-led housing will be supported in sustainable locations, including exception sites where appropriate, with a strong emphasis on delivering predominantly affordable and social rented homes.
- Identified needs for Gypsy, Traveller and Travelling Showpeople accommodation will be met through the provision of 28 pitches and 8 plots with new, expanded and regularised sites supported in sustainable locations and strategic locations for growth required to assess the potential for provision.
- Employment development will be supported in sustainable and well-connected locations where it aligns with the Council's economic strategy, makes efficient use of land, and provides flexible premises suited to business needs. Existing employment land will be protected unless robust evidence demonstrates it is no longer viable or needed.

- Small-scale rural employment and diversification schemes, including farm and estate diversification, will be encouraged where they support existing rural businesses, make effective use of existing buildings, and avoid harm to landscape, heritage, residential amenity and the highway network.
- Major and strategic development will be required to contribute to education infrastructure and wider skills and employment initiatives, including through Community Employment and Skills Plans that promote apprenticeships, training pathways and local labour opportunities.
- Tourism and leisure development will be supported where it contributes to a sustainable local economy, enhances West Oxfordshire's character, and promotes year-round, low-carbon tourism that reduces seasonality, supports local communities and supply chains, reuses brownfield land and existing buildings where possible, and avoids concentrations of short-term holiday lets within settlements.
- Digital infrastructure must be carefully designed and sited to minimise visual and environmental impacts, especially in sensitive landscapes, making use of shared infrastructure such as mast-sharing or co-location where possible to reduce unnecessary proliferation of equipment and protect the natural environment.

Delivery and Monitoring

2.80 An effective delivery and monitoring framework is essential to ensure that the Local Plan is implemented as intended and that its policies translate into real, measurable outcomes on the ground.

2.81 It provides a clear mechanism for tracking progress against key targets, identifying where delivery is on track or where intervention may be needed, and ensuring accountability over the plan period.

2.82 The Council's Annual Monitoring Report (AMR) is a central part of this process, enabling the Council to assess whether development is meeting policy requirements, such as housing delivery, infrastructure provision, and environmental objectives, and to respond proactively to changing circumstances.

2.83 To ensure the above is achieved, the draft plan includes a delivery and monitoring framework explaining how each policy links to the Plan's overall objectives and will be monitored over the plan period. Once adopted, this will form the basis of the Council's Annual Monitoring Report (AMR).

3. LOCAL PLAN TIMETABLE

3.1 The Council's current Local Development Scheme (LDS) was published in March 2026 and suggests that the Regulation 19 pre-submission draft Local Plan will take place in June 2026. This has not been possible and so the LDS has been updated and is attached to this report at Annex B.

3.2 The updated LDS confirms that the Regulation 19 consultation will now take place in August 2026. The intended date of submission remains December 2026.

4. NEXT STEPS

4.1 Subject to the approval of Members, the pre-submission draft Local Plan attached at Annex A will be published for a statutory period of public consultation of at least 6 weeks, in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

4.2 It is anticipated that this will commence in August 2026.

4.3 A further report will then be brought back before Members, summarising the key issues raised through the Regulation 19 consultation and seeking formal approval to submit the draft Plan (and any proposed modifications) for independent examination in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012.

4.4 It should be noted that when submitted for examination, the draft Plan will be considered in the context of the December 2024 version of the National Planning Policy Framework (NPPF).

4.5 Subject to the approval of Members, the Local Development Scheme (LDS) attached at Annex B will be published online and made available in hard copy format in agreed 'deposit' locations across the district.

5. ALTERNATIVE OPTIONS

5.1 The District Council could choose not to formally publish the new Local Plan. However, local authorities are required to keep plans up to date, typically reviewing them every 5-years or so.

5.2 Furthermore, not having an up-to-date Local Plan in place is likely to exacerbate the prospect of speculative development proposals coming forward and appeal-led planning decisions taking place outside of the Council's control.

6. FINANCIAL IMPLICATIONS

6.1 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.

7. LEGAL IMPLICATIONS

7.1 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.

8. RISK ASSESSMENT

8.1 Progressing a new Local Plan is a lengthy and complex process and involves a number of potential risks. The main risks are outlined below.

8.2 The first risk relates to timing - in particular the risk of the Council not formally submitting the plan for independent examination before the end of December 2026. This would mean the plan cannot be considered under the current national framework for plan-making but would effectively need to 're-start' under the Government's new framework, thereby leading to significant delay. This risk reinforces the importance of the Regulation 19 consultation taking place in a timely manner beginning in August.

8.3 Once submitted, as always there is a risk that the appointed Inspector will find that the Council has failed to comply with the relevant legislative requirements and/or that the plan as submitted is 'unsound'. This risk will be mitigated by Officers submitting clear evidence that all legislative requirements have been complied with and through the examination process itself during which time Officers will have the opportunity to demonstrate that the policies and proposals of the draft Plan are sound including any necessary Main Modifications.

8.4 There is also an indirect risk arising from the Government's preparation of a new National Planning Policy Framework (NPPF) which is due to be published later this year. Whilst the draft Local Plan will be examined under the December 2024 version of the framework, the indications to date have been that as soon as the new NPPF is published, any Local Plan policies (even recently adopted ones) may be rendered out of date and carry minimal weight if they are in conflict with the new framework. As this risk arises indirectly due to a forthcoming national planning policy shift, there is however no mitigation that can be put in place by Officers.

9. EQUALITIES IMPACT

9.1 The publication of the draft Local Plan 2043 will be supported by an integrated Health and Equality Impact Assessment (HEIA).

10. CLIMATE AND ECOLOGICAL EMERGENCIES IMPLICATIONS

10.1 The climate and ecological emergencies form a central component of the Regulation 19 pre-submission draft plan attached at Annex A.

11. BACKGROUND PAPERS

11.1 None.

ANNEX A – Draft West Oxfordshire Local Plan 2043

1. Introduction 6
2. Plan Period 7
3. District Profile 9
4. Issues and Challenges 12
5. Vision and Plan Objectives 13
6. Spatial Strategy 18
Policy SP1 – Settlement Hierarchy 18
Policy SP2 – Spatial Strategy 19
Key Diagram 23
Policy SP3 – Key Development Principles 25
Policy SP4 – Cotswolds National Landscape (CNL) 26
Policy SP5 – A40 Mass Rapid Transit (MRT) Corridor 29
7. Core Policies 33
Policy CP1 – Climate Change 33
Policy CP2 – Delivering New Homes 36
Policy CP3 – Supporting Economic Growth and Local Prosperity 43
Policy CP4 – Delivering Infrastructure In-step with new development 47
Policy CP5 – Water Environment 50
Policy CP6 – Design Excellence and Placemaking 56
Policy CP7 – Healthy Place Shaping 58
Policy CP8 – Sustainable Transport 61
Policy CP9 – Historic Environment 64
Policy CP10 – Nature Recovery 66
8. Area Strategies 71
8.1 Carterton Area Strategy 72
Policy CA1 – Strategic Development Framework for the Carterton Area 77
Policy CA2 – Carterton Town Centre 81
Policy CA3 - RAF Brize Norton 84
Priority Growth Locations 85
Policy CA4: Carterton MOD Housing Area of Redevelopment Opportunity (ARO) 89
Policy CA5 – Land West of Carterton Strategic Location for Growth (SLG) 92
Policy CA6 – Land North of Carterton Strategic Location for Growth (SLG) 93
Policy CA7 – Land North East of Carterton Strategic Location for Growth (SLG) 94
Policy CA8 – Land East of Brize Norton Strategic Location for Growth (SLG) 96
8.2 Witney Area Strategy 99

Policy WIT1 – Strategic Development Framework for the Witney Area 104
Policy WIT2 – Witney Town Centre 109
Policy WIT3 – Windrush Valley 111
Priority Growth Locations 113
Policy WIT4 – Land at Welch Way Area of Redevelopment Opportunity (ARO) 119
Policy WIT5 – Land South of Witney Strategic Location for Growth (SLG) 122
Policy WIT6 – Land West of Witney Strategic Location for Growth (SLG) 123
Policy WIT7 – Land north of Burford Road Strategic Location for Growth (SLG) 124
8.3 Chipping Norton Area 127
Policy CN1 – Strategic Development Framework for the Chipping Norton Area 132
Policy CN2 – Chipping Norton Town Centre 138
Priority Growth Locations 139
Policy CN3 – Land east of Chipping Norton at London Road Strategic Location for Growth (SLG) 145
8.4 Bampton Area Strategy 147
Policy BA1 – Strategic Development Framework for the Bampton Area 151
Priority Growth Locations 152
Policy BA2 – Land East of Bampton 155
8.5 Burford Area Strategy 159
Policy BU1 – Strategic Development Framework for the Burford Area 164
Burford Town Centre 166
Policy BU2 - Burford Town Centre 169
Priority Growth Locations 170
Policy BU3 – Land South of Sheep Street Burford 172
8.6 Charlbury Area 175
Policy CH1 – Strategic Development Framework for the Charlbury Area 179
Priority Growth Locations 180
Policy CH2 – Land at Jeffersons Piece 181
Policy CH3 – Land South of Hydac 184
8.7 Eynsham Area 188
Policy EYN1 – Strategic Development Framework for the Eynsham Area 192
Eynsham Priority Growth Locations 193
Major Existing Planning Commitments (10 or more homes) 193
West Eynsham Strategic Development Area (SDA) 193
Long Hanborough Area Strategy 197

Policy LH1 - Strategic Development Framework for the Long Hanborough Area 201
Priority Growth Locations 202
Policy LH2 - Hanborough Station Area of Redevelopment Opportunity 206
Policy LH3 – Land West of Hanborough Station 208
8.8 Woodstock Area Strategy 212
Policy WO1 - Strategic Development Framework for the Woodstock Area 216
Policy WO2 – Woodstock Town Centre 220
Policy WO3 – Blenheim Palace World Heritage Site (WHS) 224
8.9 Salt Cross Garden Village Area Strategy 228
8.10 Rural Area Strategy 230
Policy RA1 – Strategic Development Framework for the Rural Area 232
Priority Growth Locations 233
Policy RA2 – Enstone Airfield Area of Redevelopment 237
Opportunity (ARO) 237
Policy RA3 - Land north of Aston 240
Policy RA4 – Land at Kingham Station 243
Policy RA5– Land at the Downs, Standlake 246
Policy RA6 – Rousham Road, Tackley 249
9. Development Management Policies 253
Policy DM1 - Green Infrastructure 254
Policy DM2 - Biodiversity Net Gain (BNG) and Nature Recovery 256
Policy DM3 - Conserving and Enhancing Landscape Character through New Development 267
Policy DM4 - Light Pollution and Dark Skies 271
Policy DM5 - Efficient Use of Land 273
Policy DM6 - Trees and Hedgerows and Woodland 276
Policy DM7 - Sport, Recreation and Play 280
Policy DM8 - A Healthy Food Environment 284
Policy DM9 - Net Zero Carbon Development 288
Policy DM10 - Renewable and Low Carbon Energy Development 295
Policy DM11 - Retrofitting for Energy Efficiency, Carbon Reduction and Climate Resilience 298
Policy DM12 - Waste and the Circular Economy 302
Policy DM13 - Air Quality and Pollution 307
Policy DM14 - Town Centres 311
Policy DM15 - Community Facilities and Services 314
Policy DM16 - Active and Healthy Travel 318

Policy DM17 - Parking Standards for New Development (Car and Cycle Parking) 321
Policy DM18 - Windfall Housing 324
Policy DM19 - Creating Mixed and Balanced Communities 328
Policy DM20 - Affordable Housing 331
Policy DM21 - Specialist Housing 336
Policy DM22 - Custom and Self-Build Housing 339
Policy DM23 - Community-Led Housing 342
Policy DM24 - Meeting the Needs of Travelling Communities 345
Policy DM25 - Loss, Replacement and Sub-Division of Existing Dwellings 349
Policy DM26 - Conversion, Extension and Alteration of Traditional Buildings 352
Policy DM27 - Provision and Protection of Land for Employment 355
Policy DM28 - Supporting the Rural Economy 359
Policy DM29 - Learning, Skills and Training Opportunities 363
Policy DM30 - Sustainable Tourism 365
Policy DM31 - Supporting Digital Infrastructure and Connectivity 367
Appendix 1 - Strategic Locations for Growth Development Templates 370
CA5 – Land west of Carterton Strategic Location for Growth 371
CA6 - Land North of Carterton Strategic Location for Growth 373
CA7 – Land north east of Carterton Strategic Location for Growth 376
CA8 – Land east of Brize Norton Strategic Location for Growth 379
WIT5 – Land South of Witney Strategic Location for Growth 382
WIT6 – Land west of Witney Strategic Location for Growth 385
WIT 7 - Land north of Burford Road Strategic Location for Growth 389
CN3 – Land East of Chipping Norton at London Road Strategic Location for Growth 391
Appendix 2 – Housing Trajectory 394
Appendix 3 - Delivery and Monitoring Framework 395
Appendix 3 – Glossary 433
Appendix 4 – Local Plan 2031 Superseded Policies 449

1. Introduction

1.1 The West Oxfordshire Local Plan 2043 ('the Plan') sets out a vision for the district, along with objectives and policies to guide and manage future development and land use in the period up to 2043.

1.2 Addressing the climate crisis is at the heart of this vision. The Plan's policies and proposals have been purposefully shaped to ensure effective adaptation to climate change, along with any necessary mitigation measures to achieve the ambition of net carbon zero whilst balancing future needs for new homes and jobs. Helping nature to recover, achieving high quality, net gains in biodiversity, providing energy-efficient, net-zero carbon development, renewable energy generation and a meaningful shift to more sustainable modes of transport are key to achieving these objectives.

1.3 The Plan has been informed by national and local planning policy and guidance, supporting technical evidence, including Sustainability Appraisal and the testing of different options and alternative approaches through earlier stages of public consultation.

1.4 Through this process, the key priorities which have emerged as being of greatest importance are the timely delivery of new infrastructure to support planned growth and the need to ensure that new development reflects the sensitivities and rural character of the district and does not overwhelm it - in particular our smaller or more visually sensitive settlements.

1.5 The Plan seeks to recognise and address these key concerns, whilst committing to meeting West Oxfordshire's identified development needs in full and assisting Oxford City with a proportion of their unmet housing need.

1.6 To achieve this, the Plan identifies future priority growth locations which have been carefully considered and assessed and is also supported by a separate Infrastructure Delivery Plan (IDP) outlining the key infrastructure improvements needed to support growth in the period up to 2043.

1.7 It is a requirement for all local authorities to produce a Local Plan and, following adoption, all planning permission applications must be determined in accordance with the plan unless material considerations indicate otherwise. In line with national policy, a presumption in favour of sustainable development will apply and the Plan sets out how this will be achieved in the context of West Oxfordshire.

1.8 At a more local level, town and parish councils may prepare a neighbourhood development plan, with locally specific policies and site allocations for their area, providing that they are in conformity with national policy and the strategic policies of the adopted Local Plan.

2. Plan Period

2.1 The Plan covers an 18-year plan period from1st April 2025 to 31st March 2043. The base date of 1st April 2025 aligns with the National Planning Policy Framework (NPPF) 2024 which came into effect for the purposes of plan-making from 12 March 2025.

2.2 The end-date of 31st March 2043 allows for a period of more than 15-years from the anticipated date of adoption (2027) in line with national policy.

2.3 The Council is required to review the Plan at least every five years, unless circumstances dictate that this needs to happen sooner, to ensure it remains fit for purpose.

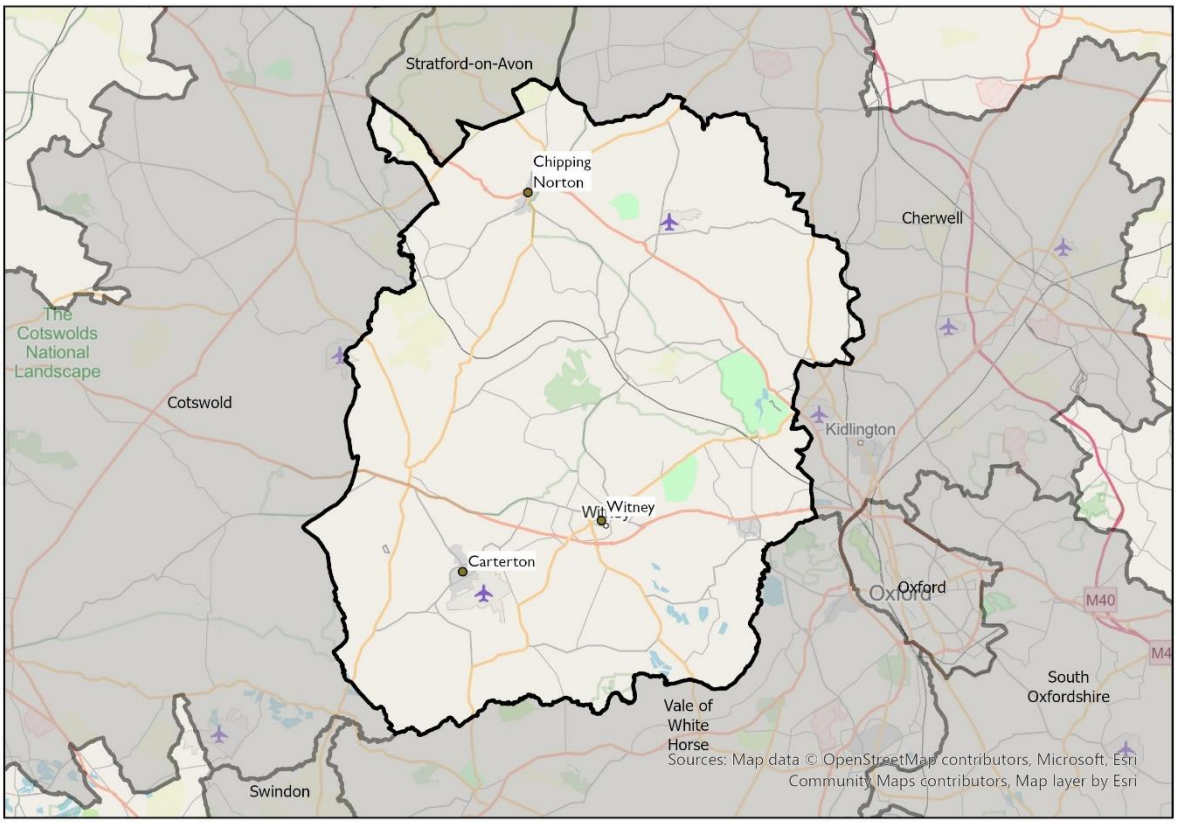


Figure 2.1 – West Oxfordshire in Wider Context

3. District Profile

3.1 The district profile below provides an overview of the key environmental, social and economic characteristics of West Oxfordshire. This helps identify the key issues facing the district now as well as the opportunities and challenges that the Local Plan will need to address in the future.

West Oxfordshire is a district in the southeast of England, within the County of Oxfordshire. It shares borders with Gloucestershire to the west and Warwickshire to the north. The district is situated to the west of Oxford, separated from the city by the Oxford Green Belt which is home to the historic rural communities, of Bladon and Cassington.

Geographically positioned between the M4 and M40 motorways, the district remains relatively isolated from the strategic road network yet enjoys good transport connectivity to the wider Southeast and Midlands particularly for communities near the rail network. The district's landscape is characterised by farmland and country estates, rolling countryside, river valleys, and protected natural habitats, contributing to its strong sense of place and local identity. As the second least densely populated areas in the Southeast, it comprises 6 towns and many villages, and hamlets, with Witney, Carterton, and Chipping Norton serving as its principal towns. A mix of historic and modern housing, attractive villages, and access to green spaces make it a highly desirable place to live, work and visit.

As of 2024, West Oxfordshire had an estimated population of approximately 121,000, with projections suggesting an increase to over 140,000 by 2045. The district has a relatively balanced age range, though some areas, such as Charlbury, have a higher proportion of residents aged 65 and older, whereas Carterton has a younger demographic. The population is aging, with the number of people aged 65+ increasing by 28.2% since 2011, compared with an increase of 4.4% in people aged 15 – 64 and a 5.6% update in children aged under 15 years. The median age has risen from 42 to 44. Household structures have also evolved, with a decrease in couples with dependent children and a slight increase in couples with non-dependent children. The district remains predominantly white (95.2%), with a higher proportion of English first-language speakers than the national average.

West Oxfordshire has committed to sustainability, with the District Council declaring a climate and ecological emergency in 2019 and pledging to achieve carbon neutrality in its operations by 2030. A Carbon Action Plan published in 2024 outlines strategies to reduce emissions across buildings, transport, and services. Between 2005 and 2024, total carbon emissions steadily declined. Transport and housing remain the largest contributors to carbon emissions.

Official statistics on regional renewables electricity indicate that the total installed renewable energy capacity in West Oxfordshire was approximately 82MW in 2023 and was overwhelmingly dominated by solar PV which accounted for around 97% of the total installed capacity.

Housing in West Oxfordshire has seen strong growth, with 7,719 new homes built between 2011 and 2024, bringing the total number of households to 48,000. However, housing affordability remains a challenge, with an average house price of £387,000 in November 2024 and a housing affordability ratio of 11.4 in 2023, indicating that average house prices are over 11 times average annual earnings. Around 3,000 households are currently on the affordable housing waiting list, despite the construction of over 1,000 affordable homes since 2018. Additionally 1,128 properties are registered as long-term empty, and there is a growing trend of homes being

converted into short-term holiday lets. The housing stock is predominantly made up of detached and semi-detached properties, with a relative shortage of smaller terraced homes and flats.

Economically, the district remains resilient, with high employment levels, a skilled workforce, and strong business activity. As of January 2024, only 1.83% of the working-age population claimed unemployment-related benefits, and 90.4% of residents aged 16-64 were employed, placing West Oxfordshire among the top 10% of English local authorities for employment rates. The district has approximately 47,000 jobs, with key industries including manufacturing, construction, retail, and tourism. While agriculture dominates the landscape, it employs only a small percentage of the population. Most businesses (97.8%) are small or micro-sized, with only 0.3% classified as large enterprises.

Education in West Oxfordshire is well-regarded, with 53 primary schools serving 9,525 students in the 2023/24 school year. The district has 12 secondary schools, with 81.7% of students achieving a GCSE in English and Maths. A high proportion (96.6%) of young people remain in education or training.

Apprenticeships remain popular, with 580 starts in the 2021/22 academic year. Abingdon and Witney College offer a range of part-time and full-time courses. Early years education in communication, literacy, and maths outperforms national averages.

Healthcare in the district is strong, with health indicators often exceeding national averages. In 2021, 52.2% of residents described their health as "very good," up from 50.9% in 2011. Life expectancy is above the national average, with females living an average of 84.8 years and males 81.5 years.

The demand for health services, both community-based and clinical, is increasing with increases in life expectancy. The district is served by eleven GP practices, as well as a number of public and private dental practices. Services are reported to be under pressure from demand. In terms of secondary care, there are community hospitals in Witney and Chipping Norton. Accident and Emergency services are focused mainly at the John Radcliffe Hospital in Oxford and to a lesser extent at the Horton Hospital in Banbury which is more accessible to residents in the north of the district. Although deprivation decreased between 2015 and 2019, access to housing and services remains a concern, particularly in parts of Chipping Norton, Witney Central, and Witney East. Part of Witney[1] is now in the top 20% most deprived nationally in the latest IMD data.

Transport infrastructure in West Oxfordshire is predominantly car-dependent, with 80% of journeys made by private vehicles. Rail connections provide access to London and Birmingham, with the Cotswold Line linking rural communities to Oxford and Hereford. While frequent bus services operate between Witney, Carterton, and Oxford, other areas are less well served. Cycling and pedestrian routes are concentrated in main towns, with limited options in rural areas. Oxfordshire County Council is progressing major improvements to the A40 corridor and to address congestion along key routes such as the A40, A44, and A415. Air quality concerns exist in Chipping Norton and Witney due to traffic emissions.

West Oxfordshire offers a wealth of recreational opportunities. The district is home to four Council-owned leisure centres, floodlit astroturf pitches, and two outdoor heated swimming pools. Parks and open spaces, including Kilkenny Lane Country Park, provide residents with green spaces for leisure. High-quality walking, cycling, and water-based activities are available, particularly in the Lower Windrush Valley, which also supports nature conservation efforts. Despite high adult participation in physical activity, child participation rates are lower than the national average.

The district's natural environment is related to the character of the landscape and the historic setting, including the Cotswolds National Landscape. There are several designated conservation

sites to protect local biodiversity, including 29 Sites of Special Scientific Interest (SSSI), four National Nature Reserves (NNR), the internationally significant Oxford Meadows Special Area of Conservation (SAC) and over one hundred Local Wildlife Sites (LWS).

The Oxfordshire Local Nature Recovery Strategy (LNRS)'s mapped nature recovery network covers around 40% of the district (both areas that are of existing importance and areas that could become important for biodiversity). West Oxfordshire is the most wooded district in the county with around 6,500 hectares of woodland, including several ancient woodlands in the Wychwood Forest area. The Evenlode and Windrush river valleys play a vital role in natural flood management and form an integral part of the nature recovery network. Throughout the district's towns and villages, a wide range of green spaces, including parks, commons, allotments, churchyards, country parks and nature reserves provide accessible nature, wildlife stepping stones and wider health, wellbeing and climate resilience benefits.

West Oxfordshire also boasts a rich heritage, with Blenheim Palace, a UNESCO World Heritage Site, as its most famous landmark. The district contains approximately 3,200 listed structures, including Kelmscott Manor, Bliss Mill and Chastleton House. It is home to 51 Conservation Areas and 149 Scheduled Monuments, covering prehistoric, Roman, and medieval sites. Additionally, 16 historic parks and gardens, such as Rousham House and Gardens, highlight the district's landscape heritage. Wychwood Forest, an ancient royal forest, remains a site of historical and ecological significance.

With its mix of natural beauty, rich history, and strong community ties, West Oxfordshire continues to be a sought-after place to live, work, and explore.

4. Issues and Challenges

4.1 The Plan needs to address a complex set of issues and navigate competing challenges to achieve truly 'sustainable development' at the local level. Key to this is balancing economic growth, environmental protection, and community well-being.

4.2 The Plan must carefully align the need for new housing and growth in the local economy, with appropriate protection of the district's landscapes, biodiversity, and historic assets, including the Cotswolds National Landscape and Blenheim Palace World Heritage Site.

4.3 A further key focus is the inter-connection between West Oxfordshire and surrounding areas, with the Plan needing to ensure that development within the district helps to support the regional and sub-regional economy, including cross-boundary infrastructure improvements. Given the pressure for growth, a particular challenge involves maintaining the integrity of the Oxford Green Belt while identifying opportunities for positive environmental enhancements.

4.4 Sustainable development requires a thoughtful distribution of growth, ensuring that both principal towns and rural communities benefit without overburdening sensitive areas. Housing policies must address affordability, support a range of household needs including downsizing for an aging population and family-friendly housing, and provide a mix of tenures to ensure social and economic diversity and well-being. In addition, the plan must seek to mitigate the impact of short-term holiday lets on local communities and explore more innovative housing solutions, such as community-led initiatives and build-to-rent models.

4.5 Environmental sustainability will guide future development, with strict energy efficiency standards for new buildings, retrofitting initiatives, and expanded local renewable energy projects. Climate adaptation measures, including natural flood management and increased tree cover, will help mitigate future risks. The appropriate management of biodiversity, green spaces, and agricultural land must remain a priority to ensure long-term environmental resilience.

4.6 Infrastructure investment is of critical importance, particularly in water supply and treatment and electricity generation capacity, which are also key to supporting goals for environmental protection and reduction of carbon emissions. Enhancement of public transport, cycling, and pedestrian networks, particularly along the congested A40 corridor, is key to reducing car dependency and lowering carbon emissions. Prioritising sustainable transport solutions, including enhanced bus services, improved rail connectivity, and EV charging infrastructure will be key to fostering a more connected, economically successful and environmentally responsible district.

4.7 The local economy must also be strengthened by supporting small businesses, expanding workforce development programs, and aligning education and training initiatives with emerging sectors such as green energy and technology. Ensuring a sufficient supply of affordable housing for workers will be essential to sustaining economic growth.

4.8 Health and well-being are central to the Plan, requiring improved healthcare access, expanded leisure facilities, and policies that promote physical activity and social cohesion. Investments in digital infrastructure, community centres, and local services will further enhance the quality of life for residents.

4.9 Preserving West Oxfordshire's rich heritage is a further key focus, requiring careful planning to maintain historic sites while supporting their adaptive reuse. The impact of climate change on heritage assets must also be considered, integrating conservation efforts with broader environmental strategies.

4.10 The Oxfordshire Local Nature Recovery Strategy (LNRS) identifies a priority network of land for the implementation of actions that can recover nature. This covers around 40% of the county and the district, which demonstrates the level of opportunity that exists in the area for creating, restoring and enhancing biodiversity. This can be delivered in a variety of ways, including green infrastructure, biodiversity net gain, natural flood management and building design (e.g. incorporating wildlife boxes or green roofs).

4.11 Ultimately, the Plan must foster an inclusive, thriving, and sustainable future for West Oxfordshire by balancing development with the needs of communities, the economy, and the natural and historic environment.

5. Vision and Plan Objectives

5.1 The Vision and Objectives establish the overarching direction for the Local Plan and provide a clear framework for shaping growth and change across the plan period.

5.2 They articulate how the area is expected to develop, the qualities that should be protected and enhanced, and the outcomes that the Plan seeks to achieve for communities, businesses, and the environment.

5.3 The Vision describes the desired future state of the district at the end of the plan period. It reflects local aspirations, builds on the area's distinctive characteristics, and responds to the opportunities and challenges identified through the evidence base and community engagement.

In 2043, West Oxfordshire stands as a beacon of sustainable development and community well-being. Our District has embraced a transformative vision, shaping a future that balances environmental stewardship, economic vitality, and social equity. We not only meet the needs of our residents but inspire others to follow our lead in creating a sustainable and inclusive future.

The district is powered entirely by renewable energy sources and innovative green technologies. Energy-efficient buildings, both residential and commercial have become the norm, with retrofitted historic structures showcasing advanced insulation and energy systems. Public transport is carbon-neutral, including electric buses, bike-sharing schemes, and extensive pedestrian zones. Green roofs and vertical gardens are commonplace, contributing to urban cooling and biodiversity.

Communities are thriving, inclusive, and resilient. Health and well-being are prioritised through extensive green spaces, recreational facilities, and community gardens. Access to high-quality healthcare and mental health services is seamless, with integrated community health hubs providing comprehensive care. Social inclusivity is strengthened by community centres that offer programs for all ages, fostering intergenerational connections and support networks. Streets and public spaces are designed for safety and accessibility, ensuring everyone can participate in community life.

Our natural landscapes and historic buildings are meticulously preserved and enhanced. Conservation efforts ensure that biodiversity is restored, protected and thrives in rural and urban areas with urban spaces integrating nature through parks, green corridors, and wildlife-friendly initiatives. Historic buildings are not only preserved but also adapted for modern use, blending heritage with innovation and carbon neutrality. This harmonious integration of the old and new attracts tourists and enriches the cultural fabric of the district.

Urban and rural areas are vibrant and welcoming. Town centres are pedestrian-friendly, featuring a mix of local shops, cafes, cultural venues, and public art. Smart technologies ensure efficient public services, supported by digital infrastructure. Public transport is efficient, affordable, and well-connected, making it easy for residents to move around the district and beyond.

West Oxfordshire's housing market is inclusive and dynamic. Infrastructure has kept pace with development and a mix of housing types, from single-family homes to co-housing communities offers a diverse range of options and ensures that everyone from young professionals to retirees can find suitable accommodation. New affordable housing mean that all residents have access to safe and comfortable homes. New developments adhere to the highest standards of sustainability, with green building practices ensuring minimal environmental impact.

The economy is robust and diverse, characterised by innovation and sustainability. Local businesses thrive alongside global enterprises, with a strong emphasis on food and green industries, technology, and creative sectors. The district is a hub for green technology startups, research, and development, supported by partnerships with local universities and research institutions. A focus on skills development and lifelong learning ensures the workforce is adaptable and prepared for the future. Farmers markets, artisanal shops, and local producers are integral to the economy, promoting local produce and craftsmanship.

In 2043, West Oxfordshire is not just a place to live, but a thriving, inter-connected community where people enjoy a high quality of life, economic opportunities abound, and the natural and historic environment is cherished and protected. Together, we have created a future that is sustainable, inclusive, and inspiring for generations to come.

5.4 Flowing from the vision, we have identified a series of overarching plan objectives.

5.5 These are important because they help to articulate the vision and guide the overall content of the plan. They also provide a benchmark against which progress can be measured.

5.6 The objectives are thematically based and have been refined to take account of previous consultation feedback.

5.7 The delivery and monitoring framework at Appendix 3 explains the links between each objective and each of the Plan's policies and proposals.

Objective 1 – To take local action and tackle the climate and ecological emergency 'head-on' for the benefit of current and future generations by:

- Significantly reducing West Oxfordshire's carbon emissions across all sectors, with a particular focus on carbon intensive activities, including transport, housing and industry.
- Enabling the deployment of new and retrospective renewable and low-carbon energy solutions at all scales, maximising the potential benefits of this approach whilst minimising the impacts.
- Building resilience to, and reversing the impacts of climate change, supporting adaptation and nature recovery.
- Maximising the efficient use of land and buildings, favouring their retention where possible and adaptive re-use, making prudent use of natural resources and ensuring that waste is treated as a resource through the adoption of 'circular economy' principles.

Objective 2 – To foster healthier and happier communities across West Oxfordshire, by:

- Creating well-designed, safe, inclusive, and accessible environments that encourage community integration and promote strong mental and physical health.
- Enabling the adoption of healthier lifestyles by promoting physical activity through walking, cycling, the use of public transport, and the provision of convenient access to high-quality green space, sports and leisure.
- Establishing a healthier food environment by enabling better food choices and encouraging local production, distribution and consumption of healthy food.
- Ensuring that timely investment is made in the infrastructure needed to support development and that it is managed and maintained effectively over the long-term.

Objective 3 - To protect, support and enhance the quality and resilience of West Oxfordshire's built, historic and natural environments by:

- Conserving and enhancing the intrinsic character and beauty of the countryside, historic and cultural environment, recognising their contributions to quality of life, social and economic well-being, and enabling sensitive adaptation to climate change.
- Promoting nature recovery by supporting resilient and connected habitats and ecosystems, investing in natural capital, and achieving measurable net gains in biodiversity in accordance with the Local Nature Recovery Strategy for Oxfordshire.
- Adopting an integrated, holistic approach to the management of all aspects of the water environment.
- Protecting the district's environmental assets by preventing pollution and minimising its impact on local amenity, health, landscape character, soil resources and biodiversity.

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 by:

- Ensuring that all new development adhere to high-quality, innovative, and inclusive design standards.
- Creating safe, welcoming, and accessible town and village centres that can effectively adapt to changing trends and remain destinations of choice.
- Ensuring that everyone can access the essential services and facilities that they need, in turn, helping to achieve greater equality and inclusivity.
- Empowering local communities to actively shape and influence the future of their area by providing a framework for neighbourhood and other community led plans.

Objective 5 – To make sure that all residents can meet their housing needs by:

- Enabling the delivery of a continuous supply of high quality and sustainable new homes to meet identified housing needs over the period 2025 – 2043.
- Maximising the efficient use of the district's existing housing stock, including empty homes, and leveraging the re-use of previously developed land and buildings.
- Meeting the needs of those who are unable to access market housing by meeting the need for genuinely affordable housing in the context of West Oxfordshire as far as possible, both in the short and long-term.
- Ensuring that the right type, size and tenure of new accommodation come forward to meet the variety of identified housing needs and engendering a greater sense of community cohesion and well-being.

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

- Providing a balanced portfolio of high-quality employment land to meet the diversity of commercial needs in the district, including large and smaller businesses, and ensure flexibility.
- Supporting existing and future economic assets with the necessary infrastructure, land, and premises, while protecting important economic, social, and environmental roles.
- Supporting adaptation to future trends and technological changes to support evolving working practices, including remote, hybrid, and co-working models.
- Ensuring all residents benefit from improved education, training, and skills opportunities, enhancing economic and social well-being and supporting small and start-up businesses.
- Celebrating and sustainably growing the rural economy, supporting farmers, rural businesses, and the visitor economy.

6. Spatial Strategy

6.1 All Local Plans must promote a sustainable pattern of development, aligning development needs and infrastructure with environmental considerations including climate change.

6.2 This section of the Plan sets out five spatial policies that collectively make up the overall 'spatial strategy'. These policies are intended to provide a clear steer as to where, what, and how development will occur in the area to 2043.

6.3 The spatial policies categorise settlements based on their role and function, identify the principal areas for future housing, employment growth and transport infrastructure and define clear principles to guide development, reconciling the need to balance economic and housing growth with protection and enhancement of the natural, built and historic environment, including within the Cotswolds National Landscape (CNL).

Policy SP1 – Settlement Hierarchy

6.4 The settlement hierarchy classifies the districts towns and villages on the basis of their size and service availability, including shops, schools, and public transport.

6.5 It is a key element of the Plan, forming the basis upon which other policies can guide development toward the most suitable and sustainable locations.

6.6 In summary, reflecting their broader range of services and facilities (and thus ability to accommodate future development) higher-tier settlements including the principal towns and service centres are the primary focus for strategic and large-scale growth, while lower-tier settlements (villages/hamlets) will experience comparatively smaller scale development.

6.7 This principle of proportionality is key to the Plan's Spatial Strategy (Policy SP2) which seeks to guide growth to those locations where communities can more easily access the services, facilities and transport options to meet their needs.

Policy SP1 – Settlement Hierarchy

For the purposes of the Spatial Strategy (Policy SP2) and other relevant policies of this Local Plan, the settlement hierarchy for West Oxfordshire is as follows:

Tier 1 – Principal Towns
Witney, Carterton, Chipping Norton

Tier 2 – Service Centres
Bampton, Burford, Charlbury, Eynsham, Long Hanborough, Woodstock, Salt Cross Garden Village

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, Stanton Harcourt, Stonesfield, Tackley

Tier 4 – Medium Villages
Alvescot, Ascott-under-Wychwood, Bladon, Cassington, Chadlington, Churchill, Clanfield, Combe, Curbridge, Filkins and Broughton Poggs, Finstock, Fulbrook, Great Rollright, Kingham, Langford, Leafield, Over Norton, Wootton

Tier 5 - Small Villages, Hamlets and Open Countryside

Policy SP2 – Spatial Strategy

6.8 Flowing from the settlement hierarchy outlined above, Policy SP2 sets out the overarching spatial strategy for West Oxfordshire and explains how future growth and development will be distributed across the district to 2043. It provides the framework for delivering the Plan's vision and objectives by directing development to the most sustainable locations whilst recognising the differing roles, functions and characteristics of the district's towns, villages and rural areas.

6.9 The spatial strategy has been refined through ongoing engagement, consultation and the preparation of the Local Plan evidence base. It seeks to balance the need to accommodate housing, employment and infrastructure growth with the need to address climate change, support nature recovery and protect the district's valued landscapes, heritage and environmental assets.

6.10 The strategy is based on three interrelated principles. First, it seeks to maximise opportunities for sustainable travel by focusing growth at locations that are well connected to jobs, services and facilities, particularly along the A40 and A44 strategic corridors where investment in transport infrastructure can support more sustainable patterns of movement. This includes supporting the delivery of enhanced public transport provision, active travel networks and Mass Rapid Transit (MRT) along the A40 corridor.

6.11 Second, the strategy applies a hierarchical approach to growth based on the settlement hierarchy set out in Policy SP1. The majority of development will be directed towards the district's principal towns and service centres, where there is generally the greatest

concentration of services, employment opportunities and infrastructure capacity. More limited and proportionate levels of growth will be directed to villages in accordance with their size, role, accessibility and ability to accommodate development sustainably.

6.12 Third, the strategy recognises the importance of West Oxfordshire's high-quality natural and historic environment in shaping the district's character and identity. In particular, it reflects the national importance of the Cotswolds National Landscape and the need to conserve and enhance its natural beauty. Accordingly, development within the National Landscape will be carefully managed and limited in scale and extent, whilst ensuring that local housing, community and economic needs can continue to be supported in appropriate locations.

6.13 Taken together, these elements establish a sustainable pattern of growth that supports thriving communities, makes efficient use of land and infrastructure, reduces the need to travel by private car and safeguards the environmental qualities that make West Oxfordshire an attractive place to live, work and visit.

Policy SP2 – Spatial Strategy

The spatial strategy for West Oxfordshire to 2043 will deliver a sustainable pattern of development that meets identified housing, economic and community needs, aligns growth with infrastructure, addresses climate change, supports nature recovery, sustains vibrant communities, and protects the distinctive character of the district's towns, villages and countryside.

1. **Prioritise Sustainable Travel and Focus Growth Along Key Strategic Corridors**

Development will be focused on accessible locations where infrastructure and sustainable transport opportunities can be maximised, including along the following key strategic corridors:

- The A40 Corridor, including Carterton, Witney and Eynsham, supporting sustainable communities, infrastructure investment and improved strategic connectivity, including enhanced Mass Rapid Transit (MRT) in accordance with Policy SP5.

- The A44 Corridor, supporting the role of Chipping Norton and Woodstock and reinforcing local services, infrastructure and connectivity.

2. **A hierarchal approach to growth**

To ensure that development is sustainable, growth will be directed in accordance with the settlement hierarchy set out in Policy SP1, reflecting the role, accessibility and capacity of each settlement.

Tier 1 – Principal Towns

Carterton and Witney will be the primary focus for new development over the plan period, reflecting their existing roles, services and infrastructure and their capacity to accommodate future growth in a sustainable manner.

Growth in these locations will support regeneration, make best use of previously developed land and under-used sites, and deliver transformational opportunities for new homes, jobs and supporting infrastructure.

A number of scalable new villages within the rural fringe of Carterton (including in Brize Norton, Shilton and Alvescot Parishes) will complement the comprehensive redevelopment of existing military housing, encourage investment in the town and unlock its economic and social potential, including its relationship with RAF Brize Norton.

At Witney, the primary focus of new residential and economic development will be on sustainable urban extensions to the east, north and west of the town, complemented by a scalable new village to the south. Opportunities to better use existing sites within the urban area will continue to be explored including land at Welch Way and Woodford Way.

As much of the town falls within the Cotswolds National Landscape (CNL), growth at Chipping Norton will be more modest, with the primary focus being the efficient re-use of previously developed land within the built area, complemented by a sustainable urban extension to the north-east of the town.

Tier 2 – Service Centres

Bampton, Burford, Charlbury, Eynsham, Long Hanborough and Woodstock will provide for a proportionate level of development which is appropriate to the size of each settlement and their capacity to accommodate growth in a sustainable manner that demonstrably supports their service centre function.

Strategically located along the A40, Eynsham has a particularly important role to play, supporting the delivery of a sustainable urban extension to the west and Salt Cross Garden Village to the north, where the development of a highly sustainable new community will be guided by the Salt Cross Area Action Plan (AAP).

Long Hanborough and Woodstock offer strong potential to support modal shift towards public transport, including bus and rail. Land adjacent to Hanborough Station provides the opportunity for high quality residential development in a sustainable location, whilst future housing growth at Woodstock is expected to be based largely on existing commitments, reflecting the sensitivities presented by the Blenheim Palace World Heritage Site (WHS).

Burford and Charlbury fall within the Cotswolds National Landscape (CNL) and Bampton has relatively fewer services and facilities compared to the other Tier 2 service centres, meaning development in these three locations will be proportionately more limited.

Tier 3 – Large Villages

Site allocations are identified where new development can facilitate the delivery of infrastructure to improve the relative sustainability of a settlement.

Beyond this, development will be supported in locations that:

i. Are consistent with the settlement's role, character, and infrastructure capacity, taking account of recent development and planned growth.
ii. Are well served or capable of being served by public transport or active travel to key services and facilities; and
iii. Would help to sustain local services and communities.

Tier 4 – Medium Villages

Development will be more limited in scale reflecting the relative sustainability and infrastructure capacity of these settlements. An allocation for new housing is identified at Kingham, reflecting the strategic aim of focussing growth around sustainable transport corridors.

Tier 5 – Small Villages, Hamlets and Open Countryside

Development will be limited solely to uses that require a rural location or support the rural economy and local community.

Proposals for new residential development will be determined in accordance with Policies DM18 and DM20.

3. **Cotswolds National Landscape (CNL)**

Across all settlement tiers, development within the Cotswolds National Landscape (CNL) must conserve and enhance landscape and scenic beauty and must be limited in scale and extent in accordance with national policy and Policy SP4.

Key Diagram

6.14 The Key Diagram provides a visual representation of the Settlement Hierarchy and Spatial Strategy outlined in Policies SP1 and SP2.

6.15 It also illustrates the extent of the Area Strategies included at Section 8 of the Plan, including priority locations for future growth and infrastructure.

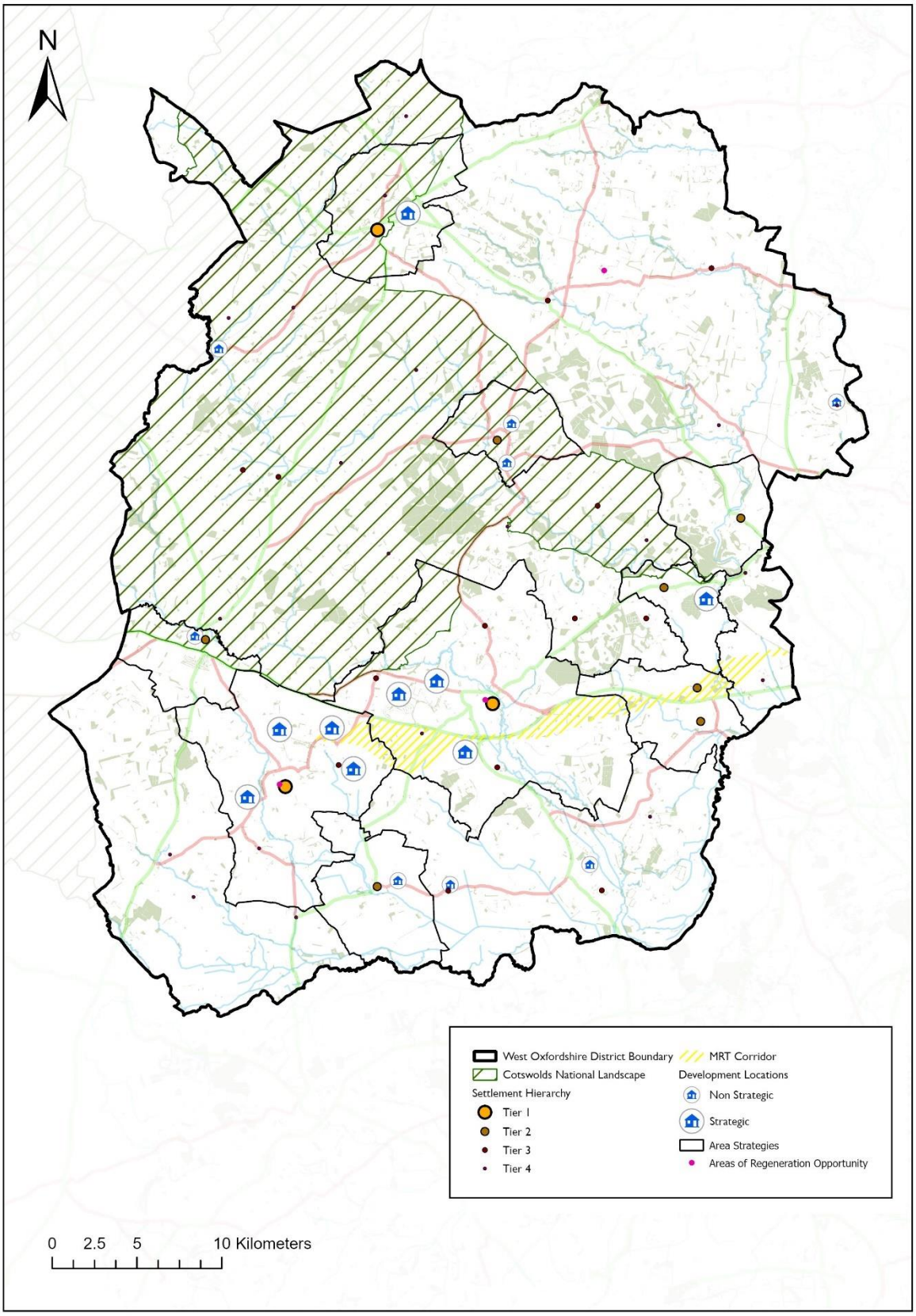


Figure 6.1 – Key Diagram

Policy SP3 – Key Development Principles

6.16 Policy SP3 sets out a series of overarching, key principles intended to apply, where relevant, to all forms of development in West Oxfordshire.

6.17 These key principles provide a framework for both plan-making and decision-taking, helping to ensure that development is sustainable and responds appropriately to local circumstances.

6.18 The principles within Policy SP3 have been refined to reflect previous consultation feedback and to ensure the policy makes a meaningful contribution to the Plan. They respond to the district's distinctive characteristics and the priorities, opportunities and challenges facing local communities.

Policy SP3 – Key Development Principles

All development proposals must adhere to the following key principles, to ensure that they contribute positively to the sustainability, character, and quality of the local area.

i. Development must be supported by the timely provision of all infrastructure required to meet identified needs in accordance with Policy CP4.

ii. Development must be proportionate and appropriate in scale, form, and character to its location, taking into account the potential cumulative impact of development in the locality.

iii. Development proposals must respond sensitively and innovatively to local character and distinctiveness, relating well to existing built form, architectural styles, materials, landscape character, and the setting of settlements, while conserving and, where possible, enhancing local identity and historic character.

iv. Development must not lead to the coalescence of settlements. Proposals must demonstrate how they will protect the separate identity of settlements by maintaining appropriate physical and visual gaps between them.

v. Development must be compatible with existing and adjoining land uses and provide a high standard of amenity for existing and future occupants. Proposals that would result in unacceptable impacts, including noise, pollution, overshadowing, overlooking, overbearing or loss of privacy, natural light, or usable outdoor space will not be supported unless such impacts can be effectively mitigated.

vi. Development will be expected to safeguard open spaces of recreational or ecological value within settlements. Development affecting designated Local Green Spaces will only be permitted where very special circumstances can be demonstrated.

vii. Development must ensure safe, suitable, and inclusive access for all users, including pedestrians, cyclists, and vehicles. Proposals must demonstrate how they integrate with and relate to the existing local transport network, prioritise sustainable modes of transport, and ensure that any impacts on highway safety are not unacceptable and that residual cumulative impacts on the road network are not severe.

viii. Development must have regard to safeguarded mineral and soil resources including best and most versatile agricultural land.

ix. Development must not be at risk from any source of flooding or increase the risk of flooding elsewhere in accordance with Policy CP5.

Policy SP4 – Cotswolds National Landscape (CNL)

6.19 The Cotswolds National Landscape (CNL) covers around one-third of the district and forms one of its most important environmental assets.

6.20 The CNL is a designated Area of Outstanding Natural Beauty (AONB) and is characterised by its distinctive Jurassic limestone geology, which has shaped its rolling hills, limestone grasslands, ancient woodlands, historic settlements and honey-coloured stone architecture. Together, these features create a landscape of national significance with a strong sense of place and local distinctiveness.

6.21 The primary purposes of the Cotswolds National Landscape are to conserve and enhance its natural beauty and to increase understanding and enjoyment of its special qualities. These qualities contribute significantly to the district's environmental, cultural and economic wellbeing and are highly valued by residents, businesses and visitors alike.

6.22 The Cotswolds National Landscape Board is the statutory body responsible for preparing and implementing the Cotswolds National Landscape Management Plan. The Management Plan provides the strategic framework for conserving and enhancing the National Landscape and is a material consideration in planning decisions.

6.23 National planning policy affords great weight to conserving and enhancing landscape and scenic beauty within National Landscapes, recognising their national importance. The Levelling Up and Regeneration Act 2023 further strengthens this position by placing a statutory duty on relevant authorities to seek to further the purpose of conserving and enhancing the natural beauty of National Landscapes when exercising their functions.

6.24 The purpose of Policy SP4 is to ensure that development proposals conserve and enhance the special qualities of the Cotswolds National Landscape and its setting, while supporting sustainable development that is compatible with its protection. The policy seeks to secure high-quality development that responds positively to local landscape character, avoids harm wherever possible, and delivers appropriate environmental enhancements and long-term benefits.

6.25 Policy SP4 also seeks to facilitate delivery of the Cotswolds National Landscape Management Plan by encouraging development that contributes positively to its objectives, including landscape conservation and enhancement, biodiversity recovery, improved tranquillity and dark skies, and the management of recreational pressures.

6.26 The policy recognises that the setting of the National Landscape often contributes significantly to how it is experienced and appreciated. Development outside the designated area can therefore have implications for its character, tranquillity, dark skies and important views, and will be expected to take these considerations into account where relevant.

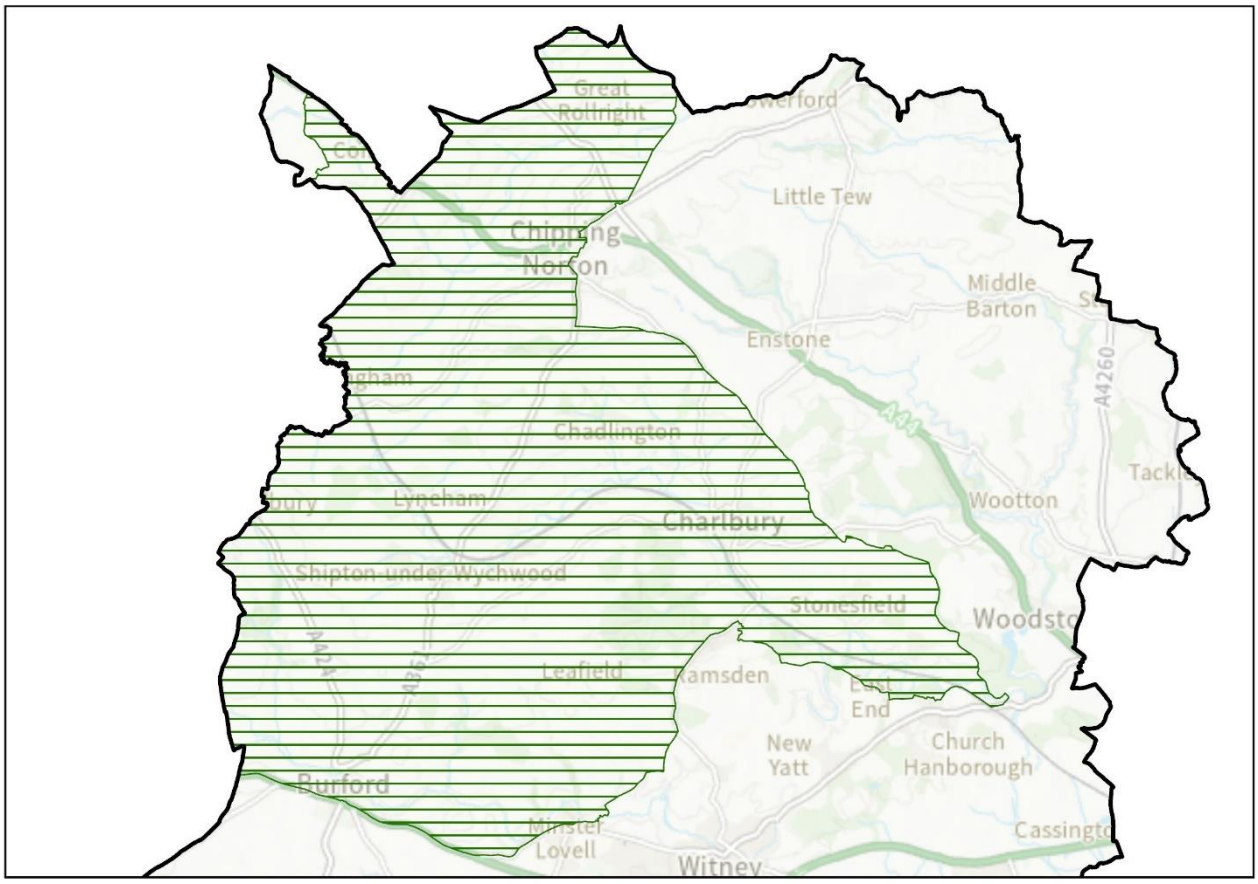


Figure 6.2 – Cotswolds National Landscape

Policy SP4 – Cotswolds National Landscape (CNL)

Development proposals within the Cotswolds National Landscape (CNL) must:

i. Conserve and enhance the natural beauty, special qualities, landscape character, scenic beauty, cultural and natural heritage, tranquillity, and dark skies of the National Landscape, and seek to further its statutory purposes.

ii. Be sensitively located, proportionate in scale, and designed in response to landscape character, settlement pattern, local distinctiveness, and important views within, into, and out of the National Landscape, incorporating appropriate mitigation and enhancement measures where necessary.

iii. Avoid adverse impacts on the National Landscape and its setting, minimise and mitigate any unavoidable harm, and secure measurable net benefits through measures such as landscape restoration, biodiversity enhancement, and, where appropriate, reductions in existing detractors including light pollution and traffic.

iv. Align with and, where practical, contribute to the delivery of the Cotswolds National Landscape Management Plan[1], relevant Nature Recovery Plans, and, where appropriate, the Protected Landscapes Targets and Outcomes Framework[2].

v. Be proportionate in scale and extent to the settlement in which they are proposed, having regard to its character, function, accessibility, and availability of sustainable transport and local services.

vi. Where harm to the National Landscape is identified and exceptionally considered to be outweighed in the overall planning balance, demonstrate that all reasonable steps have been taken to avoid and mitigate harm and, as a last resort, provide appropriate and proportionate compensatory measures for any residual harm.

vii. Demonstrate, where applicable, that proposals constituting major development satisfy the tests set out in national policy.

Development outside the National Landscape that affects its setting must also conserve and enhance its natural beauty and special qualities, including important views, landscape character, tranquillity, and dark skies as experienced from within the National Landscape.

[1] https://www.cotswolds-nl.org.uk/our-work/cotswolds-national-landscape-management-plan/
[2] https://www.gov.uk/government/publications/protected-landscapes-targets-and-outcomes-framework/protected-landscapes-targets-and-outcomes-framework

Policy SP5 – A40 Mass Rapid Transit (MRT) Corridor

6.27 Traffic congestion along the A40 corridor is one of the most significant infrastructure challenges facing West Oxfordshire. The corridor is a key movement route for residents, businesses and visitors, providing access to employment, education, services and facilities both within the district and beyond. Existing congestion affects journey times, public transport reliability, economic productivity and quality of life, whilst contributing to carbon emissions and poor air quality.

6.28 As outlined previously, a key component of the Spatial Strategy (Policy SP2) is to focus future growth along key strategic transport corridors including the A40 and A44. This means that the above considerations will become even more pressing, highlighting the importance of an appropriate solution being found.

6.29 Oxfordshire County Council is currently progressing a package of transport improvements along the A40 corridor through the Housing and Growth Deal and Housing Infrastructure Fund (HIF) programme. This includes the Eynsham Park and Ride, associated bus priority infrastructure and active travel improvements. These interventions are expected to deliver important benefits, increase travel choice and support a shift towards more sustainable forms of transport. However, not all elements of the proposed package are currently funded and there remains uncertainty regarding the timing and delivery of some interventions.

6.30 Furthermore, transport evidence prepared in support of the Plan indicates that, even with the planned A40 improvements in place, forecast growth across West Oxfordshire is likely to result in increased travel demand, longer journey times and greater congestion on parts of the corridor over the plan period. Whilst continued investment in highways, public transport and active travel infrastructure will remain important, the evidence suggests that a more transformational long-term solution is likely to be required to provide the step-change in connectivity and capacity necessary to support sustainable growth.

6.31 Previous work has focused on the potential for a Carterton–Witney–Oxford rail connection (CWORC) as one possible means of addressing these challenges. However, consultation feedback on earlier stages of the Plan highlighted the importance of maintaining flexibility and avoiding a premature commitment to a specific transport technology before sufficient evidence is available. In response, the Council proposes a broader Mass Rapid Transit (MRT) approach that recognises the potential for a range of solutions to be considered.

6.32 At the time of preparing this Plan, Oxfordshire County Council is commissioning further options appraisal work to assess the relative merits of different MRT technologies and identify the most appropriate solution for the corridor. Depending on the outcome of this work, the preferred option could comprise heavy rail, light rail, tram-train, guided transit, bus rapid transit or other emerging technologies capable of providing high-capacity, high-frequency and attractive alternatives to private car travel.

6.33 Given the long lead-in times associated with major transport infrastructure projects, it is important that opportunities for future delivery are not compromised by piecemeal development. Policy SP5 therefore identifies an indicative corridor of land to safeguard the

potential delivery of a future MRT solution and associated infrastructure. The purpose of the corridor is not to predetermine the final route, technology or design of the scheme, but to ensure that future options remain available while further evidence is prepared and a preferred solution emerges.

6.34 In addition to safeguarding land, the policy seeks to ensure that development does not prejudice delivery of a future MRT scheme and that, where appropriate, development contributes towards its implementation. This reflects the principle that development benefiting from improved accessibility and connectivity should make a fair and proportionate contribution towards the infrastructure required to support it. This may include financial contributions, in-kind provision of land or infrastructure, and the use of land value capture mechanisms where enhanced development potential arises directly from MRT investment.

6.35 The policy also recognises the potential role of mobility hubs in supporting the operation of a future MRT network. Such hubs could provide integrated interchange opportunities between different modes of transport, including walking, cycling, bus services, shared mobility options and private vehicles, helping to maximise accessibility and reduce reliance on private car travel. The broad locations identified in the policy are indicative only and will be refined through further technical work. Subject to further detailed assessment, the plan identifies the potential for mobility hubs to be located in broad terms at:

- Carterton, serving the town and surrounding areas.
- Witney, as a central hub for residents and businesses.
- Eynsham, to enhance connectivity and reduce reliance on private car travel.

6.36 These locations will be reviewed periodically to reflect changes in transport needs, technological advancements, and the outcomes of feasibility studies and options appraisal work.

6.37 The Council will continue to work closely with Oxfordshire County Council, infrastructure providers, neighbouring authorities, developers, landowners and local communities to refine the nature of the MRT solution, the alignment of the safeguarded corridor and the location and function of any mobility hubs. It is anticipated that further evidence will be available before submission of the Local Plan for examination, enabling the policy to be reviewed and refined as appropriate.

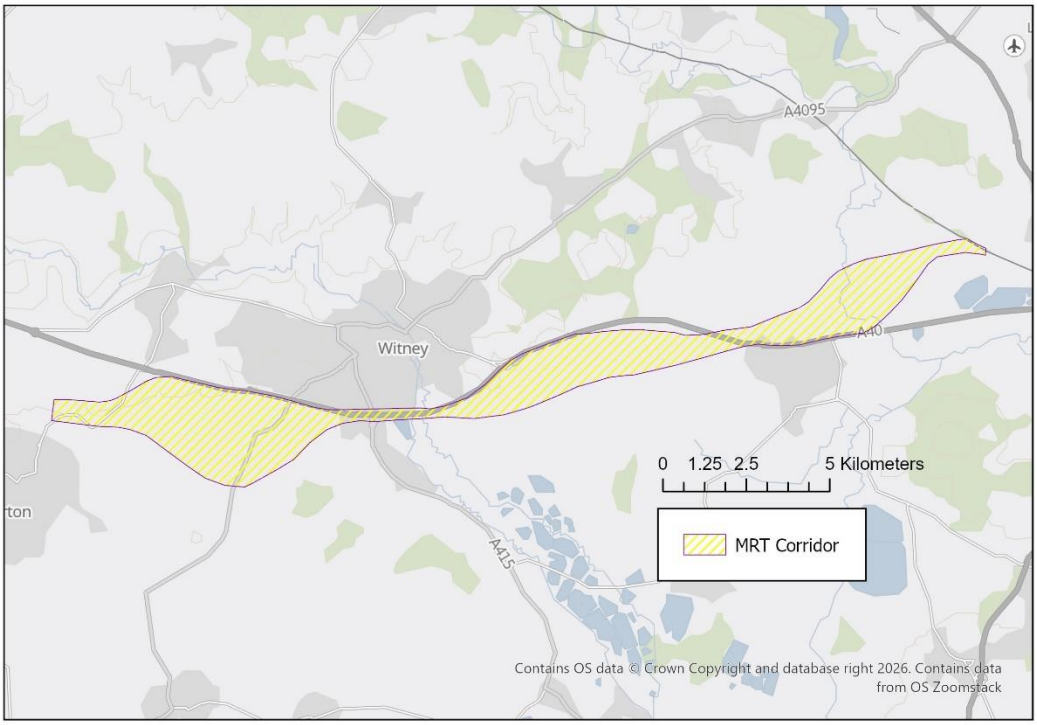


Figure 6.3 – Mass Rapid Transit (MRT) Corridor

Policy SP5 - A40 Mass Rapid Transit (MRT) Corridor

Purpose of the Corridor

A corridor of land is identified on the Policies Map to safeguard the potential delivery of a Mass Rapid Transit (MRT) scheme to address long standing issues of traffic congestion on the A40. This indicative corridor of land is intended to support high-quality, high frequency sustainable transport infrastructure with improved connectivity between key settlements.

Safeguarding the Corridor

Within the identified corridor, proposals for new development must demonstrate that they will not hinder or prejudice the delivery of the MRT solution, including associated infrastructure and supporting facilities.

The corridor will be reviewed periodically to reflect changes in transport needs, technological advancements, and the outcomes of feasibility studies and options appraisal work.

Development Contributions

Development within, adjoining and/or dependant on the identified corridor will be required to make proportionate financial and/or in-kind contributions towards the delivery of the MRT solution.

This will include consideration of Land Value Capture (LVC) in circumstances when an increased quantum and/or density of development is able to be achieved as a direct result of the MRT solution.

Development contributions are expected to be used towards, but not limited to, feasibility work, infrastructure provision and delivery, priority measures, and associated facilities.

Supporting Evidence and Engagement

The Council will work with key stakeholders, including Oxfordshire County Council, infrastructure providers, developers, and local communities, to refine the nature of the MRT solution, the alignment of the corridor and the location and function of mobility hubs as part of the ongoing planning process.

7. Core Policies

7.1 Building on the five 'spatial policies', this section of the Plan consists of ten 'core policies' which are cross-cutting in nature, applying to the district as a whole and addressing the key, strategic issues of particular importance to the growth of West Oxfordshire in the period up to 2043.

7.2 This includes climate change, housing and economic development needs, the provision of supporting infrastructure, design, health and well-being and the natural and historic environment.

7.3 Importantly, the Core Policies have clear links to the Local Plan Vision, Objectives and overall Spatial Strategy.

Policy CP1 – Climate Change

7.4 Climate change is one of the most significant long-term challenges facing West Oxfordshire. Rising global temperatures, more frequent and intense weather events, and ongoing biodiversity loss present risks to communities, businesses, infrastructure and the natural environment. Addressing climate change is therefore a fundamental component of delivering sustainable development and securing the long-term resilience and prosperity of the district.

7.5 Climate change presents both mitigation and adaptation challenges. Reducing greenhouse gas emissions is essential to limit the scale of future climate change, whilst adapting to unavoidable impacts is necessary to ensure that people, places and ecosystems remain resilient to changing environmental conditions. Future development must therefore play a positive role in both reducing emissions and preparing for the effects of a changing climate.

7.6 West Oxfordshire District Council declared a climate and ecological emergency in 2019 and has committed to supporting the transition to a net zero carbon future. Tackling climate change and accelerating nature recovery are key priorities for the Council and are reflected throughout this Plan.

7.7 The principal sources of greenhouse gas emissions within West Oxfordshire are associated with transport, buildings and energy use. The location, design and construction of new development therefore have a significant influence on the district's carbon footprint. Reducing energy demand, improving energy efficiency, supporting renewable energy generation and reducing reliance on private car travel are all essential components of achieving net zero emissions.

7.8 The Oxfordshire Local Area Energy Plan (LAEP) provides a county-wide pathway for achieving a net zero energy system and identifies the scale of change required across the built environment, transport and energy infrastructure sectors. The LAEP highlights the need for substantial reductions in energy demand, widespread building decarbonisation, increased renewable energy generation, expansion of smart and flexible energy systems, and a significant shift towards sustainable transport.

7.9 Policy CP1 supports these objectives by ensuring that new development minimises energy demand, is fossil fuel free, incorporates renewable energy generation wherever feasible, and is located and designed to support sustainable patterns of movement.

7.10 West Oxfordshire is also vulnerable to the impacts of climate change. The district contains extensive river corridors and communities at risk of flooding, whilst higher temperatures and more prolonged periods of drought are likely to place increasing pressure on water resources, public health, biodiversity and infrastructure. Climate change is expected to increase the frequency and severity of these impacts over time.

7.11 The district's natural environment has a critical role to play in climate adaptation. However, habitats are often fragmented, and ecological networks can lack resilience to environmental change. Healthy, connected ecosystems provide a wide range of benefits, including carbon sequestration, flood attenuation, cooling and shading, improved water quality and enhanced biodiversity. Nature-based solutions and green infrastructure therefore form an important part of the district's response to climate change.

7.12 Policy CP1 establishes an overarching framework for ensuring that development contributes towards a net zero and climate-resilient future. The policy seeks to minimise greenhouse gas emissions through energy-efficient design, renewable energy generation and sustainable transport measures, whilst ensuring that development can adapt to future climate risks including flooding, overheating and water scarcity.

7.13 A key principle of the policy is the energy hierarchy of reducing demand before meeting remaining needs through renewable and low-carbon energy sources. Development should therefore seek to minimise both embodied and operational carbon emissions from the outset through site selection, layout, design and construction methods. Where residual emissions cannot reasonably be avoided or addressed on-site, financial contributions to the West Oxfordshire Climate Offsetting Fund will be used to support local carbon reduction and climate mitigation projects.

7.14 The policy also seeks to ensure that development contributes to the wider transformation of the district's energy and transport systems envisaged through the Oxfordshire LAEP. In doing so, it will help support the delivery of net zero ambitions at both the district and county level whilst creating places that are healthier, more resilient and better able to respond to future environmental change.

Policy CP1 – Mitigating and Adapting to Climate Change Impacts

Having regard to the nature, scale and location of a proposal, development must contribute to a net zero and climate-resilient future for West Oxfordshire.

Development proposals will be expected to address the following requirements where relevant and proportionate;

1. Greenhouse gas emissions must be reduced by;

a. Achieving net zero operational carbon in new buildings in accordance with Policy DM9 and ensuring the development is fossil fuel free.

b. Minimising embodied carbon, with unavoidable, residual emissions to be offset through financial contributions to the West Oxfordshire Climate Offsetting Fund.

c. Maximising opportunities for renewable energy generation on site.

d. Responding to landform and site-specific environmental conditions by optimising building orientation, massing, and landscaping to minimise energy use and risk of overheating, maximise efficiency, and enhance microclimate benefits.

e. Locating and designing development to reduce reliance on private car use and promote walking, cycling and public transport through prioritising sustainable infrastructure and connectivity in accordance with Policy CP8.

2. Development proposals must demonstrate they are resilient to the impacts of climate change by;

a. Minimising flood risk in accordance with national policy and Policy CP5.

b. Maximising water efficiency in accordance with Policy CP5.

c. Incorporating sustainable drainage systems and natural flood management in accordance with Policy CP5, through the application of green infrastructure and nature-based solutions, to address overheating, water management, and biodiversity decline.

d. Minimising risk of overheating through passive design measures and avoiding reliance on mechanical cooling.

e. Strengthening environmental resilience, particularly within areas of known environmental sensitivity including those identified in the Local Nature Recovery Strategy, locations with a history of flooding and the Cotswolds National Landscape (CNL) in accordance with Policy SP4.

Proposals for major development must be accompanied by a Sustainability Statement, demonstrating how the requirements of Policy CP1 have been met. Non-major development proposals will be required to provide proportionate supporting information to demonstrate compliance with the policy.

Policy CP2 – Delivering New Homes

7.15 Ensuring that sufficient homes are provided to meet the needs of current and future residents is one of the main functions of the Plan. The planning system plays a key role in supporting the delivery of homes of different sizes, types and tenures in the right locations, helping to create balanced and sustainable communities whilst supporting economic growth and prosperity.

7.16 National planning policy requires local planning authorities to identify and meet housing needs through the preparation of an up-to-date Local Plan. As a starting point, councils are required to assess local housing need using the Government's standard method.

7.17 Application of the standard method indicates a local housing need for West Oxfordshire of 905 homes per year. When applied to the period 1st April 2025 to 31st March 2043, this equates to 16,290 homes.

7.18 Whilst local housing need provides the starting point for plan-making, it does not automatically become the housing requirement. The housing requirement is the amount of housing that the Local Plan seeks to deliver, having regard to local housing need alongside other relevant considerations, including environmental constraints, infrastructure capacity, the spatial strategy and cross-boundary strategic issues. National policy expects local planning authorities to meet identified housing needs wherever possible and to provide clear justification where this is not achievable.

7.19 West Oxfordshire is a predominantly rural district with a network of market towns and villages that continue to experience significant housing pressures, including affordability challenges. Whilst accommodating growth at the scale required will be challenging and will require significant investment in infrastructure and services, the Council considers that it is appropriate and achievable for the Local Plan to meet West Oxfordshire's identified housing need in full.

Oxford City's Unmet Housing Need

7.20 Housing markets and travel-to-work patterns extend beyond local authority boundaries. West Oxfordshire forms part of the wider Oxfordshire housing market area, within which Oxford acts as a key economic, educational and cultural centre. The ability of Oxford to accommodate its own housing needs is constrained by its tightly drawn administrative boundary and limited opportunities for large-scale development.

7.21 Oxford City Council has confirmed that its assumed housing capacity in the period covered by their emerging Local Plan (2025 – 2045) is 9,041 homes (452 per year). This falls significantly short of Oxford's assessed housing need over the same period which is 21,560 homes (1,078 per year). This results in a substantial 'unmet' housing need of 12,519 homes that cannot be accommodated within the City itself. Addressing this unmet need is a strategic issue that requires cooperation between the Oxfordshire authorities.

7.22 Through ongoing joint working, the Oxfordshire authorities have recognised the need for the rural districts to assist in meeting a proportion of Oxford's unmet housing need. Given its close functional relationship with Oxford and its relative capacity to accommodate sustainable growth, West Oxfordshire has committed to contributing towards this unmet need through this Plan.

7.23 The housing requirement established through Policy CP2 therefore comprises both West Oxfordshire's identified local housing need and a proportionate contribution towards Oxford City's unmet housing need.

7.24 The contribution towards Oxford's unmet housing need has been calculated by applying the overall unmet need on a pro-rata basis for the 18-year period 2025 – 2043 and using the same 18% apportionment figure previously agreed between the Councils as being appropriate for West Oxfordshire. This equates to 2,028 homes, which coupled with West Oxfordshire's own housing need of 16,290, results in an overall housing requirement of 18,318 homes from 2025 – 2043.

Stepped Housing Requirement

7.25 The adopted West Oxfordshire Local Plan 2031 was based on a housing requirement of approximately 660 homes per year. In contrast, application of the Government's standard method results in a significantly higher local housing need figure of 905 homes per year, representing an increase of around 37%. In addition, this Plan makes provision for a proportion of Oxford City's identified unmet housing need. Consequently, the overall housing requirement to be planned for is substantially greater than that provided for through the adopted Local Plan.

7.26 The Government's Planning Practice Guidance[3] (PPG) recognises that a stepped housing requirement may be appropriate where there is to be a significant change in the level of housing requirement between an emerging and adopted plan, and/or where strategic sites are expected to have a phased delivery profile or are likely to deliver later in the plan period.

7.27 The Council has identified sufficient housing supply to meet the overall housing requirement of 18,318 homes over the period 2025 to 2043 and to provide a reasonable degree of flexibility. However, a significant proportion of this supply is expected to be delivered through strategic urban extensions, new villages and other large-scale strategic allocations. Whilst these locations are capable of delivering substantial numbers of homes over the plan period, they require significant lead-in times associated with masterplanning, infrastructure provision, land assembly, planning approvals and site preparation before housing completions can be achieved at scale.

[3] https://www.gov.uk/guidance/housing-supply-and-delivery

7.28 In these circumstances, the Council considers it appropriate to apply a 'stepped' housing requirement that aligns more closely with the anticipated delivery profile of the Local Plan strategy. This approach reflects the realistic timing of housing delivery, is consistent with national planning guidance, supports a plan-led approach to growth and provides greater certainty for communities, infrastructure providers and the development industry.

7.29 The following stepped requirement is proposed.

Period	Annual Requirement
2025/26 – 2030/31	650 dpa
2031/32 – 2036/37	1,600 dpa
2037/38 – 2042/43	802 dpa

7.30 Without a stepped approach, there would be a significant risk that short-term housing requirements would exceed the realistic delivery capacity of the housing market, particularly given the reliance on strategic sites that will come forward progressively over the plan period. This could increase pressure for less sustainable speculative development and undermine the spatial strategy of the Plan before the planned strategic locations for growth are able to deliver at scale.

Housing Supply and Delivery

7.31 To ensure that the stepped housing requirement can be delivered, the Plan identifies a range of sources of housing supply as reflected in Policy CP2 below. These include:

- Past residential completions for 2025/26
- Large existing commitments[4] (>10 dwellings) at 1st April 2026
- Small existing commitments (<10 dwellings) at 1st April 2026
- Extant site allocations from the adopted Local Plan 2031
- New site allocations from the Local Plan 2043
- New Strategic Locations for Growth from the Local Plan 2043
- Windfall allowance

7.32 Further explanation of each source of supply is outlined below.

Past Residential Completions - 2025/26

7.33 Because the Plan has a base-date of 1st April 2025, any residential completions recorded since then can be counted towards meeting the Plan's overall housing requirement. A total of **582** dwellings were completed from 1st April 2025 – 31st March 2026 as reflected in Policy CP2 below.

[4] i.e. sites with planning permission or resolution to grant planning permission subject to a Section 106 legal agreement

Large existing commitments (>10 dwellings) at 1st April 2026

7.34 A further important source of housing supply is those sites which have already secured planning permission or a 'resolution to grant' planning permission subject to completion of a Section 106 legal agreement.

7.35 As of 1st April 2026, existing commitments on larger sites (i.e. capable of accommodating more than 10 dwellings) totalled **2,665** dwellings as shown in Policy CP2.

Small existing commitments (<10 dwellings) at 1st April 2026

7.36 As of 1st April 2026, the total number of dwellings with planning permission or resolution to grant planning permission on smaller sites of less than 10 dwellings was **307** as reflected in Policy CP2.

Extant site allocations from the adopted Local Plan 2031

7.37 The majority of site allocations from the adopted Local Plan 2031 have either been completed or have secured planning permission and are under construction or close to starting.

7.38 There are however a small number of sites which have yet to secure planning permission but are being actively progressed by the landowners/site promoters. These existing allocations will not be superseded by this Plan and so will remain 'extant' for the purposes of decision-making.

7.39 The sites are listed below along with the assumed number of dwellings expected to come forward in the period to 2043. In total, this equates to around 4,375 dwellings as reflected in Policy CP2. Further information on each site and how they are being actively progressed is set out in the relevant Area Strategy and further information on their assumed rate of delivery is set out in the housing trajectory at Appendix 2.

Local Plan 2031 allocation	**Assumed approximate number of dwellings up to 31st March 2043**
North Witney Strategic Development Area	1,250
West Eynsham Strategic Development Area	950
Salt Cross Garden Village	2,125
Woodford Way Car Park, Witney	50
Total	**4,375**

New site allocations – Local Plan 2043

7.40 As set out in the relevant Area Strategies, this Plan identifies nine new site allocations which are sites that have been identified as being suitable in principle for new housing development and cumulatively, have the potential to deliver around 915 new homes.

7.41 The sites are listed below along with the assumed number of dwellings expected to come forward in the period to 2043. Further information on their assumed rate of delivery is set out in the housing trajectory at Appendix 2.

Site Reference	Local Plan 2043 allocation	Assumed number of dwellings up to 31st March 2043
BA2	Land east of Bampton	150
BU3	Land south of Sheep Street, Burford	30
CH2	Land at Jefferson's Piece, Charlbury	30
CH3	Land south of Hydac, Charlbury	40
LH3	Land west of Hanborough Station	300
RA3	Land at Aston	25
RA4	Land at Kingham Station	70
RA5	Land at the Downs Standlake	200
RA6	Land at Rousham Road, Tackley	70
	Total	**915**

New Strategic Locations for Growth (SLG)

7.42 As set out in the relevant Area Strategies, this Plan identifies eight 'Strategic Locations for Growth' or SLGs. These are broad locations illustrated on the Plan's Key Diagram that have been identified as being suitable in principle to accommodate new development of a 'strategic' scale (i.e. more than 300 homes). Because they are large, strategic-scale growth opportunities, the expectation is that they are likely to come forward from Year 6 of the plan period onwards (although this doesn't preclude earlier delivery where possible and subject to compliance with relevant policies of this Plan).

7.43 The eight proposed SLGs are listed in the table below along with the assumed number of dwellings expected to come forward in the period to 2043. Total assumed delivery is anticipated to be 8,350 homes with the majority of these new homes coming forward from 2031/32 onwards as shown in the housing trajectory at Appendix 2.

SLG Reference	Local Plan 2043 SLG	Assumed number of dwellings up to 31st March 2043
CA5	Land West of Carterton Strategic Location for Growth (SLG)	800
CA6	Land North of Carterton Strategic Location for Growth	700
CA7	Land North-East of Carterton Strategic Location for Growth	2,000
CA8	Land East of Brize Norton Strategic Location for Growth	2,000

WIT5	Land South of Witney Strategic Location for Growth	700
WIT6	Land West of Witney Strategic Location for Growth	700
WIT7	Land North of Burford Road, Witney Strategic Location for Growth	700
CN3	Land North of London Road, Chipping Norton Strategic Location for Growth	750
	Total	**8,350**

Windfall

7.44 Windfall housing sites are those that come forward on sites that are not specifically allocated for development but may nonetheless be suitable and capable of making a useful contribution towards housing land supply.

7.45 It is anticipated that windfall development will continue to play an important role in maintaining housing supply throughout the plan period, particularly within existing settlements, provided proposals accord with national policy and the development management policies of this Plan.

7.46 For the purposes of the assumed overall housing supply, a modest assumption of 150 homes per year from windfall housing sites has been adopted. This has been applied to the 14-year period 1st April 2029 – 31st March 2043 to avoid any 'double counting' of sites which already have planning permission.

7.47 This equates to a total of **2,100** new homes as reflected in Policy CP2 but is a highly conservative estimate when recent past trends are considered and may well be exceeded.

Overall Housing Supply

7.48 Taking account of the above, Policy CP2 is based on an assumed overall housing supply of **19,294** homes in the period 1st April 2025 – 31st March 2043. Set against the housing requirement of 18,318 homes, this represents a modest supply 'buffer' of just over 5%, reflecting the reality that housing delivery can be affected by changing market conditions, infrastructure provision, site-specific constraints and developer build-out rates. Providing a reasonable level of flexibility helps maintain delivery over the plan period and reduces the risk of the housing requirement not being met due to unforeseen delays.

Policy CP2 – Delivering New Homes

Housing Requirement

A total housing requirement of 18,318 new homes will be met over the period 1st April 2025 to 31st March 2043. This comprises:

- 16,290 new homes (905 per annum) to meet West Oxfordshire District Council's identified local housing need in full.

- 2,028 additional homes to assist in meeting a proportion of Oxford City's identified unmet housing need (c. 18%).

For the purposes of monitoring delivery and calculating housing land supply, the housing requirement will be applied on a 'stepped' basis as follows:

Period	Annual Requirement
2025/26 – 2030/31	650 dpa
2031/32 – 2036/37	1,600 dpa
2037/38 – 2042/43	802 dpa

5-Year Housing Land Supply

The Council will maintain and monitor a deliverable supply of housing land sufficient to meet the stepped housing requirement set out above in accordance with national policy.

Housing Supply

The planned level of housing supply over the period 1st April 2025 – 31st March 2043 is 19,294 homes. This allows for meeting a proportion of Oxford's unmet housing need over that period and provides a modest over-supply 'buffer' in relation to West Oxfordshire's own identified housing need to account for changing market conditions, infrastructure delivery, site-specific constraints and variations in build-out rates.

Sources of Housing Supply

The planned level of supply will be met through a combination of past completions, existing commitments, site allocations and windfall as follows:

- Past completions 2025/26 582
- Large existing commitments (>10 dwellings) at 1st April 2026 2,665
- Small existing commitments (<10 dwellings) at 1st April 2026 307
- Extant site allocations (Local Plan 2031) 4,375
- New site allocations (Local Plan 2043) 915
- New Strategic Locations for Growth - SLG (Local Plan 2043) 8,350
- Windfall allowance 2,100
- Total 19,294

Site Allocations and Strategic Locations for Growth (SLG)

Site allocations and Strategic Locations for Growth (SLGs) will ensure that development is strategically focused on key growth locations in accordance with the overall spatial strategy set out in Policy SP2.

Windfall Allowance

A windfall allowance of 150 homes per year from 2029/30 to 2042/43 is factored in as a source of housing supply. Any such windfall proposals will be assessed against national policy, Policy DM18, and other relevant policies of this plan.

Policy CP3 – Supporting Economic Growth and Local Prosperity

7.49 An economic needs assessment (ENA) has been prepared to inform the Plan, reflecting the expectations of the NPPF that planning policies should be informed by proportionate and up-to-date evidence on economic development needs. The primary purpose of the ENA is to help establish a clear economic vision and strategy for West Oxfordshire, based on an understanding of existing and future business needs. The assessment provides the evidence necessary to identify employment land requirements, support sustainable economic growth and productivity, and ensure that the Local Plan is responsive to the needs of the local economy over the plan period.

7.50 West Oxfordshire has a diverse economy. In terms of aligning with national priorities and the UK Industrial Strategy in particular, West Oxfordshire has strengths in critical sectors including defence which may be scaled following the defence infrastructure review, advance manufacturing and life sciences. Tourism is particularly important with the Cotswolds National Landscape and Blenheim Palace being key attractors to visitors. There is also an opportunity for the district to capitalise on core growth sectors, with an existing positive presence of major logistics, aerospace, pharmaceutical, and advanced manufacturing businesses.

7.51 West Oxfordshire is relatively 'self-contained' economically, with some important connections in terms of governance, market characteristics and connectivity to the rest of Oxfordshire, particularly Oxford and Cherwell in terms of commuter flows and sector relationships. The county of Oxfordshire broadly defines the Functional Economic Market Area (FEMA) that West Oxfordshire sits within. The transport network plays a critical role in supporting economic growth and prosperity in West Oxfordshire and economic and housing development should be directed to locations with existing connections or where connectivity can be enhanced. Poor transport connectivity is a limiting factor on economic growth and prosperity.

7.52 Economic activity rates in the district are high, deprivation low and the population well educated.

7.53 The manufacturing sector is the largest employment sector in West Oxfordshire and the district shows strong growth in the business administration and support services and professional, scientific and technical sectors in terms of job numbers. Conversely, the motor trades, and mining quarrying and utilities sectors show decline in terms of job numbers across the district.

7.54 The predominant land use in West Oxfordshire is agricultural, and the district has a distinct rural nature. The western area of district lies within the Cotswolds National Landscape (CNL) and the rural economy is an important component of the district's economy more widely.

7.55 Diversification of income streams for farm businesses and estates has become increasingly important. Agricultural premises can host a variety of additional employment-supporting functions beyond those solely related to farming activities, including light industrial activities in workshops, (self) storage, and cafes and food preparation.

7.56 The district has an abundant supply of small, often good quality developments in rural and outlying areas. These clusters are characterised by converted traditional agricultural and industrial buildings and light industrial business typologies. Many are occupied by small and start-up businesses. Farm diversification is a key element of the economy in the district, and rural sites have generally been occupied by the same (typically family-owned) businesses for a long time. The rural economy is linked to tourism more broadly in the district, and there is significant evidence of agricultural clusters being diversified with the opening of cafes or retail units that attract tourists.

7.57 Examples of circular economic practices that could be incorporated into agricultural businesses include water collection and storage, processing and sale of agri-inputs, and increased on-site and cooperative agro-processing, and local market stimulation and access points.

7.58 The evidence indicates that West Oxfordshire benefits from a diverse and resilient economy, characterised by high levels of economic activity, a strong manufacturing base, growing knowledge-intensive sectors, nationally significant defence and aerospace interests, and a thriving rural and visitor economy. While the district is relatively self-contained, it also plays an important role within the wider Oxfordshire Functional Economic Market Area and is well placed to contribute to national and regional economic priorities. To realise these opportunities, continued investment in infrastructure, skills, innovation and modern business premises will be required, alongside measures to address connectivity constraints and support business growth.

7.59 In response, Policy CP3 seeks to support sustainable economic growth and local prosperity by providing a flexible framework that enables the expansion and modernisation of existing businesses, supports emerging and priority sectors, promotes innovation and inward investment, and maintains an adequate supply of employment land and premises. The policy also recognises the importance of the district's rural economy, including agriculture, farm diversification, tourism and local food networks, ensuring that economic growth is distributed across both urban and rural areas and contributes positively to environmental, social and economic objectives.

Policy CP3 – Economic Growth and Local Prosperity

1. Economic Vision

Development proposals will be encouraged where they:

a. Contribute to a diverse, resilient and productive economy, aligned with national industrial priorities, future employment trends and local economic strengths;

b. Support the development and scaling of local businesses and co-operatives that support climate, nature recovery and health related outcomes, through innovation, inward investment, and business growth, particularly within priority sectors;

c. Address barriers to growth including infrastructure constraints, skills gaps, and availability of appropriate premises;

d. Enhance the district's role within the wider Oxfordshire and Oxford - Cambridge economic area; and

e. Are accessible to the strategic road network, particularly for industrial and logistics uses and support sustainable transport opportunities including the provision of EV charging infrastructure.

2. Supporting a modern and flexible economy

Development in the following key sectors will be supported subject to compliance with Policies DM27 – DM32;

- Advanced manufacturing and engineering
- Defence and aerospace
- Digital technology and data-driven industries
- Life sciences
- Logistics and distribution
- The rural economy including agriculture and food networks
- Sustainable tourism, arts and culture supporting the visitor economy
- The green economy

Particular encouragement will be given to proposals that meet identified needs, including developments that:

a. Develop clusters, networks and innovation hubs, including science parks and business campuses, and enable knowledge exchange and collaboration, particularly where co-location benefits are demonstrated;
b. Support the expansion and modernisation of existing strategically important employers and sites;
c. Provide modern, flexible and adaptable employment space for start-ups, SMEs and scale-up businesses;
d. Deliver a range of employment premises, including offices, laboratories, workshops and high-specification industrial space;
e. Support agricultural businesses to incorporate circular economic practices;
f. Enable new working practices, including hybrid and homeworking;
g. Incorporate appropriate digital infrastructure and utilities capacity, including energy provision;
h. Strengthen the foundation and operation of local sustainable food networks; and
i. Accord with an adopted Whole Estate Management Plan that has been endorsed by the Council.

3. Employment and Floorspace Provision (2025 – 2043)

The Council will maintain a flexible and responsive supply of employment land and premises to meet identified needs over the plan period.

Indicative provision includes:

Use Class	Indicative Land Requirement[5]
Class E (Office, R&D, light industrial)	4.5 hectares
Class B2/B8 (Industrial & logistics)	25 hectares

These figures are indicative and not a cap allowing for flexibility in response to market signals, reflect forecast needs and existing commitments and will be regularly monitored and updated.

4. Sources of Employment Provision

Employment provision will be delivered through the following:

a. Existing commitments
b. Site allocations, Strategic Locations for Growth (SLG) and Areas of Redevelopment Opportunity (ARO) including:

    i. Salt Cross Garden Village
    ii. Land east of Brize Norton Strategic Location for Growth (SLG)
    iii. Land west of Witney Strategic Location for Growth (SLG)
    iv. Enstone Airfield Area of Redevelopment Opportunity (ARO)

c. The intensification, renewal and upgrading of existing employment areas; and
d. Rural employment sites, including farm diversification and small business clusters.

[5] Indicative land requirements have been pro-rated to cover period 2025-2043 based on ENA assessment of land requirements to 2041.

Policy CP4 – Delivering Infrastructure In-step with new development

7.60 The provision of adequate, necessary infrastructure is fundamental to meeting the vision and objectives of the Plan and delivering sustainable development.

7.61 Infrastructure requirements include but are not limited to transport, energy and utilities, green infrastructure, water, social infrastructure and health and social care. Throughout the district the provision of enhanced water and sewage treatment infrastructure is essential if growth is to occur without degrading the ecological status of watercourses further. We will support opportunities for renewable energy provision, as well as ensuring that energy needs at new development are minimised and can be met from renewable sources.

7.62 National policy emphasises the importance of identifying and co-ordinating the provision of infrastructure to deliver sustainable development. This is a key factor in deciding the most appropriate pattern of development, ensuring that future growth is steered towards locations that are well-served by existing infrastructure and/or capable of being well-served in the future.

7.63 At the local level, this is reflected in the Oxfordshire Strategic Vision[6] which emphasises the importance of high-quality development, properly supported by necessary infrastructure including excellent digital connectivity. We wish to maintain digital connectivity across the district and support network upgrades and network access to new residential and commercial developments.

7.64 Improving transport links is an essential aspect of achieving a sustainable pattern of growth. Transport corridors are important to ensuring a sustainable pattern of new development can be secured.

7.65 Safeguarding the route of a potential future Mass Rapid Transit (MRT) solution for West Oxfordshire along the A40 corridor (Policy SP5) has a vital role to play in securing a new sustainable transport connection into the heart of West Oxfordshire.

7.66 Ensuring that new development is supported by appropriate investment in supporting infrastructure has been a recurring theme raised by stakeholders through previous consultation, with particular concerns raised around the capacity of local sewage treatment works to accommodate further growth along with the ability of the A40 to absorb additional traffic.

7.67 It is for these reasons that the provision of supporting infrastructure has been identified as a strategically important issue for the new local plan to address. The Council has prepared an Infrastructure Delivery Plan (IDP) to identify the infrastructure required to support planned growth. The IDP provides an important strategic framework for infrastructure planning across the district and has informed the overall spatial strategy and site allocations/strategic locations for growth within the Plan.

[6] https://www.oxfordshireleaders.org.uk/a-vision-for-oxfordshire

7.68 Infrastructure planning is however an ongoing process, and circumstances may change over the lifetime of the Plan. Infrastructure capacity, service requirements, funding arrangements, delivery responsibilities and regulatory requirements may evolve and for this reason, major development proposals will be expected to prepare a site-specific Infrastructure Delivery Plan or equivalent infrastructure statement. This will ensure that infrastructure requirements are assessed at an appropriate level of detail, reflect the latest available evidence and provider information, and identify any additional infrastructure needs arising from the proposed development together with how and when they will be delivered.

7.69 It is important that infrastructure is not only provided at the right time but that appropriate arrangements are also put in place for its long-term stewardship, management and maintenance. This applies to a wide range of assets including public open space, green infrastructure, sustainable drainage systems, community facilities, renewable and low-carbon energy infrastructure, heat networks and other shared facilities that support sustainable communities.

7.70 There are a number of approaches to the long-term management and maintenance of infrastructure and community assets delivered through new development, including adoption by public authorities, statutory undertakers, community trusts and other appropriate organisations, as well as management through private estate management companies (ManCos).

7.71 In recent years, the use of private estate management companies has become increasingly common, particularly for the maintenance of public open space, green infrastructure, sustainable drainage systems and other shared facilities. Whilst such arrangements can in some circumstances provide an effective mechanism for securing long-term maintenance, concerns have been raised nationally and locally regarding issues of transparency, accountability, affordability and the potential for residents to incur ongoing management charges in addition to Council Tax. Residents often have limited influence over the costs, standards of service and future management of privately managed assets.

7.72 The Council considers that, wherever practicable, infrastructure and community assets that serve a wider public function should be adopted and managed by an appropriate public body, statutory undertaker, community organisation or other suitable body that provides clear accountability and long-term stewardship in the public interest. This approach will help to ensure consistent standards of maintenance, equitable access, and greater certainty for future occupiers.

7.73 Accordingly, the Council's preference is for adoption and management through such arrangements wherever feasible. The use of private estate management companies should only be considered where alternative options have been fully explored and it has been demonstrated that adoption or management by an appropriate public or community body is not practical, viable or capable of being secured. In such circumstances, robust governance, funding and accountability arrangements will be expected to ensure that infrastructure and community assets are effectively managed and maintained for the lifetime of the development.

Policy CP4 – Delivering infrastructure in step with new developments

1. **Infrastructure Requirements**

    a. Development proposals must be supported by timely provision of new or enhanced infrastructure necessary to meet the needs arising from the development, due to its individual or cumulative impact, including, but not limited to, energy, transport, utilities, education, healthcare, open space and community facilities.

    b. Necessary infrastructure must be delivered in step with the phasing of development to ensure it is available when required by future occupants or users.

    c. Major[7] development proposals must be supported by a site-specific Infrastructure Delivery Plan (IDP) which complements the Council's district-wide IDP. The IDP must:

        i. Be proportionate to the type and scale of development proposed.
        ii. Identify the infrastructure required to support the development.
        iii. Set out the phasing of infrastructure delivery alongside development.
        iv. Identify arrangements for the long-term management and maintenance of on-site infrastructure and community assets including funding arrangements.

2. **Management and Maintenance of On-Site Infrastructure and Community Assets**

    a. Where development provides shared infrastructure such as public open space, green infrastructure, sustainable drainage systems, heat networks and community energy or other community facilities, proposals must demonstrate appropriate arrangements for their long-term management and maintenance. Priority should be given to adoption and management by an appropriate public body, statutory undertaker, community organisation or other suitable body.

3. **Securing Infrastructure Delivery**

    a. Infrastructure provision and long-term management arrangements, including funding and monitoring arrangements will be secured through appropriate mechanisms including the use of planning conditions and planning obligations.

    b. Where necessary, such mechanisms will be used to ensure that development cannot commence or be occupied (depending on the circumstances of the case) until such time as the necessary infrastructure has been secured and programmed for delivery.

[7] ~~Includes major, medium, large, and strategic~~

Policy CP5 – Water Environment

7.74 The water environment is a critical component of West Oxfordshire's natural infrastructure and includes water resources, rivers and watercourses, groundwater, wastewater infrastructure, water quality, aquatic and riparian habitats and flood risk. These issues are closely interconnected and cannot be considered in isolation.

7.75 The primary purpose of Policy CP5 is therefore to take an integrated approach to water management, ensuring that planned growth is supported by sufficient water resources and infrastructure, does not adversely affect water quality or ecological interests, and remains resilient to the impacts of climate change and flooding.

7.76 Development must contribute towards the restoration and long-term resilience of the Evenlode, Windrush and Upper Thames River catchments by delivering measurable improvements in water quality, natural flood management, climate resilience, nature recovery, and public engagement. Proposals must be informed by, and aligned with, relevant catchment partnership priorities.

7.77 West Oxfordshire is located in a serious water stressed area where the current household demand for water is a high proportion of the current effective infall which is available to meet demand. Future household demand for water is likely to be a high proportion of the effective rainfall which is likely to be available to meet demand.

7.78 Based on the forecasts in Thames Water's latest Water Resources Management Plan (WRMP) there could be shortfalls in water supply up to 2041 and beyond. Without corrective action, the supply to the district could be less secure which will mean a greater probability that demand restrictions will be required in dry years.

7.79 The total number of dwellings forecast to come forward in West Oxfordshire is higher than those used in Thames Water's WRMP which is likely to exacerbate shortfalls.

7.80 The WRMP has identified and forecasted the effects of design management options on household consumption, non-household consumption and leakage. The options should be sufficient to offset some of the deficits in the development scenarios tested by Thames Water. The demand options will be able to deliver from the first year of implementation, due to shorter lead times and are important across the plan period. However, the need for supply options could increase as more development comes forward over the lifetime of the Plan.

7.81 Given West Oxfordshire's location within an area of serious water stress, reducing water consumption is a key component of sustainable development. The Plan therefore requires new residential development to achieve a water consumption target of no more than 100 litres per person per day.

7.82 This reflects the level previously consulted upon by Government as part of proposed changes to the optional Building Regulations water efficiency standard[8] and is considered an appropriate and achievable response to local water resource constraints. Achieving higher standards of water efficiency will help reduce pressure on water supplies, improve long-term resilience to drought and climate change, and support the sustainable delivery of planned growth.

Wastewater Infrastructure, Water Quality and Environmental Capacity

7.83 The Sewage Treatment Works (STWs) and network serving the district are the most important infrastructural asset with respect to future development in the district. There are challenges at many of the STWs and uncertainty regarding the headroom available to accommodate future growth.

7.84 In terms of environmental capacity, the Environment Agency's catchment data explorer shows that most of the watercourses in the district have declining or poor ecological status and fail with regard to chemical status. This suggests that overall, they are likely to be vulnerable to future growth.

7.85 Future upgrades to the sewer network alongside measures identified in the Thames River Basin Management Plan and Thames Water's DWMP will help but will take time.

Nature Recovery

7.86 West Oxfordshire contains several protected sites and designated habitats that depend on the quality and quantity of water within the wider catchment. Watercourses also form an integral part of the priority nature recovery network identified in the Oxfordshire LNRS. This reinforces the need for an integrated approach to water management that considers water resources, wastewater, water quality, flood risk, ecological impacts value and nature recovery opportunities.

7.87 West Oxfordshire is covered by three river catchments, the Evenlode, Windrush and Upper Thames catchments. Catchment Partnerships have developed Plans for these areas, to restore the rivers to "good ecological status", recover nature and enhance biodiversity, manage flood risk through natural processes, build climate resilience and strengthen community wellbeing.

7.88 Development within each catchment can help meet objectives of the catchment management plans, including nature recovery objectives, through the creation of connected green infrastructure networks that delivers multiple benefits for people and nature.

[8] https://www.gov.uk/government/consultations/water-efficiency-standards-a-review-of-building-regulations-2010-part-g2

7.89 The Evenlode Landscape Recovery project is a 20-year, farmer-led environmental initiative spanning 3,100 hectares across the Evenlode, Glyme, and Dorn river catchments. Backed by Defra and local land managers, the project integrates sustainable food production with large-scale habitat restoration, natural flood management, and water quality improvements.

Flood Risk

7.90 West Oxfordshire contains an extensive network of rivers, streams and associated floodplains, including the River Thames and its principal tributaries, the Windrush and Evenlode. These watercourses are important environmental assets but also present significant constraints and considerations for future development. National policy requires a sequential approach to development in areas at risk of flooding and seeks to ensure that development is directed away from areas of highest risk wherever possible.

Effects of Climate Change on Flood Risk

7.91 Climate change is expected to increase the frequency and severity of flood events and place additional pressure on water resources and wastewater infrastructure. The use of sustainable drainage systems, natural flood management measures and multifunctional green infrastructure can help to manage flood risk whilst also delivering wider benefits for biodiversity, water quality, landscape character and climate resilience. Policy CP5 therefore promotes an integrated approach that seeks multiple benefits from water management interventions.

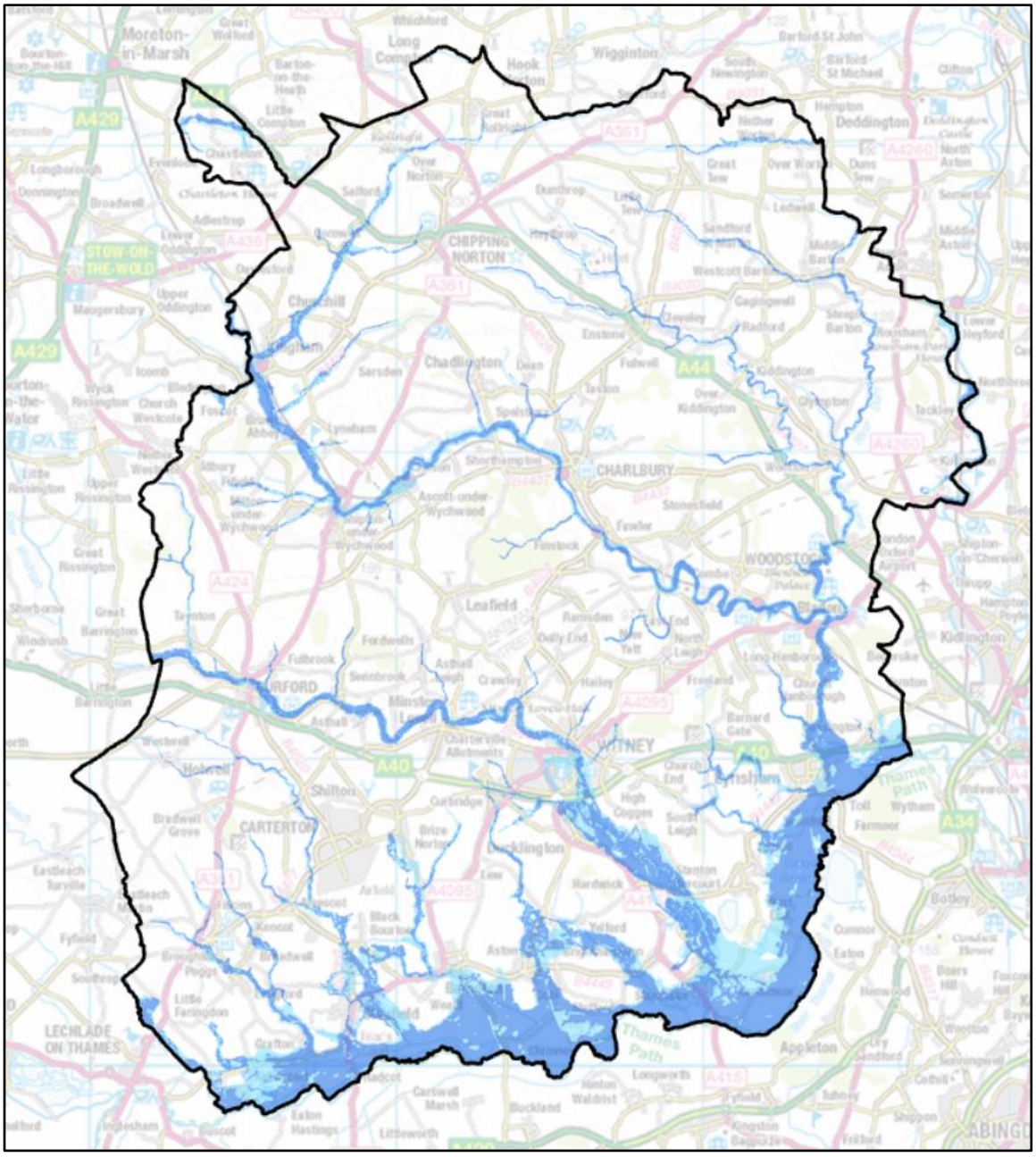


Figure 7.1 – Flood Zones 2 and 3 in West Oxfordshire

Policy CP5 – Water Environment

Sustainable Water Management

Development proposals will be expected to adopt an integrated approach to water management and address the following requirements where they are relevant and proportionate;

1. **Flood Risk**

    a. Risks from all sources of flooding must be managed in accordance with national policy

b. Development proposals must apply a sequential, risk-based approach to the location and design of development, taking account of all sources of flood risk and the impacts of climate change.

c. It must be demonstrated that development will be safe for its lifetime, will not increase flood risk elsewhere and, where possible, will reduce flood risk overall.

d. Development proposals must incorporate sustainable drainage systems and, where appropriate, natural flood management measures and multifunctional green infrastructure to manage surface water runoff, improve the ecological status of watercourses and waterbodies, and provide wider environmental benefits in line with priorities identified by river catchment partnerships.

e. Proposals must include appropriate arrangements for the long-term management and maintenance of flood risk and drainage infrastructure in accordance with CP4

2. Nature Recovery

Development proposals affecting, adjacent to, or with the potential to influence watercourses, waterbodies and their associated riparian environments must, where relevant and proportionate to the type, scale and location of the proposal:

a. Protect and, where possible, enhance the ecological value, natural functioning and connectivity of watercourses, waterbodies and associated habitats.

b. Conserve and support the recovery of aquatic and riparian habitats, species and ecological networks, including through the restoration of natural river processes and habitat complexity where opportunities arise.

c. Avoid or minimise adverse impacts on the ecological, hydrological and geomorphological functioning of the water environment and demonstrate that any necessary infrastructure or interventions including culverts and artificial lighting, have been designed sensitively to support nature recovery in accordance with best practice guidance.

d. Contribute positively towards nature recovery and ecological connectivity in accordance with Policy CP10.

3. **Water Supply and Efficiency**

a. All development must provide necessary water supply infrastructure and ensure water supply security. Any off-site upgrades to water infrastructure needed to meet this requirement must be delivered prior to occupation.

b. All development must promote water conservation;

i. Proposals for new dwellings must demonstrate how they can meet a target of no more than 100 litres per person per day, through water-efficient fixtures, recycling systems, and greywater or rainwater reuse.

ii. Commercial development must achieve at least the BREEAM "excellent" standard for the "Wat 01" water category or equivalent.

4. **Wastewater Management and Water Quality**

    a. Development that increases wastewater discharges must be supported by necessary wastewater infrastructure and ensure that wastewater is managed sustainably, without adverse ecological impact on water bodies or ecosystems.

    b. Proposals for development must demonstrate that appropriate sewerage and wastewater infrastructure, treatment and discharge arrangements, water quality safeguards, and pollution prevention measures will be provided in accordance with Policy CP4.

5. **Connection to Public Sewers and Non-Mains Systems**

    a. In accordance with national guidance, all development must prioritise connection to the public foul sewer. Only where it can be robustly demonstrated that it is not feasible or reasonable to do so, will an alternative private treatment arrangement be considered, subject to Environment Agency support.

    b. Any proposals for non-mains systems must provide sufficient information to demonstrate environmental safety, operational arrangements, and compliance with permits and Building Regulations where they would have a land use impact.

6. **Grampian Conditions and Phasing**

    a. Where evidence of insufficient water supply or foul water capacity exists, the Council will impose Grampian-style conditions to ensure that delivery of necessary infrastructure is phased in accordance with Policy CP4.

Proposals for major development must be accompanied by a Sustainability Statement, demonstrating how the requirements of Policy CP5 have been met. Non-major development proposals will be required to provide proportionate supporting information to demonstrate compliance with the policy.

Policy CP6 – Design Excellence and Placemaking

7.92 Achieving high quality design is a fundamental component of sustainable development and contributes positively to making places better for people, nature and the climate. Design is not simply about the appearance of buildings; it encompasses the arrangement of streets, spaces and buildings, movement and connectivity, landscape, biodiversity, environmental performance, accessibility, safety, adaptability and long-term stewardship.

7.93 The National Model Design Code and National Design Guide establish a clear framework for achieving well-designed places. They promote a context-led approach to design based around an understanding of the physical, social, environmental and historic characteristics of a place. The ten characteristics of well-designed places identified in national guidance – context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan – provide a useful framework for considering the quality of development proposals.

7.94 The Council supports a design-led approach to development in which site constraints and opportunities are understood from the outset and used to shape proposals. This approach helps to ensure that development responds positively to its surroundings, reinforces local distinctiveness and creates places that are attractive, functional and enduring. High-quality design can also contribute to wider objectives including climate resilience, healthier lifestyles, and social inclusion.

7.95 The West Oxfordshire Design Guide provides locally specific guidance on achieving high-quality design across the district and remains an important material consideration in the preparation and assessment of development proposals. The Design Guide should be read alongside national policy and guidance and any subsequent updates or replacement documents. Applicants will be expected to demonstrate how relevant guidance has informed the evolution of their proposals from the earliest stages of design.

7.96 In addition to district-wide guidance, there are a range of locally distinctive design considerations that may apply to particular sites and settlements, including Neighbourhood Plans, Village Design Statements, Conservation Area Appraisals and Management Plans, and the Oxfordshire Street Design Guide. These documents provide important evidence regarding local character, settlement form, movement patterns, heritage significance and public realm design, and should be taken into account where relevant.

7.97 The Government's draft Design and Placemaking Planning Practice Guidance[9] emphasises the importance of effective community engagement, multidisciplinary working and the use of design tools and assessment processes to secure better outcomes. In line with this approach, the Council expects design to be an iterative process informed by evidence, engagement and testing rather than a retrospective justification of a predetermined scheme.

7.98 Design and Access Statements play an important role in demonstrating how proposals have evolved in response to site context, policy requirements and design guidance. Statements

[9] https://www.gov.uk/government/consultations/design-and-placemaking-planning-practice-guidance/design-and-placemaking-planning-practice-guidance

should be proportionate to the scale and complexity of development proposed but should clearly explain the design rationale, key design principles and how high-quality design outcomes have been achieved.

7.99 Independent design review can be a valuable tool in improving the quality of significant, complex or sensitive development proposals. Early engagement with a recognised design review process can help identify opportunities for improvement, resolve design issues and provide confidence that proposals have been subject to robust and objective scrutiny. The Council will therefore require design review for proposals where the scale, prominence, sensitivity or potential impact of development justifies this approach.

7.100 The Council recognises that achieving design excellence is an ongoing process rather than a single assessment at the planning application stage. Applicants are therefore encouraged to engage with the Council, local communities, infrastructure providers and other stakeholders at an early stage to ensure that proposals are informed by a comprehensive understanding of place and can contribute positively to the character, quality and sustainability of the district.

Policy CP6 - Design Excellence and Placemaking

1. Key design principles

All development proposals must;

a. Demonstrate a clear understanding of the context of the site and locality, responding to local character, landscape and settlement patterns.

b. Deliver high-quality design that is both sustainable and locally distinctive.

c. Conserve and/or enhance the built and natural environment and character of the district

d. Contribute to the creation of attractive and vibrant places that are both functional, flexible and enduring.

e. Be informed by, and demonstrably aligned with:

i. the West Oxfordshire Design Guide;
ii. where applicable, Neighbourhood Plan policies, Village Design Guides, Conservation Area Character Appraisals and the Oxfordshire Street Design Guide.
iii. National policy and guidance including the Design and Placemaking Planning Practice Guidance, and any successor guidance.

2. Design Statements and Evidence

Proposals must be supported by a proportionate Design and Access Statement that clearly explains:

a. how the proposed design responds to site context and locality;
b. how relevant design guidance and policies have informed the proposal and how these are complied with; and

c. how the scheme delivers high-quality, sustainable and inclusive design outcomes.

3. Design Review

For complex or sensitive development proposals, the Council will require applicants to undergo a process of independent design review at an early stage in the design process.

Policy CP7 – Healthy Place Shaping

7.101 Planning policies and decisions should aim to create places which offer opportunities for social interaction and meetings between members of the community through the delivery of mixed-use developments, strong neighbourhood centres and active street frontages; safe and accessible environments which include social, recreational and cultural facilities and services the community needs; a sufficient choice of school places to meet the needs of existing and new communities; and access to high quality open spaces and opportunities for sport and recreation.

7.102 Design and use of the built and natural environments are major determinants of health and well-being.

7.103 Health is influenced by a wide range of social, economic and environmental factors, many of which are shaped by planning decisions. The location, layout and design of development can affect physical activity levels, access to services and facilities, social interaction, community cohesion, air quality, access to nature, opportunities for recreation, perceptions of safety and overall quality of life. As a result, planning has an important role to play in supporting healthier communities and reducing health inequalities.

7.104 A healthy place is one that supports people of all ages and abilities to live active, independent and fulfilling lives. This includes providing safe and attractive opportunities for walking, wheeling and cycling, ensuring convenient access to employment, education, healthcare, shops and community facilities, and creating high-quality public spaces that encourage social interaction and community activity.

7.105 Access to green infrastructure, open space and the natural environment is particularly important in supporting physical and mental health and wellbeing. Parks, natural green spaces, sports facilities, play areas, community growing spaces, street trees and other forms of green infrastructure can provide opportunities for exercise, relaxation, social interaction, biodiversity enhancement and climate resilience. Integrating these features into the design of development can deliver multiple benefits for people and nature.

7.106 The Oxfordshire Healthy Place Shaping Principles provide a locally relevant framework for embedding health and wellbeing considerations into planning and development decisions. They promote an integrated approach that recognises the relationship between place, health, climate resilience, environmental quality and social outcomes. Development proposals should demonstrate how these principles have informed the design and evolution of schemes from the earliest stages.

7.107 Creating healthy places also requires consideration of inclusion and accessibility. Development should be designed to meet the needs of different groups within society, including children and young people, older people, disabled people and those with protected characteristics. Inclusive design can help ensure that places are welcoming, safe and accessible to all and support social participation and independent living.

7.108 The Council supports a design-led approach to healthy place shaping. Applicants are encouraged to have regard to the Building for a Healthy Life toolkit when preparing development proposals. Building for a Healthy Life provides a nationally recognised framework for assessing the design quality of new residential development and promotes well-connected neighbourhoods, access to services and facilities, high-quality public spaces, integration with nature, active lifestyles and a strong sense of place. Whilst not a policy requirement, the toolkit can provide a useful means of demonstrating how proposals have responded positively to the healthy place shaping objectives of this Plan.

7.109 Health Impact Assessments (HIAs) are an important tool in understanding the likely effects of development on health and wellbeing and identifying opportunities to maximise positive outcomes and minimise adverse impacts. The Council will require HIAs for major development proposals to ensure that health considerations are integrated into the planning and design process. Assessments should be proportionate to the scale and nature of development proposed and prepared in accordance with the Oxfordshire Health Impact Assessment Toolkit[10] or any successor guidance.

7.110 The creation of healthy places is most effective when considered from the earliest stages of plan-making and development design. Effective engagement with local communities, public health bodies, NHS organisations, service providers, transport authorities and community organisations can help identify local needs and priorities and ensure that development proposals respond appropriately to them. For larger and strategic developments, early collaboration is particularly important to ensure that supporting infrastructure, services and facilities are planned and delivered in a coordinated manner.

7.111 Policy CP7 therefore seeks to embed health and wellbeing considerations throughout the planning process and ensure that development contributes positively to the creation of healthy, inclusive, resilient and sustainable communities across the district.

[10] https://cdn.prod.website-files.com/64bfc2696e3a5a80360d3c60/64fba0200a3ae14953ff6b3b_210126-Oxon-HIA-Toolkit-FINAL.pdf

Policy CP7 - Healthy Place Shaping

1. Healthy Place Shaping Principles

Development must be inclusive and accessible to all, supporting health, wellbeing and social interaction, with measures aligned to the Oxfordshire Healthy Place Shaping Principles.

Development proposals will be expected to address the following requirements where they are relevant and proportionate;

a. Creating safe, attractive and well-connected places that encourage walking, cycling and active travel;
b. Providing access to high-quality green and open spaces for relaxation, recreation, play, sport and food growing opportunities for all age groups and abilities;
c. Ensuring good access to healthcare, education, employment, community facilities, local services and public transport;
d. Delivering inclusive and adaptable public spaces and buildings that are accessible to all users;
e. Integrating green infrastructure, urban greening and nature-based solutions to support physical and mental wellbeing;
f. Promoting social interaction, sense of place, community cohesion and opportunities for informal gathering; and
g. Reducing inequalities in access to services, facilities and healthy living opportunities.

Applicants are encouraged to have regard to the Building for a Healthy Life toolkit, where relevant, as a means of informing design quality and demonstrating how the healthy place shaping principles have been considered in the preparation of development proposals.

2. Health Impact Assessments

Health Impact assessments (HIA) will be required for major development proposals. HIAs must follow the Oxfordshire HIA Toolkit (or successor guidance).

3. Engagement and Community Wellbeing

In addition to the above, proposals for large scale and strategic development must also demonstrate how they have been informed by effective early engagement with local communities, public health bodies, NHS partners, service providers, transport authorities and community organisations.

Policy CP8 – Sustainable Transport

7.112 The Spatial Strategy for the Local Plan includes a focus of growth along key strategic corridors including the A40 and A44. The rationale for focusing development in these areas is that they are currently comparatively well connected by public transport, particularly bus services, helping to ensure that new development within these corridors is accessible by a range of transport modes. There are also a number of key settlements within these corridors including Carterton, Witney, Eynsham and Woodstock, with direct road and public transport links to Oxford.

7.113 These settlements have some of the highest concentrations of services, facilities and employment opportunities within the district and provide the easiest and most convenient access to day-to-day needs. Concentrating a significant proportion of development in such locations helps reduce the need to travel and creates greater opportunities for walking, wheeling, cycling and public transport use.

7.114 A key objective of the Local Plan is to promote a more sustainable and integrated transport system. This includes reducing reliance on private car travel where reasonable alternatives exist, encouraging a shift towards active travel and public transport, and supporting the transition to low-emission forms of transport.

7.115 Policy CP8 establishes a transport hierarchy which prioritises walking, wheeling and cycling first, followed by public transport, shared and low-emission vehicles, and finally private motor vehicles. Development proposals will be expected to reflect this hierarchy in a manner that is proportionate to their scale, nature and location.

7.116 The Plan seeks to align growth with existing and planned infrastructure, including transport, schools and utilities. Notwithstanding the strategic focus of development towards the most accessible parts of the district, significant investment in transport will be required to accommodate planned growth and support sustainable travel choices. New development will therefore be expected to contribute towards necessary transport infrastructure and mitigation measures where appropriate.

7.117 The emphasis of the Plan is to encourage modal shift and enable more journeys to be undertaken by walking, wheeling, cycling and public transport. This approach supports wider objectives relating to climate change, air quality, public health and reducing congestion. However, as a predominantly rural district, it is recognised that many communities are relatively isolated from the public transport network and that some settlements do not have sufficient services and facilities to meet day-to-day needs locally. The application of Policy CP8 will therefore be proportionate and context-specific, recognising that opportunities to reduce car dependency vary considerably across the district.

7.118 In urban areas and locations well-served by public transport, development will be expected to maximise opportunities for active travel and public transport use through site layout, connectivity and design. Streets and spaces should be designed to be safe, attractive and accessible for all users, including people with disabilities and reduced mobility, whilst ensuring that parking and servicing requirements do not dominate the public realm.

7.119 Much of the proposed growth within the Plan is located within already constrained transport corridors. The A40 experiences significant congestion at peak times, affecting journey times, economic productivity and quality of life. The A40 will remain an important corridor for travel to work movements both within and beyond the district. Measures have been identified to improve public transport connectivity through the corridor including enhanced bus services, park and ride provision and the Science Transit proposals which provide opportunities for improved public transport priority and connectivity with Oxford.

7.120 The scale of growth proposed could place increasing pressure on existing transport infrastructure and services. It is therefore important that development supports the delivery of both current and future transport improvements. To help future-proof transport provision beyond the Plan period, land is safeguarded for a potential future Mass Rapid Transit corridor within the A40 corridor. Policy CP8 supports the protection and delivery of strategic transport infrastructure, including public transport enhancements, active travel networks, mobility hubs, rail improvements and targeted highway interventions where required to support sustainable growth.

7.121 Access to housing, employment, education, healthcare and other essential services is an important factor in addressing rural deprivation and social exclusion. Improving transport connectivity, particularly sustainable transport connectivity, can help improve access to opportunities and services, support economic participation and reduce inequalities. The Plan therefore seeks to improve connectivity across the district whilst recognising the differing needs and circumstances of urban and rural communities.

7.122 Transport assessments, transport statements and travel plans are important tools in understanding the transport implications of development proposals and identifying appropriate mitigation measures. They help ensure that development is supported by suitable access arrangements, does not compromise highway safety and contributes towards achieving sustainable transport objectives. The Council will expect such information to be proportionate to the scale and likely impacts of development proposed.

7.123 The transition to low-emission transport will play an increasingly important role in reducing greenhouse gas emissions and improving air quality. Development proposals should therefore support the provision of electric vehicle charging infrastructure and other measures that facilitate the transition to cleaner and more sustainable forms of transport.

Policy CP8 – Sustainable and Integrated Transport

1. Prioritising Sustainable Movement

Development must prioritise transport modes in the following hierarchy, where appropriate to the location and nature of development:

a. Walking, wheeling and cycling
b. Public transport
c. Shared and low-emission vehicles
d. Private motor vehicles

Where relevant and practical, development should:

e. Provide safe, direct and attractive active travel connections within sites and to surrounding areas.
f. Maximise access to high-quality public transport, including through layout and density.
g. Support a modal shift towards low-carbon travel.

2. Integration, Accessibility and Design

a. All development must provide safe and suitable access for all users, including people with disabilities and reduced mobility, and integrate transport into high-quality design.

b. Streets and spaces should be safe, attractive and designed to minimise conflict between users, while parking and servicing must be appropriately incorporated so that they do not dominate the public realm. Development should also provide electric vehicle charging infrastructure and support the transition to low-emission transport.

3. Assessing Transport Impacts

Development proposals must:

a. Be supported by a proportionate transport assessment or statement and travel plan where they have significant transport implications
b. Demonstrate that residual cumulative impacts are not severe and that highway safety is not compromised;
c. Identify and secure necessary mitigation and infrastructure improvements, prioritising sustainable transport measures.
d. Where necessary, and applicable, be accompanied by a Construction Traffic Management Plan to demonstrate how proposals will mitigate safety and amenity risks during construction.

4. Strategic Transport Infrastructure

Development should, where appropriate, support, contribute to and help deliver strategic transport infrastructure identified in this Plan and supporting evidence.

Strategic transport schemes include, but are not limited to:

a. Strategic public transport and rail improvements, including mass rapid transit corridors, enhanced bus connectivity and rail upgrades;
b. Active travel networks, including strategic walking and cycling routes and Movement and Place Plans;
c. Integrated transport hubs and mobility infrastructure;
d. Targeted highway improvements required to support sustainable growth;
e. Electric vehicle charging infrastructure.

5. Urban and Rural Context

The application of this policy will be proportionate and context-specific, recognising differences between urban and rural areas.

In urban areas, development should fully maximise opportunities for walking, wheeling cycling and public transport.

In rural areas, development will not be required to meet the same modal expectations where genuine sustainable transport choices cannot reasonably be achieved but must demonstrate that opportunities have been maximised.

Policy CP9 – Historic Environment

7.124 West Oxfordshire has a rich and distinctive historic environment that shapes the identity, character, and sense of place of its towns, villages, and landscapes. From the globally significant Blenheim Palace to the district's numerous Listed Buildings, Conservation Areas, and archaeological sites, the historic environment is a key part of what makes West Oxfordshire unique.

7.125 The historic environment is an irreplaceable resource and its conservation is a key component of achieving sustainable development. National planning policy recognises the importance of conserving heritage assets in a manner appropriate to their significance so that they can be enjoyed by current and future generations. It also recognises that well-managed change can help to sustain and enhance the historic environment, support economic vitality and secure the long-term future of heritage assets.

7.126 The purpose of Policy CP9 is therefore to ensure that development proposals conserve and, where possible, enhance the significance of West Oxfordshire's historic environment. The policy adopts a proportionate and significance-led approach that reflects national policy and guidance. It seeks to ensure that the historic, architectural, archaeological and cultural value of heritage assets, together with the contribution made by their settings, is fully understood and addressed when considering development proposals.

7.127 The policy gives substantial weight to the conservation of designated heritage assets, including Blenheim Palace World Heritage Site, Listed Buildings, Conservation Areas, Registered Parks and Gardens and nationally important archaeological sites and monuments.

7.128 It also recognises the contribution made by non-designated heritage assets, historic landscapes and townscapes, which collectively help to define the special character of West Oxfordshire. The policy supports development that secures the conservation, enhancement and viable long-term use of heritage assets, including those identified as being at risk, and encourages opportunities for heritage-led regeneration, improved public access, interpretation and understanding.

7.129 In accordance with national policy, proposals that would result in harm to the significance of a designated heritage asset will be required to demonstrate clear and convincing justification. Any harm will be weighed against the public benefits of the proposal, with the highest level of protection afforded to assets of the greatest significance. Where development affects archaeological remains or other heritage assets, appropriate investigation, recording and dissemination of findings may be required.

7.130 Through this approach, Policy CP9 seeks to balance the conservation of West Oxfordshire's exceptional historic environment with the need to accommodate sustainable growth and change.

Policy CP9 – Historic Environment

1. Historic Environment

a. All development proposals in West Oxfordshire must conserve and / or enhance the significance of the district's historic environment, landscape, buildings and structures and their settings.

b. Development proposals including applications for advertisement consent must be appropriate and sensitive to the significance of any heritage assets impacted.

c. Opportunities for heritage-led regeneration, improved public access, interpretation and appreciation of West Oxfordshire's historic environment will be supported.

d. Development that secures the conservation, enhancement and viable long-term use of heritage assets, including those identified as being at risk will generally be supported.

2. Designated Heritage Assets

In determining planning applications, substantial weight will be given to conserving and enhancing the significance of designated heritage assets. This includes:

a. The Outstanding Universal Value and significance of Blenheim Palace and Park, designated as a World Heritage Site (WHS), in accordance with its WHS Management Plan.

b. The architectural and historic interest of Listed Buildings, particularly their character, fabric and settings.

c. The character and/or appearance of the District's Conservation Areas and their settings, considering the contribution of their surroundings to their historical and visual significance having regard to any relevant Conservation Area Character Appraisals.

d. The archaeological and historic interest of nationally important monuments (whether Scheduled or not), with emphasis on their fabric and settings.

e. The cultural, architectural, and historic interest of Registered Parks and Gardens and their settings.

3. Non-Designated Heritage Assets

a. Where a proposal affects a non-designated heritage asset, a balanced judgement will be undertaken, having regard to the significance of the asset, and the scale of any harm or loss, in accordance with national policy.

4. Historic Landscape and Townscape

Proposals should respond positively to the historic character of West Oxfordshire's towns, villages and rural landscapes, including the historic environment of the Cotswolds National Landscape, the Upper Thames landscape, historic parklands, traditional field patterns and the historic vernacular of the district.

In determining applications that affect the historic character of the landscape or townscape, particular attention will be paid to the following

a. the age, distinctiveness, rarity, sensitivity and capacity of the particular historic landscape or townscape characteristics affected
b. the extent to which key historic features contribute to the area's character, such as hedgerows, watercourses and woodland;
c. the degree to which the form and layout of the development will respect and respond to the preexisting historic character (including e.g. street and building layouts)
d. the extent to which the form, scale, massing, density, height, layout, landscaping, use, alignment and external appearance of the development conserves or enhances the special historic character of its surroundings.

Policy CP10 – Nature Recovery

7.131 Policy CP10 seeks to ensure that all new development in West Oxfordshire actively contributes to the protection, enhancement, and recovery of the district's natural environment, encompassing habitats, species and other ecological features.

7.132 It aims to align development with the Oxfordshire Local Nature Recovery Strategy (LNRS)[11] by promoting biodiversity, creating ecological networks, restoring and creating habitats, increasing species populations and improving the quality of habitats that are proposed for statutory Biodiversity Net Gain.

7.133 The policy also emphasises the need for development to integrate nature-based solutions and sustainable land use practices, ensuring that the district's ecosystems remain resilient and capable of supporting biodiversity for future generations in light of climate change.

7.134 West Oxfordshire's landscapes are key to defining the character of the district. The protected landscapes of the Cotswolds, extensive country estates, parkland, rivers, hedgerows, woodlands and predominantly agricultural rural environment define the character of the district.

[11] https://www.oxfordshire.gov.uk/residents/environment-and-planning/local-nature-recovery-strategy-lnrs

7.135 A strategic, core policy that prioritises the protection, enhancement, and recovery of the district's natural environment is essential for several reasons. Firstly, West Oxfordshire is home to diverse ecosystems including woodlands, wetlands, and grasslands, that provide important benefits for people, including carbon storage, flood alleviation, air and water quality, recreation and access to nature that supports good health and well-being.

7.136 Secondly, national planning policy requires local planning policies and decisions to contribute to and enhance the local natural environment including valued landscapes and sites of biodiversity or geological value.

7.137 The backdrop to this is that nature is degraded and has declined significantly in recent decades, including our rivers and streams, woodlands and hedgerows, for example, through pollution, direct loss and inappropriate management. Access to nature has been recognised as fundamental to support the good health and well-being of communities.

7.138 It is therefore necessary to restore and recover nature to build resilience to climate change. Healthy habitats are essential for providing those important ecosystem services.

7.139 Development pressures can place ecosystems at risk of degradation, potentially diminishing their ability to support biodiversity, mitigate climate change, and maintain the area's overall environmental health.

7.140 Policy CP10 will help to ensure that future development in the district is in harmony with nature and contributes positively to the natural environment. In line with national policy, it will also ensure that new development provides measurable gains for biodiversity, including maintaining and enhancing networks of habitats and green infrastructure and contributing to natural capital at catchment or landscape scales across West Oxfordshire.

7.141 Developments must contribute towards potential measures in the LNRS within the site or within the surrounding area/landscape either through their BNG proposals or other biodiversity enhancements.

7.142 Developments will be required to safeguard habitats and designated sites included within the 'Areas of Particular Importance for Biodiversity' (aka the "core zone") and contribute towards the potential measures identified in the 'Areas That Could Become of Particular Importance for Biodiversity' (aka the opportunity area or "recovery zone") as shown on the 'local habitat map'. These two areas taken together are referred to as the 'priority nature recovery network' and currently cover 40% of Oxfordshire.

7.143 Developments sites that are within the areas that could become of particular importance for biodiversity (the 'recovery zone') must contribute towards the potential measures that are identified or propose alternative measures that are more appropriate to the site with a clear justification provided in the associated report (e.g. Ecological Impact Assessment).

7.144 Development sites that are contiguous with the priority nature recovery network should also consider whether habitats and/or features for species can be incorporated into their BNG

proposals or other biodiversity enhancements – this is essential for enhancing ecological networks and expanding the area of semi-natural habitat that is available, which is a key aim of the LNRS.

7.145 It is important to note that the local habitat map doesn't include all land that has potential for habitat creation and/or enhancement as it is based on a model where the aim was to map at least 30% of the county for nature recovery. The unmapped areas can still contribute, particularly where they are contiguous with the priority network, where connections between mapped areas can be improved and where stepping stones can be created. This feeds into the principles of "More, Bigger, Better and Joined" that were coined after the publication of the Lawton Report in 2010.

7.146 The wider environmental benefits arising from an improved approach to BNG and contributions to nature recovery include carbon sequestration, reduced flood risk, access to nature for recreation, improved physical and mental health and wellbeing, and good air and water quality. There are various techniques for measuring natural capital, including the Environmental Benefits from Nature (EBN) tool which integrates with the statutory biodiversity metric that is used to measure BNG outcomes. This tool also works alongside Natural England's Green Infrastructure Framework[12].

[12] https://designatedsites.naturalengland.org.uk/GreenInfrastructure/EBNT.aspx

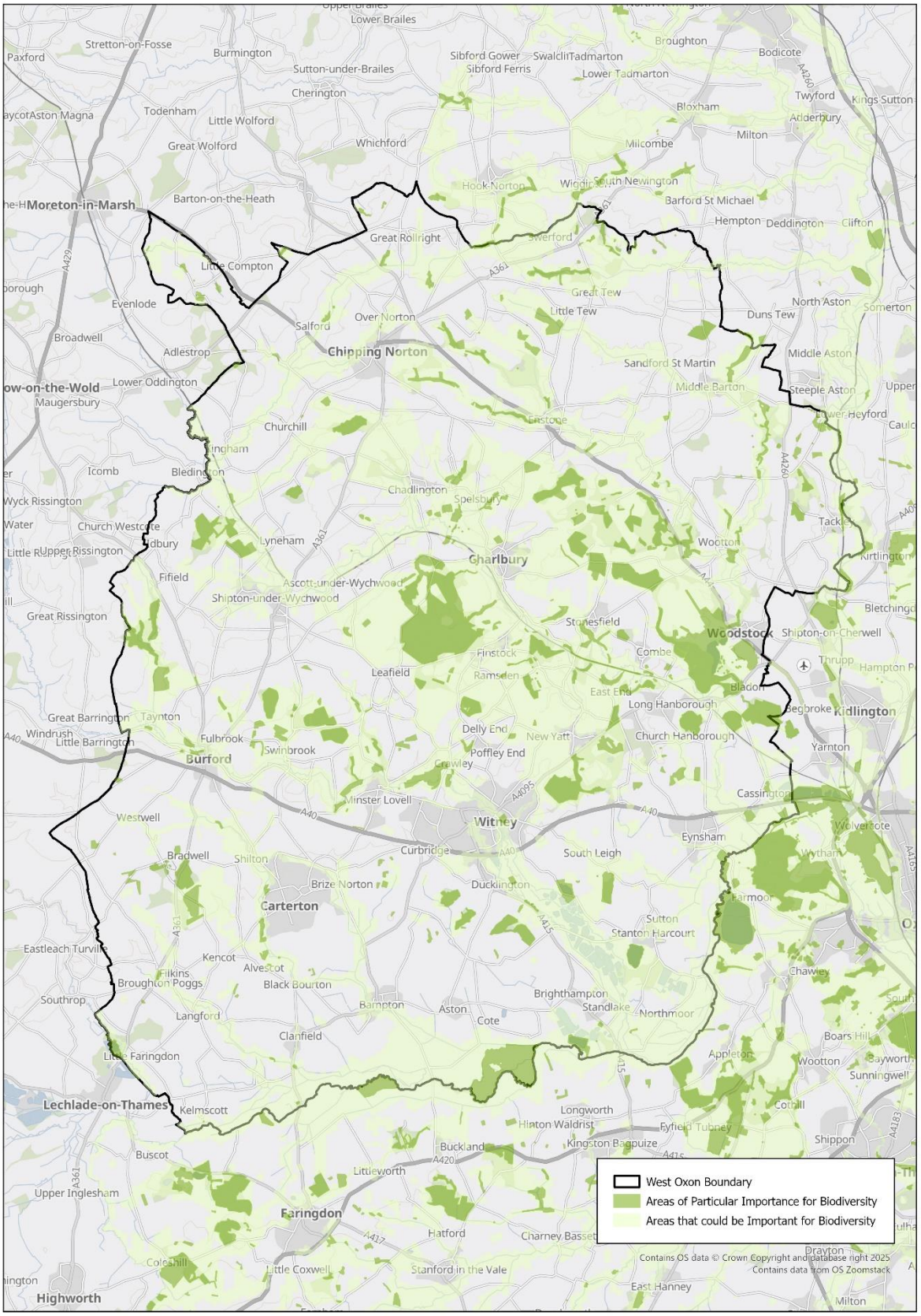


Figure 7.2 – Local Nature Recovery Strategy in West Oxfordshire

Policy CP10 – Nature Recovery

Having regard to the nature, scale and location of a proposal, development must contribute to nature recovery in West Oxfordshire.

Development proposals will be expected to address the following requirements where they are relevant and proportionate;

a. Make a positive contribution toward the protection, enhancement and recovery of the natural environment including priority habitats and species.

b. Maximise, opportunities to establish and/or restore ecological corridors and networks that re-connect fragmented habitats, within the development and beyond.

c. Implement high-quality biodiversity net gains (BNG) that contribute meaningfully towards nature recovery. prioritising the best outcomes for nature in balance with the need to make sure these are realistic and achievable in light of the expected anthropogenic pressures that would result from the development.

d. Demonstrate how wider environmental benefits such as carbon sequestration, natural flood management, recreation and food production etc. will be provided as part of an integrated and holistic design process for Green Infrastructure provision.

e. Ensure sustainable management practices such as ongoing maintenance, monitoring, and adaptive management, to ensure long-term benefits for biodiversity and ecosystem health are secured.

Integration with the Oxfordshire Local Nature Recovery Strategy (LNRS)

2. Development proposals must be aligned with and contribute to delivery of the Oxfordshire Local Nature Recovery Scheme (LNRS). Proposals must:

    a. Safeguard existing areas of particular importance for biodiversity (Core Zone).

    b. Maximise opportunities to conserve and enhance biodiversity within the recovery zone

    c. Expand and improve existing and create new ecological networks by creating and restoring natural habitats and improving connectivity for species.

    d. Ensure proposals for BNG, green infrastructure and sustainable design are informed by the potential measures identified in the LNRS

    e. Where appropriate, reflect the results of collaboration with local conservation groups, landowners, and stakeholders.

Ecological Impact Assessment

Proposals for development where there is potential for ecological loss, deterioration or harm, will be required to prepare and submit an Ecological Impact Assessment in accordance with best practice guidance.

8. Area Strategies

8.1 This section of the Plan comprises 11 area strategies, explaining in detail what is expected to happen and where in each area in the period up to 2043, including priority locations for future growth and supporting infrastructure.

8.2 The 11 area strategies include:

- Carterton Area Strategy
- Witney Area Strategy
- Chipping Norton Area Strategy
- Bampton Area Strategy
- Burford Area Strategy
- Charlbury Area Strategy
- Eynsham Area Strategy
- Long Hanborough Area Strategy
- Woodstock Area Strategy
- Salt Cross Area Strategy
- Rural Areas Strategy

8.3 The purpose of the area strategies is to drill down into more detail and set out what 'good growth' will look like for each area. The strategies have been drafted in response to previous consultation feedback, the Plan's supporting evidence base and other relevant material considerations.

8.4 With the exception of Salt Cross, each area strategy consists of a short 'profile' of the area in 2026, a 'statement of ambition' setting out key priorities for the area in the period up to 2043 and an overall strategy which seeks to capture those ambitions and priorities in the form of a single area-wide policy.

8.5 Where relevant, other locally specific policies are included for each area, including in relation to Town Centres[13] and in relation to proposed locations for future growth.

8.6 Development at Salt Cross will be guided by the Salt Cross Area Action Plan (AAP) which was formally adopted in February 2026. The Salt Cross Area Strategy therefore provides an update on the AAP and progress with the current outline planning application that has been submitted for the site by Grosvenor Developments Ltd.

[13] Carterton, Witney, Chipping Norton, Woodstock and Burford

8.1 Carterton Area Strategy

The Carterton Area Today

8.1.1 The Carterton Area, for the purposes of the Carterton Area Strategy is defined as the town of Carterton and its neighbouring parishes including Alvescot, Black Bourton, Brize Norton and Shilton. The extent of this area is shown on Figure 8.1 below.

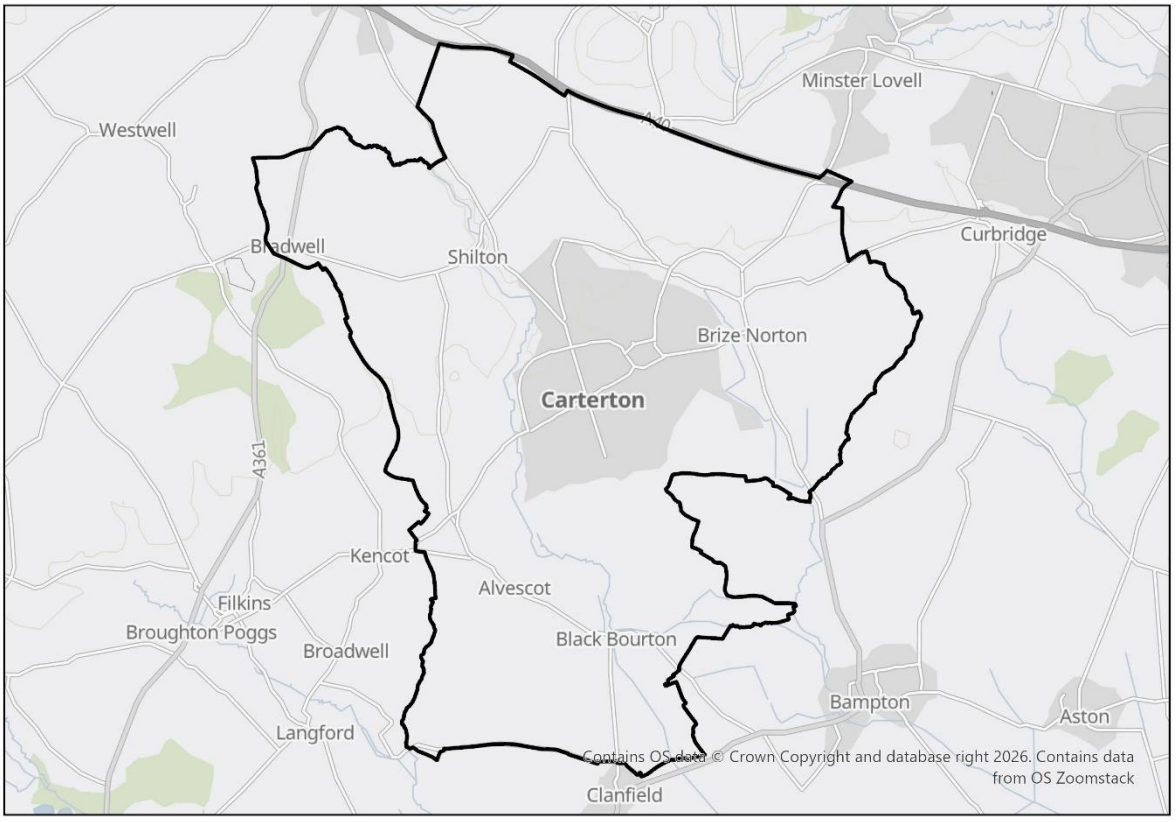


Figure 8.1 – Geographic Extent of the Carterton Area Strategy

8.1.2 The Carterton Area comprises the town of Carterton together with the adjoining parishes of Brize Norton, Shilton, Alvescot and Black Bourton. Home to around 20,000 people, it is one of the most significant and distinctive parts of West Oxfordshire, centred on the district's second largest town and the nationally important RAF Brize Norton, the UK's principal air transport and air-to-air refuelling base.

8.1.3 Over the last two decades the area has experienced substantial growth, particularly in Carterton and Brize Norton where major developments such as Shilton Park and Brize Meadows have delivered new homes, employment opportunities, community facilities and supporting infrastructure. Whilst growth has helped to meet housing needs and strengthen the area's role within the district, maintaining the separate identity and character of surrounding villages and preventing coalescence remains an important consideration for the future while ensuring that new development assists in necessary place making improvements to the town itself.

8.1.4 Carterton has evolved from its origins as a settlement of smallholdings into a modern and growing town with a strong military connection and an increasingly diverse community. Housing remains relatively affordable compared with many parts of Oxfordshire, making the area attractive to service families, first-time buyers and working households. The regeneration of older MOD housing areas, particularly the REEMA estates, presents a significant opportunity to improve housing quality, increase density in sustainable locations and enhance the appearance of the town.

8.1.5 The area benefits from a wide range of services and facilities, including schools, healthcare provision, community facilities, retail centres and a strong sports and leisure offer. Carterton Leisure Centre, the Country Park, sports pitches, recreational spaces and an active network of clubs and organisations make an important contribution to health and wellbeing.

8.1.6 However, growing demand is placing increasing pressure on existing facilities. There is a recognised need for investment in sports infrastructure, including improved football facilities, additional pitch provision and modern all-weather 3G facilities to support current and future demand from organisations such as local football clubs, which has significant ambitions for future growth and expansion, as well as the wider community. Demand for education and healthcare infrastructure is also expected to increase as the area continues to grow.

8.1.7 Carterton town centre performs an important role as a service hub for the surrounding area and benefits from a concentration of retail, leisure and community facilities. However, it continues to underperform relative to the size of its catchment and there is an excellent opportunity to strengthen its role by improving the range and quality of shopping, leisure, cultural and food and drink uses, creating a more attractive and vibrant destination for residents and visitors.

8.1.8 The local economy is dominated by RAF Brize Norton, which supports thousands of military, civilian and contractor jobs and plays a vital role in the local and national economy. The wider area also contains established employment locations including Ventura Park and West Oxfordshire Business Park. Despite this, the area has historically experienced a shortage of local employment opportunities relative to its workforce, resulting in significant levels of out-commuting, particularly to Witney, Oxford and beyond. Increasing economic self-containment through the provision of additional employment land, business growth opportunities and investment in higher-value sectors remains a key challenge and opportunity.

8.1.9 Transport and connectivity are important issues for the area. Whilst Carterton benefits from reasonable bus services to Witney and Oxford and has a relatively compact urban form that supports walking and cycling, there is no rail connection and road access to the strategic highway network remains constrained. Longstanding aspirations to improve connectivity, including enhanced links to the A40 corridor, improved active travel routes and longer-term Mass Rapid Transit (MRT) options, have the potential to support economic growth, improve access to jobs and services and reduce reliance on private car travel.

8.1.10 The area also benefits from a varied and attractive natural environment. Open countryside, rolling farmland, the Shill Brook corridor, mature trees, green infrastructure networks and proximity to the Cotswolds National Landscape all contribute to local character and quality of life. The Shill Brook in particular forms an important landscape, biodiversity and recreational asset and is identified as a key component of the area's nature recovery network. Alongside these environmental assets, parts of the area are affected by flood risk associated with the Shill Brook and other watercourses, highlighting the importance of sustainable drainage and climate resilience measures.

8.1.11 The surrounding villages each make a distinct contribution to the character of the area. Brize Norton has experienced significant growth in recent years whilst retaining its historic core and strong sense of community. Alvescot and Shilton remain smaller rural settlements with rich historic character, attractive landscapes and limited but valued local facilities. Together they help provide a transition between the urban area of Carterton and the wider rural landscape. Protecting their existing character and identity, limiting the sprawl of Carterton into its rural hinterland whilst accommodating future strategic-scale growth is therefore a key consideration for the Plan.

8.1.12 Looking ahead, the Carterton Area is well placed to play an increasingly important role within West Oxfordshire in line with the overall Spatial Strategy (Policy SP2). Continued investment in housing, including through urban renewal, new and enhanced employment opportunities, town centre improvement, sports and community infrastructure, sustainable transport and environmental enhancement will be essential to creating a more self-sustaining, connected and resilient place whilst maintaining the distinctive qualities that make the area an attractive place to live, work and visit.

Statement of Ambition - The Carterton Area in 2043

8.1.13 The Carterton Area will play a central role in delivering sustainable growth and prosperity in West Oxfordshire over the period to 2043.

8.1.14 As the district's second largest settlement and one of its most sustainable locations for future development, Carterton will continue to evolve as a thriving service, employment and community hub, supporting the needs of both existing and future residents whilst strengthening its relationship with the surrounding parishes of Brize Norton, Shilton and Alvescot.

8.1.15 Growth will be carefully planned and coordinated across the wider area, combining the regeneration and renewal of existing neighbourhoods within Carterton, including older military housing areas, with the delivery of well-designed new villages on the town's rural fringe. New development will create distinctive places with a strong sense of identity, supported by homes and jobs. Development will be linked to both proposed and existing settlements by high-quality footpath and cycle networks through areas of open countryside so as to enable easy access to the services, facilities and infrastructure needed to enable communities to thrive.

8.1.16 Whilst accommodating significant growth, development will be planned in a way that respects the character and setting of neighbouring villages, protects important environmental assets and maintains the separate identity of individual settlements.

8.1.17 A key ambition for the area is to create a more balanced and self-sustaining community. Building on the strategic importance of RAF Brize Norton and the area's skilled workforce, Carterton will strengthen its role as a focus for employment, innovation and enterprise.

8.1.18 Investment in employment opportunities, business growth and inward investment will help diversify the local economy, reduce levels of out-commuting and support long-term economic resilience. At the same time, Carterton town centre will be revitalised as an attractive civic, cultural and commercial destination, offering an enhanced range of retail, leisure, community and cultural facilities that better reflect the role and scale of the town. It should provide a growing range of public services, accessible to existing and new surrounding communities.

8.1.19 The Carterton Area will be a place where healthy and active lifestyles are supported through high-quality environments, accessible services and strong community infrastructure. Investment in healthcare, education, community facilities, sports and leisure provision will ensure that growth is matched by the infrastructure required to support a growing population. Building on the area's strong sporting tradition, opportunities will be taken to enhance indoor and outdoor recreation facilities, including the provision of a new 'sports hub' for the town comprising modern sports pitches and all-weather facilities to meet existing and future demand and support the continued success of local clubs and organisations.

8.1.20 The area will benefit from a comprehensive and integrated approach to infrastructure planning. Communities will be connected by high-quality walking, wheeling and cycling routes, improved public transport services and enhanced digital infrastructure, making it easier for people to access jobs, education, services and leisure opportunities while reducing reliance on private car travel. Strategic transport improvements, including enhanced connections to the wider Oxfordshire area and the A40 corridor, will support sustainable growth and improve the area's accessibility and economic competitiveness.

8.1.21 Green infrastructure will form a defining element of the area's future character and identity. A network of green spaces, landscape corridors and biodiversity assets, including the Shill Brook corridor and the countryside surrounding the new settlements, will be protected, enhanced and connected to provide benefits for nature, recreation, health and climate resilience. These green assets will help shape the pattern of development, provide clear separation between settlements and contribute to the area's distinctive sense of place. This approach will include those green and open spaces within areas that are allocated for future development, seeking appropriate community-led 'greenwhile uses' until construction begins.

8.1.22 Through a combination of regeneration, carefully planned growth, infrastructure investment and environmental enhancement, the Carterton Area will become a more prosperous, connected, healthy and resilient place, making a significant contribution to the long-term economic, social and environmental success of West Oxfordshire.

Strategic Development Framework for the Carterton Area

8.1.23 Building on the area profile and statement of ambition above, Policy CA1 provides a framework for managing growth across Carterton and the surrounding parishes of Brize Norton, Shilton, Alvescot and Black Bourton to 2043.

8.1.24 The framework recognises Carterton's role as one of the district's principal settlements and the primary focus for housing, employment and infrastructure growth. It seeks to ensure that development is planned comprehensively and holistically and is delivered alongside the infrastructure, services and environmental enhancements necessary to support sustainable communities.

8.1.25 The framework also seeks to strengthen Carterton's role as a service, employment, leisure and community hub, support economic diversification and regeneration, improve connectivity, protect the identity of surrounding villages and enhance the area's valued natural and historic environment.

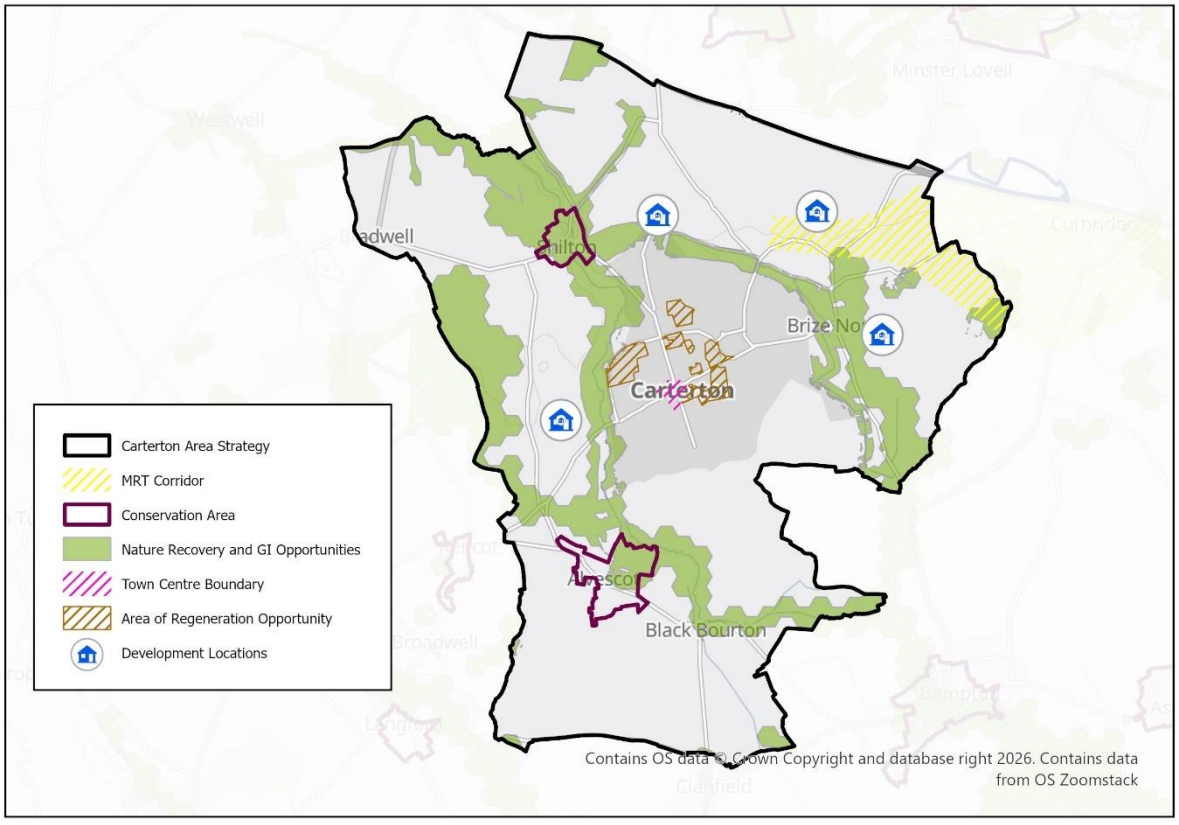


Figure 8.2 – Carterton Strategic Development Framework

8.1.26 The Council will work proactively with landowners, developers, the Ministry of Defence, the Defence Infrastructure Organisation, infrastructure providers, local communities and other partners to secure the coordinated delivery of development and infrastructure in accordance with this framework.

Policy CA1 – Strategic Development Framework for the Carterton Area

Development proposals within the Carterton Area will be supported where they contribute positively towards the delivery of the following objectives, having regard to their scale, nature and location:

1. **Supporting a strong and resilient economy**

    a. Reinforcing Carterton's role as a key service, employment and commercial centre through investment in employment opportunities, business growth, skills development and economic diversification;

    b. Supporting the vitality, viability and attractiveness of Carterton town centre through an enhanced retail, leisure, cultural, community and food and drink offer, including opportunities for mixed-use development and regeneration;

    c. Protecting and enhancing employment land and premises and supporting new employment opportunities, particularly in sectors that complement RAF Brize Norton, advanced engineering, logistics, low-carbon industries, digital technologies and sustainable food production and distribution;

    d. Supporting the continued operation, resilience and long-term future of RAF Brize Norton and recognising its strategic importance to the local economy and community.

2. **Delivering sustainable and infrastructure-led growth**

    a. Prioritising the efficient use of land within the existing built-up area through regeneration, redevelopment of previously developed land, infill development and the comprehensive renewal of poor-quality or underutilised MOD housing stock where appropriate;

    b. Delivering strategic-scale development through comprehensively planned and well-connected new communities that complement Carterton and the surrounding villages of Brize Norton, Shilton, Alvescot and Black Bourton, whilst maintaining their separate identities and avoiding coalescence;

    c. Providing a balanced mix of housing types, tenures and sizes, including affordable, accessible and adaptable homes that meet identified housing needs and that also meet the needs of the travelling communities;

    d. Ensuring that development is supported by the timely and co-ordinated provision of infrastructure, services and facilities necessary to meet the needs arising from growth.

3. **Protecting and enhancing the environment and landscape setting**

    a. Safeguarding the identity, setting and character of Carterton and surrounding villages;

b. Protecting, enhancing and connecting existing and proposed green infrastructure assets, including the Shill Brook corridor, the Kilkenny Lane Country Park and other public open spaces, biodiversity assets as well as the wider countryside;

c. Delivering high-quality green infrastructure, accessible natural green space, biodiversity enhancement, community growing opportunities and multifunctional open space as an integral part of development;

d. Conserving and enhancing landscape character, important views and environmental assets that contribute to the distinctiveness of the area.

4. Improving connectivity and supporting climate resilience

a. Promoting patterns of development that reduce the need to travel and support sustainable lifestyles;

b. Delivering improvements to walking, wheeling and cycling networks and enhancing access to employment areas, schools, community facilities, RAF Brize Norton and the town centre;

c. Supporting improvements to public transport, mobility hubs, mass rapid transit initiatives and other measures that improve connectivity within the Carterton Area and along the A40 corridor;

d. Supporting high standards of sustainable design, energy efficiency, climate resilience and the transition to a low-carbon future.

5. Creating healthy, inclusive and connected communities

a. Supporting the provision and enhancement of education, healthcare, sports, leisure, recreation, community and cultural facilities to meet the needs of existing and future residents;

b. Enhancing opportunities for healthy and active lifestyles through the provision of high-quality public realm, open space, recreation facilities and active travel infrastructure;

c. Supporting investment in sports and leisure infrastructure, including the creation of a new 'sports hub' for the local area, comprising sports pitches, all-weather playing surfaces and associated facilities;

d. Delivering safe, attractive and inclusive neighbourhoods that promote social interaction, sense of place, community cohesion, health and wellbeing;

e. Supporting the regeneration of underutilised land and buildings through comprehensive, design-led approaches that improve the quality and attractiveness of the built environment whilst meeting the needs of local residents.

Carterton Town Centre

8.1.27 Carterton Town Centre is the principal centre serving the town and surrounding rural communities and performs an important role within West Oxfordshire's network of centres. Located around the junction of Burford Road, Black Bourton Road, Alvescot Road and Brize Norton Road, it provides a focus for shopping, services, employment, leisure, community facilities and public transport. As the second largest town in the district and a key focus for future growth, the town centre has an increasingly important role to play in meeting the needs of existing and future residents, businesses and visitors.

8.1.28 The town centre benefits from a strong convenience retail offer, anchored by major food stores and supported by a range of independent businesses, service providers, community facilities and public services. It serves a wide catchment area, including surrounding villages and RAF Brize Norton, and benefits from relatively low vacancy levels compared with many town centres nationally. The centre therefore performs an important day-to-day role and remains a valued local destination for shopping, services and community activity.

8.1.29 Unlike many of West Oxfordshire's historic market towns, Carterton developed relatively recently and does not possess a traditional high street or historic core. Whilst this presents challenges in terms of character, identity and visitor appeal, it also provides opportunities. The town centre contains a number of underutilised sites and spaces capable of accommodating regeneration, redevelopment and public realm improvements. Its relatively modern layout and physical capacity provide scope to introduce a broader range of uses and create a more attractive, distinctive and vibrant town centre environment.

8.1.30 Despite its important role, the town centre currently underperforms relative to the size of its population and catchment. Whilst convenience shopping is well represented, the range of comparison retailing, leisure, food and drink, cultural and evening economy uses remains relatively limited. As a result, many residents continue to travel elsewhere for shopping, entertainment and leisure activities. There is therefore an opportunity to strengthen Carterton's role as a destination and create a more diverse and resilient town centre offer.

8.1.31 The significant growth planned within the wider Carterton Area presents a major opportunity to support the continued evolution of the town centre. New investment can help create a stronger civic, commercial and community focus, improve the quality of public spaces, support local businesses and provide a wider range of services, facilities and activities.

8.1.32 Through a combination of regeneration, public realm enhancement and diversification of uses, Carterton Town Centre has the potential to become a more attractive, vibrant and distinctive heart of the town, better reflecting its role as one of West Oxfordshire's principal settlements.

Key Priorities

8.1.33 Key priorities for Carterton Town Centre include:

- Strengthening the vitality and viability of the town centre through a broader mix of retail, leisure, food and drink, cultural, community and health uses;
- Supporting a stronger evening economy and increasing activity throughout the day and evening;
- Improving the quality of the public realm, including Market Square, the central crossroads and surrounding streets, to create a more attractive and welcoming environment;
- Introducing additional greenery, urban greening and public spaces that encourage people to spend time in the town centre;
- Supporting the regeneration and redevelopment of opportunity sites and underutilised land through high-quality mixed-use development;
- Improving accessibility, legibility and connectivity, particularly for pedestrians, cyclists and public transport users;
- Strengthening links between the town centre, surrounding neighbourhoods, the Recreation Ground and other community assets;
- Supporting local businesses, entrepreneurship and flexible forms of commercial space including through raising the profile of the town and attracting new investment; and
- Reinforcing Carterton's distinctive identity, including its civic and military heritage, whilst creating a modern and attractive centre fit for a growing population.

A Strategy for Carterton Town Centre

8.1.34 Building on the Strategic Development Framework for the Carterton Area (Policy CA1) the purpose of Policy CA2 is to support the transformation of Carterton Town Centre into a more attractive, vibrant and resilient destination that better serves the needs of residents, businesses, visitors and the wider community.

8.1.35 The policy seeks to encourage investment, diversification and regeneration whilst enhancing the quality of the built environment and public realm. It supports a town centre that is active throughout the day and evening, promotes sustainable movement, provides opportunities for business growth and community activity, and acts as a focal point for the continued growth and evolution of the town and surrounding parishes.

8.1.36 Given the scale of growth proposed in the Carterton Area, the Council will support opportunities for the expansion of the town centre boundary where this would help to strengthen its role, improve connectivity and deliver a broader range of town centre uses in accordance with the strategy set out in Policy CA2.

Policy CA2 – Carterton Town Centre

1. Development proposals in Carterton Town Centre (as defined on the Policies Map) will be supported where they deliver high-quality placemaking; a more attractive, greener and better-connected public realm; and a broad, resilient mix of uses that strengthens vitality throughout the day and into the evening.

2. The Council will support development proposals that contribute to the regeneration, diversification and enhancement of Carterton Town Centre, including proposals that:

    a. Strengthen the vitality and viability of the town centre, through:

        i. diversification of the retail, leisure, cultural, food and drink, community, health and civic offer to broaden the town centre's appeal and support activity throughout the day and into the evening.

        ii. well-designed mixed-use development, including upper-floor workspace and appropriate residential opportunities above ground floor levels, where this supports vitality and does not undermine active ground-floor uses.

        iii. flexible formats such as co-working hubs, incubator spaces, pop-ups, community hubs and youth facilities, including meanwhile and temporary uses where appropriate.

    b. Promote sustainable patterns of development, making effective use of key redevelopment and infill sites, or well-designed mixed-use schemes that provide active frontages, strong pedestrian/cycle connections and a more coherent urban grain that integrates with the existing town centre.

    c. Enhance placemaking, the public realm and green infrastructure, with particular focus on the central crossroads, Market Square and main streets, through:

        i. creating a coherent, attractive and accessible public realm with uncluttered streetscapes, high-quality materials, lighting, seating and other street furniture that encourages social interaction and dwell time.

        ii. introducing more greenery, street trees and other urban greening, including 'green avenue' planting where appropriate, to soften the hard environment and improve comfort, shade and biodiversity.

        iii. activating and better connecting key public spaces, including the Recreation Ground, Market Square and surrounding civic spaces through safer, more direct and legible walking and cycling routes and through community-led events, markets, festivals and public art.

    d. Improve accessibility, legibility and connectivity to, from and within the town centre, prioritising walkability and cycling, through:

        i. enhancing pedestrian and cycle movement within and to/from the town centre, including safer routes, improved crossings, enhanced lighting and signage and better integration of active travel routes.

ii. supporting the implementation of a local mobility hub with integrated public transport, active travel facilities, information/wayfinding and inclusive access.

iii. delivering secure cycle parking, electric vehicle charging points and sufficient, well-located car parking, while exploring opportunities to rationalise and make best use of space, including multi-functional parking areas that can support events and flexible markets where appropriate.

e. Support a vibrant, inclusive and adaptable town centre economy, through:

i. providing flexible, affordable and/or temporary space to support start-ups, small businesses, local enterprise and creative industries.

ii. providing premises suitable for cafés, restaurants and other evening economy uses, in a manner that safeguards residential amenity and supports a safe and welcoming town centre environment.

f. Protect and reinforce the character and identity of the town centre, through:

i. maintaining continuity of built frontages to create a strong sense of place.

ii. celebrating Carterton's civic and military heritage through interpretation, signage and public realm features.

iii. ensuring new development responds positively to the local context and contributes to a cohesive townscape.

3. The Council will work in partnership with Carterton Town Council, the RAF, local businesses, applicants, landowners and community groups to deliver town centre improvements and community activation, including:

a. improvement works to the central crossroads and key routes and spaces for all modes of travel, such as public realm enhancements to Market Square and main streets.

b. place-marketing initiatives, branding, events and coordinated campaigns that position Carterton as a distinctive and welcoming destination.

c. delivery of new signage, wayfinding, orientation and interpretation features that improve legibility and celebrate the town's civic and military heritage.

4. Where necessary and related in scale and kind, development proposals will be expected to contribute towards improvements to Carterton Town Centre including, but not limited to, the delivery of public realm and infrastructure enhancements, active travel, green infrastructure, wayfinding and public space improvements.

RAF Brize Norton

8.1.37 RAF Brize Norton is the Royal Air Force's principal air transport and air-to-air refuelling station and is one of the United Kingdom's most strategically important defence assets. The station serves as the main operating base for the RAF's strategic and tactical air mobility fleet, supporting military operations, humanitarian assistance, disaster relief, peacekeeping missions and the movement of personnel and equipment worldwide.

8.1.38 The base is a major employer within West Oxfordshire and the wider sub-region, supporting thousands of military personnel, civilian employees and contractors. Its presence generates significant economic activity through defence-related industries, logistics, engineering, training and local supply chains. RAF Brize Norton also contributes to the vitality of surrounding communities through demand for housing, services, education and community facilities.

8.1.39 National planning policy recognises the importance of maintaining effective defence infrastructure and safeguarding nationally significant installations. Local planning authorities are required to take account of the needs of defence and national security and to ensure that development does not prejudice the operational capability of military facilities.

8.1.40 RAF Brize Norton is recognised as infrastructure of national importance and its safeguarding requirements are therefore a material consideration in the determination of planning applications within the surrounding area.

8.1.41 The operational effectiveness of RAF Brize Norton depends not only on activities within the station boundary but also on the characteristics of the surrounding area. Certain forms of development can affect aircraft operations, flight safety, radar and communications systems, security requirements and the long-term resilience of the base. Development proposals therefore need to take account of Ministry of Defence safeguarding requirements and demonstrate that they will not compromise operational capability.

8.1.42 Aircraft operations associated with the station can generate noise impacts over a wide area. It is important that new development is appropriately located and designed to ensure that future occupants are not exposed to unacceptable levels of aircraft noise. Equally, new development should not give rise to unreasonable restrictions on the continued operation of the station or constrain future operational requirements.

8.1.43 RAF Brize Norton is also an important economic asset. The station supports a substantial defence, aviation and logistics cluster and provides opportunities for local employment, skills development and business growth. Development that supports the station's economic role, strengthens supply chains, improves infrastructure and enhances connectivity can contribute positively to the local economy while reinforcing the long-term sustainability of the base.

8.1.44 This policy seeks to provide a balanced framework that safeguards the operational effectiveness, safety and resilience of RAF Brize Norton while supporting sustainable growth and investment. It seeks to ensure that development is compatible with the station's strategic role, protects national defence interests and maximises opportunities for economic and community benefits associated with its continued presence in West Oxfordshire.

Policy CA3 - RAF Brize Norton

1. **Strategic Role**

    a. Development proposals will be supported where they sustain or enhance the operational effectiveness, resilience, and log-term role of RAF Brize Norton as a nationally significant military installation.

2. **Safeguarding Operational Capability**

    a. Where relevant and appropriate, development proposals must have regard to the importance of avoiding an unacceptable degree of impact on:

        i. Aircraft operations, including take-off, landing, and manoeuvring.
        ii. Airspace safeguarding and technical infrastructure (including radar, communications, and navigation systems).
        iii. Flight safety, including risks arising from lighting, building height, or bird strike.
        iv. Security and resilience of the base.

    b. Proposals that would generate uses or features likely to attract birds, create lighting glare, or otherwise interfere with aviation operations will be resisted unless suitable mitigation is secured.

    c. Planning applications within relevant zones must be supported by proportionate technical evidence and will be subject to consultation with the Ministry of Defence and other relevant bodies.

3. **Noise and Amenity**

    a. Development proposals within areas affected by aircraft noise must:

        i. Be compatible with the noise environment.
        ii. Incorporate appropriate noise attenuation and design measures.
        iii. Avoid introducing noise-sensitive uses in locations where adverse impacts cannot be adequately mitigated.

    b. Proposals should not prejudice the continued lawful operation of the base by placing unreasonable restrictions on its activities.

4. **Supporting the Local Economy**

    a. Development proposals that support the economic role of the base and its supply chain will be supported, including:

        i. Employment uses linked to defence, aviation, logistics, and engineering.
        ii. Training and skills development opportunities.
        iii. Infrastructure that enhances connectivity and operational efficiency.

5. **Community and Infrastructure**

    a. Proposals should, where appropriate:

i. Support the needs of service personnel, civilian staff, and their families, including housing, guest accommodation, services, and community facilities within the base and beyond as appropriate.
ii. Ensure impacts on local infrastructure are appropriately mitigated.

Priority Growth Locations

8.1.45 A key component of the Carterton Area Strategy is to provide clarity on where future growth and investment will be focused over the plan period to 2043. The scale of development proposed for the Carterton Area reflects its role as one of the most sustainable locations in West Oxfordshire for accommodating growth and its importance as a key service, employment and community centre.

8.1.46 The strategy seeks to ensure that growth is delivered in a coordinated and infrastructure-led manner that supports the continued evolution of Carterton whilst protecting the character and identity of surrounding villages and enhancing the area's environmental assets.

8.1.47 Future development will contribute towards the delivery of new homes, employment opportunities, infrastructure, community facilities, green infrastructure and sustainable transport improvements, helping to create a more self-sustaining, prosperous and resilient place.

8.1.48 The priority growth locations identified below are based on three main components:

- Major existing commitments of 10+ homes and 1,000 sqm+ commercial floorspace;
- MOD Housing Area of Redevelopment Opportunity (ARO)
- Strategic Locations for Growth (SLG)

8.1.49 Major existing commitments are sites that as of 1st April 2026, have planning permission or a resolution to grant planning permission for more than 10 homes or 1,000 sqm of commercial floorspace. These are effectively already in the development 'pipeline' and are expected to make an important contribution towards meeting local and wider housing, employment and infrastructure needs. They are included below for information with the residential permissions reflected in the housing trajectory at Appendix 2.

8.1.50 The MOD Housing Area of Redevelopment Opportunity (ARO) reflects the 'brownfield first' commitment of the Plan's overall Spatial Strategy (Policy SP2) and the Carterton Strategic Development Framework (Policy CA1). It seeks to positively encourage the further regeneration and renewal of other areas of older, poor quality MOD housing beyond that which already has planning permission and in keeping with the Defence Housing Strategy (2025).

8.1.51 The Strategic Locations for Growth (SLG) comprise four broad locations which are illustrated on the Plan's Key Diagram and have been identified as being suitable areas within which to accommodate strategic-scale housing and employment growth in the period up to 2043 and, in some instances, potentially beyond.

Major Existing Planning Commitments (10 or more homes)

8.1.52 Major existing commitments with planning permission or resolution to grant planning permission in the Carterton Area as of 1st April 2026, include the following:

- 350 Dwellings – Land north of Kilkenny Country Park
- 265 dwellings – REEMA North
- 82 dwellings – REEMA central
- 99 Dwellings – Brize Meadow

8.1.53 The most significant of these include land north of Kilkenny Lane, which effectively represents a first phase of development at CA6, Strategic Location for Growth to the north of Carterton in Brize Norton Parish along with the REEMA North and Central site close to Carterton Town Centre.

8.1.54 Brize Meadow is a sustainable urban extension of Carterton to the east of Monahan Way, within Brize Norton Parish. The site was first identified as a draft allocation through the preparation of the adopted Local Plan 2031 but went on to secure planning permission for 700 homes before the plan was adopted. Since then, a further 99 homes have secured planning permission bringing the total to just under 800 homes.

8.1.55 Construction is well advanced with 122 homes still to complete as of 1st April 2026. As reflected in the housing trajectory at Appendix 2, these are expected to all be completed by 2027/28.

8.1.56 The REEMA North and Central site is allocated in the adopted Local Plan 2031 for the provision of around 300 new homes.

8.1.57 The REEMA Central site has recently secured a resolution to grant outline planning permission for 82 dwellings.

8.1.58 To the north of Upavon Way, the REEMA North site now has full planning permission for 265 dwellings which will comprise a mixture of accommodation for service families linked to RAF Brize Norton and open-market housing. Notably, the MOD has committed to these homes being built to zero-carbon standards.

8.1.59 As reflected in the housing trajectory at Appendix 2, all of the permitted units at REEMA North and Central (347 in total) are expected to be completed within the next five years.

MOD Housing Area of Redevelopment Opportunity (ARO)

8.1.60 The York Road Estate, REEMA West, REEMA Central and REEMA South comprise approximately 46.4 hectares of previously developed land within Carterton and are occupied predominantly by Service Family Accommodation (SFA) associated with RAF Brize Norton.

8.1.61 Together, the sites contain around 860 dwellings at an average density of approximately 18.5 dwellings per hectare. Much of the housing reflects historic Ministry of Defence requirements and includes relatively low-density development that presents opportunities for renewal and more efficient use of land.

8.1.62 The successful redevelopment of REEMA Central and the approved redevelopment of REEMA North (265 dwellings on 9.37 hectares) demonstrate how estate renewal can deliver modern, energy-efficient accommodation whilst supporting the ongoing operational needs of RAF Brize Norton.

8.1.63 The MOD's Defence Housing Strategy 2025[14] sets out a long-term programme to modernise the defence housing estate and recognises opportunities for defence land to contribute towards wider housing delivery where operational requirements are maintained. Consistent with this approach, the Carterton MOD Housing Area of Redevelopment Opportunity (ARO) establishes a positive policy framework to support future redevelopment without allocating the sites for a specific form or scale of development.

8.1.64 Located within the built-up area of Carterton, the estates are well served by existing services, facilities, employment, schools and public transport. Redevelopment therefore offers the opportunity to make more effective use of previously developed land, support the vitality of the town and provide enhanced community facilities, green infrastructure and other supporting infrastructure where appropriate.

8.1.65 Redevelopment proposals should optimise the use of land through appropriate increases in density whilst delivering high-quality design, attractive public realm, biodiversity enhancements and opportunities for walking, wheeling and cycling. Development should also support the transition to a low-carbon future by delivering highly energy-efficient homes, incorporating renewable and low-carbon energy where appropriate, and seeking to achieve net zero operational carbon standards, reflecting the approach established through the redevelopment of REEMA North.

8.1.66 Estate renewal also provides an opportunity to diversify Carterton's housing stock whilst continuing to meet the accommodation needs of service personnel and their families. Proposals should provide a suitable range of dwelling sizes, types and tenures that support sustainable, balanced and inclusive communities.

[14] https://www.gov.uk/government/publications/the-defence-housing-strategy-2025

8.1.67 Based on the current extent of developed land, there is potential over the longer term to accommodate a significantly greater number of homes whilst continuing to meet Ministry of Defence requirements. By way of illustration, redevelopment at an average density of around 30 dwellings per hectare across the four estates could accommodate in the order of 1,400 dwellings. This could enable the retention or reprovision of approximately 870 Service Family Accommodation units, as currently anticipated by the Ministry of Defence, whilst also creating capacity for around 530 additional homes to help meet wider housing needs.

8.1.68 These figures are indicative only and do not represent a site allocation, development target or cap on development. The scale, form and mix of future development will be determined through masterplanning, detailed design, infrastructure capacity and the operational requirements of RAF Brize Norton.

8.1.69 Given the national importance of RAF Brize Norton, the Council will work positively with the Ministry of Defence, Defence Infrastructure Organisation and other stakeholders to support estate renewal that maintains operational effectiveness whilst delivering wider social, economic and environmental benefits for Carterton.

8.1.70 A comprehensive Defence Estate Renewal Framework, or equivalent masterplanning approach, will be supported to provide a coordinated long-term vision for the renewal of the MOD housing estates. This should address future accommodation requirements, housing delivery, infrastructure, movement and connectivity, environmental enhancement, climate resilience and integration with the wider town, ensuring redevelopment is planned and delivered in a comprehensive and sustainable manner.

Policy CA4: Carterton MOD Housing Area of Redevelopment Opportunity (ARO)

The York Road Estate, REEMA West, REEMA Central and REEMA South sites, as identified on the Policies Map, are designated as an Area of Redevelopment Opportunity (ARO).

The Council will support the comprehensive or phased redevelopment and regeneration of these areas where proposals make more efficient and effective use of previously developed land whilst maintaining the operational requirements of RAF Brize Norton and contributing towards the sustainable growth of Carterton.

Redevelopment proposals should seek to:

1. Optimise the use of land through an appropriate increase in development density, having regard to local character, accessibility, infrastructure capacity, environmental considerations and the creation of high-quality places;

2. Support the delivery of modern, adaptable and energy-efficient Service Family Accommodation that aligns with the Ministry of Defence's long-term accommodation objectives and operational requirements;

3. Provide, whilst continuing to meet the accommodation needs of service personnel and family, a suitable mix of housing types, sizes and tenures that responds to identified local needs and supports the creation of balanced and inclusive communities;

4. Achieve high standards of design, place-making and sustainability, creating attractive, safe and healthy neighbourhoods with a strong sense of place, encouraging social cohesion;

5. Provide well-designed and accessible green infrastructure, public open space, landscaping, biodiversity enhancements and opportunities for recreation and active lifestyles;

6. Improve walking, cycling and public transport connectivity within Carterton and to surrounding services, facilities, employment opportunities and RAF Brize Norton;

7. Make efficient use of existing and proposed infrastructure and provide any necessary supporting infrastructure required as a consequence of development, including where appropriate health, education, recreation, community and green infrastructure provision;

8. Demonstrate that redevelopment proposals would not give rise to unacceptable impacts on the operation, safety, security or future requirements of RAF Brize Norton.

The Council will support the preparation of comprehensive masterplans, a Defence Estate Renewal Framework, development frameworks or other agreed planning mechanisms to guide the coordinated redevelopment of individual sites or groups of sites within the Area of Redevelopment Opportunity. Such frameworks should address housing delivery, Service Family Accommodation requirements, supporting infrastructure, community facilities, environmental enhancement, movement and connectivity, climate resilience and net zero carbon objectives.

Strategic Locations for Growth

8.1.71 To further support the delivery of new homes and jobs in the Carterton Area, the Plan identifies four Strategic Locations for Growth (SLG) as follows:

- Policy CA5 – Land West of Carterton Strategic Location for Growth (SLG)
- Policy CA6 – Land North of Carterton Strategic Location for Growth (SLG)
- Policy CA7 – Land North-East of Carterton Strategic Location for Growth (SLG)
- Policy CA8 – Land East of Brize Norton Strategic Location for Growth (SLG)

8.1.72 These are broad locations which have been identified as being suitable 'in principle' for strategic-scale growth and are illustrated on the Key Diagram. Because of existing infrastructure deficiencies and the need for comprehensive masterplanning the locations are expected to come forward primarily from Year 6 of the plan period onwards although this doesn't preclude earlier delivery where possible. Their identification as broad areas for future growth is consistent with national policy, which recognises the important role of strategic-scale development in meeting longer-term housing, employment and infrastructure needs.

8.1.73 The identification of Strategic Locations for Growth forms an important component of the Plan's overall spatial strategy. Whilst a good proportion of development needs arising during the plan period will be met through existing commitments, site allocations and other opportunities within the built-up areas of the district's towns and villages, the Strategic Locations for Growth provide a framework for accommodating longer-term development requirements (including potentially beyond the plan period) in a planned and coordinated manner, helping to ensure that future growth is aligned with the area's economic role, including its relationship with RAF Brize Norton and the wider A40 corridor.

8.1.74 The identification of these broad locations also provides certainty for infrastructure providers, landowners, developers and local communities regarding the broad pattern and direction of future planned growth.

8.1.75 The Plan includes an overarching policy for each location setting out the type of development expected, for example housing, employment or mixed-use development, together with the anticipated form of development, such as a sustainable urban extension or new village. This is accompanied by a more detailed site development template setting out the key requirements and development principles that must be addressed as proposals evolve.

8.1.76 Development in these locations will be guided by a process of community masterplanning. The draft Plan defines a community masterplan as one which has been informed by a process of demonstrably meaningful and effective community engagement. This approach will help to ensure that local communities, infrastructure providers, key stakeholders and other interested parties are actively involved in shaping the future form, character and delivery of development, including the provision of supporting infrastructure, services, facilities and green infrastructure.

8.1.77 Developers of the four strategic locations for growth will be expected to collaborate on the preparation of masterplans for each area, to ensure that infrastructure provision and place making for the town generally is planned holistically.

8.1.78 For each strategic location, an indicative quantum of anticipated development has been identified. The final scale, form and density of development will be informed by further technical evidence, infrastructure capacity assessments and site-specific masterplanning work.

8.1.79 In particular, future decisions regarding the overall quantum and density of development are expected to be influenced by the progression of Mass Rapid Transit (MRT) proposals and other sustainable transport interventions along the A40 corridor, reflecting the important relationship between planned growth and the delivery of enhanced public transport connectivity. This approach provides flexibility to optimise the use of land in the most sustainable locations whilst ensuring that development remains aligned with the timely provision of supporting infrastructure.

Policy CA5 – Land West of Carterton Strategic Location for Growth (SLG)

8.1.80 As one of the district's principal locations for growth, under Policy SP2, the Carterton area is expected to accommodate significant new development alongside investment in employment opportunities, infrastructure, services and facilities, helping to create a number of self-sustaining and resilient communities. The identification of the land to the west of Carterton's supports the wider ambition of strengthening the town and town centre whilst maintaining the distinct identity of surrounding rural settlements.

8.1.81 The SLG provides an opportunity to deliver a comprehensively planned new village that complements the regeneration and renewal of existing neighbourhoods within Carterton, including former military housing areas, whilst contributing towards meeting identified housing needs. Development should support the vitality and viability of Carterton Town Centre, improve access to services, facilities and employment opportunities, and help create a balanced separate community where more day-to-day needs can be met locally.

8.1.82 A comprehensive community masterplan will be required to ensure that development is delivered in a coordinated manner that in conjunction with the other new settlements also delivers the infrastructure necessary to support growth. This should include high-quality green and blue infrastructure, biodiversity enhancement, public open space, opportunities for recreation and healthy lifestyles, sustainable transport connections and climate-resilient design measures. Development should respond positively to landscape character and the wider setting of Carterton, protecting the separation and individual identity of neighbouring

settlements whilst contributing towards the delivery of a distinctive and attractive new community set in a high quality landscape framework.

Policy CA5 – Land West of Carterton Strategic Location for Growth (SLG)			
Indicative Site Area	125 Ha	**Current Use**	Agriculture
Landowner / Site Promoter	Crest Nicholson		
Overview			
Land West of Carterton is identified as a Strategic Location for Growth for residential-led development in the form of a new village providing up to approximately 800 dwellings where this is demonstrated to be compatible with site constraints, infrastructure capacity, landscape, heritage, biodiversity, flood risk, access, education requirements and a comprehensive community masterplan.			
Development Type	New Village		
Development Requirements			
The development of the SLG must be guided by a comprehensive, community masterplan, supported by an initial development template (attached at Appendix 1), with any such masterplan required to demonstrate how the template has been taken into account. In accordance with Policy DM24, proposed strategic-scale development in this location will be required to assess the potential for including accommodation for travelling communities as part of the overall development mix.			

Policy CA6 – Land North of Carterton Strategic Location for Growth (SLG)

8.1.83 Land north of Carterton is identified as a Strategic Location for Growth that will support the sustainable growth of the town and contribute towards the delivery of homes, infrastructure and community facilities required over the plan period. Building upon existing commitments in the northern part of the town, the allocation provides an opportunity to deliver a well-connected and comprehensively planned new village or villages that reinforces Carterton's role as one of West Oxfordshire's principal settlements.

8.1.84 The allocation will help support the creation of a more prosperous, connected and healthy community through the provision of new homes alongside supporting infrastructure, recreation facilities, public open space and green infrastructure. Development should establish strong links with the town centre and adjoining new and existing settlements, employment areas, schools and community facilities through a network of attractive walking, wheeling and cycling routes and public transport connections that encourage a reduction in reliance on private car travel.

8.1.85 There are a number of important, existing uses in this rural fringe location including the Kilkenny Lane Country Park, the Kilkenny Lane allotments and Carterton Football Club. Any development will therefore be expected to respect and where possible and appropriate, integrate and enhance accessibility to these facilities.

8.1.86 In the case of Carterton Football Club, a number of the club's existing training pitches are currently laid out on land which is owned and being actively promoted for development by a leading housebuilder.

8.1.87 In these circumstances, the Council's expectation is that any proposed development involving land which currently used by the club, must not unreasonably impact upon the functioning of the club (e.g. through replacement provision), pending the delivery of an enhanced facility in an alternative, suitable and accessible location (e.g. as part of a new sports hub for the town).

8.1.88 Development in this location will also be expected to contribute towards the enhancement of green infrastructure networks, including ecological corridors and landscape buffers, helping to maintain the distinct identity of neighbouring settlements and reinforce landscape character. A comprehensive community masterplan will be required to ensure that development is coordinated with infrastructure delivery, biodiversity enhancement, climate resilience measures and longer-term transport improvements, including future opportunities associated with Mass Rapid Transit and mobility hubs.

Policy CA6 – Land North of Carterton Strategic Location for Growth (SLG)			
Indicative Site Area	114 Ha	**Current Use**	Agricultural
Landowner / Site Promoter	David Wilson Homes and Harper Crewe		
Overview			
The Land North of Carterton is identified as a Strategic Location for Growth for residential-led development providing up to approximately 700 dwellings where this is demonstrated to be compatible with site constraints, infrastructure capacity and a comprehensive community masterplan.			
Development Type	New Village/s		
Development Requirements			
The development of the SLG must be guided by a comprehensive, community masterplan, supported by an initial development template (attached at Appendix 1), with any such masterplan required to demonstrate how the template has been taken into account. Any proposed development affecting the land currently in use by Carterton Football Club will be expected to demonstrate how the functioning of the club will not be unreasonably affected (e.g. through replacement provision), pending the delivery of an enhanced facility in an alternative, suitable and accessible location.			

In accordance with Policy DM24, proposed strategic-scale development in this location will be required to assess the potential for including accommodation for travelling communities as part of the overall development mix.

Policy CA7 – Land North East of Carterton Strategic Location for Growth (SLG)

8.1.89 Land north east of Carterton is identified as a major Strategic Location for Growth that will make a substantial contribution towards meeting housing needs and delivering the long-term vision for the Carterton Area.

8.1.90 The allocation represents an opportunity to create a new village or several new villages that supports Carterton's continued evolution as a key service, employment and community hub whilst contributing to wider prosperity of the area and delivering a mobility hub for the Carterton Area.

8.1.91 Development will be expected to deliver a sustainable and well-connected new community incorporating a broad range of housing, supporting services, community facilities, public open space and green infrastructure. Development should be planned to support healthy and active lifestyles and sustainable transport, facilitate social interaction and foster a strong sense of place and identity from the outset. New development should also help reinforce Carterton's economic role by supporting access to employment, skills and training opportunities and improving connectivity to key destinations within the wider area.

8.1.92 A comprehensive community masterplan approach will be required to ensure that development is fully integrated with Carterton and surrounding communities whilst avoiding adverse impacts on landscape character, environmental assets and settlement identity. Significant emphasis should be placed on creating a landscape-led development framework with extensive green infrastructure, biodiversity enhancement, climate-resilient design and sustainable transport connections. Development must be supported by the co-ordinated delivery of necessary education, healthcare, utility, transport and community infrastructure and contribute positively towards the creation of a more self-sustaining, resilient and environmentally responsible community.

Policy CA7 – Land North East of Carterton Strategic Location for Growth (SLG)			
Indicative Site Area	255 Ha	**Current Use**	Agricultural
Landowner / Site Promoter	Christ Church / Savills		
Overview			
Land North-East of Carterton is identified as a Strategic Location for Growth for residential-led development providing approximately 2,000 dwellings in the period to 2043.			

Development Type	New Village/s
Development Requirements	
The development of the SLG must be guided by a comprehensive, community masterplan, supported by an initial development template (attached at Appendix 1), with any such masterplan required to demonstrate how the template has been taken into account. In accordance with Policy DM24, proposed strategic-scale development in this location will be required to assess the potential for including accommodation for travelling communities as part of the overall development mix.	

Policy CA8 – Land East of Brize Norton Strategic Location for Growth (SLG)

8.1.93 Land east of Brize Norton is identified as a Strategic Location for Growth capable of accommodating a new village or villages of strategic significance that supports both the Carterton Area Strategy and the wider Spatial Strategy of the Local Plan. In addition to delivering significant housing growth, the allocation provides an important opportunity to strengthen the local economy through the provision of employment land, helping to address historic patterns of out-commuting and create a more balanced relationship between homes and jobs within the area. The site will also be required to make provision for meeting the needs of travelling communities

8.1.94 The site will support the ambition of creating a more economically diverse and self-sustaining Carterton Area, building upon the strategic importance of RAF Brize Norton and the area's skilled workforce. Development will be expected to provide a comprehensive mix of homes, employment opportunities, green infrastructure, public open space and community facilities whilst supporting investment in sustainable transport and wider infrastructure improvements.

8.1.95 A comprehensive community masterplan will be required to ensure that development is carefully integrated within Brize Norton Parish while protecting the separate identity of settlements including Brize Norton Village itself.

8.1.96 Particular attention must be given to maintaining the individual identity and character of existing settlements, delivering strategic landscape buffers and ecological networks, and protecting the environmental qualities that contribute to the area's distinctiveness.

8.1.97 Given the scale of development proposed, the SLG provides the opportunity to deliver a broad range of significant strategic infrastructure improvements including transport improvements such as the delivery of a new link road to the east of Brize Norton Village, new and enhanced active travel connectivity, biodiversity gain and nature recovery, climate resilience and nature-based solutions whilst delivering a high-quality new community that supports the long-term prosperity and sustainability of the wider area.

Policy CA8 – Land East of Brize Norton Strategic Location for Growth (SLG)			
Indicative Site Area	392 Ha	**Current Use**	Agricultural
Landowner / Site Promoter	Lonestar / KSW		
Overview			
Land East of Brize Norton is identified as a Strategic Location for Growth for residential-led development providing approximately 2,000 dwellings and approximately 10 Hectares of Employment Land.			
Development Type	New Village/s		
Development Requirements			
The development of the SLG must be guided by a comprehensive, community masterplan, supported by an initial development template (attached at Appendix 1), with any such masterplan required to demonstrate how the template has been taken into account. In accordance with Policy DM24, proposed strategic-scale development in this location will be required to assess the potential for including accommodation for travelling communities as part of the overall development mix. Development should be supported by a site specific Infrastructure Delivery Plan.			

Key Infrastructure Requirements for the Carterton Area

8.1.98 The key strategic infrastructure requirements currently anticipated for the Carterton Area include, but are not limited to;

- A new sports hub and associated indoor and outdoor sports facilities serving the wider Carterton Area;
- Additional sports pitches and all-weather artificial turf pitch (ATP) provision to meet future recreational needs;
- Delivery of a Mobility Hub and Mass Rapid Transit (MRT) infrastructure as part of enhanced sustainable transport connectivity along the A40 corridor;
- Upgrades to the sewerage and water supply network, including new and enhanced pumping station infrastructure where required;
- Strategic green infrastructure providing opportunities for recreation, biodiversity enhancement, landscape integration and climate resilience;
- Flood mitigation and sustainable drainage measures to manage surface water and reduce flood risk;
- Additional health infrastructure capacity to support future population growth including enhance primary health care provision;
- Improvements to Carterton Town Centre and public realm to enhance vitality, accessibility and sense of place;
- Enhanced walking, wheeling and cycling connectivity both within the Carterton Area and to surrounding settlements, services and employment locations; and

- Expanded further education and skills training provision to support local residents and the area's economic growth ambitions.
- Provision of a cemetery

8.1.99 The IDP demonstrates that there are no known infrastructure constraints that would prevent the delivery of the Strategic Locations for Growth during the plan period, subject to appropriate phasing and investment.

8.1.100 The Council will continue to work collaboratively with infrastructure providers, delivery agencies, neighbouring authorities, landowners, developers and local communities to refine, coordinate and secure the infrastructure necessary to support planned growth.

8.1.101 Development proposals within the Strategic Locations for Growth will be expected to contribute appropriately towards the delivery of infrastructure requirements having regard to their scale, impacts and viability considerations.

Phasing

8.1.102 Given the scale and strategic nature of the proposed Strategic Locations for Growth, careful consideration must be given to the timing and phasing of development. The Council's approach is founded on the principle that growth should be aligned with the timely provision of infrastructure, services and facilities necessary to support sustainable communities and maintain quality of life for existing and future residents.

8.1.103 The Strategic Locations for Growth are intended primarily to meet medium and longer-term development needs and are not expected to make a significant contribution to housing delivery during the initial five years of the plan period. Instead, the majority of development requirements arising in the early years of the Plan will be met through existing commitments, extant permissions, allocated sites and opportunities within settlements.

8.1.104 This provides an opportunity for the Strategic Locations for Growth to be planned comprehensively and brought forward in a co-ordinated manner, rather than through fragmented or piecemeal development.

8.1.105 A phased approach to delivery will enable the necessary masterplanning, technical assessment, stakeholder engagement and infrastructure planning work to be undertaken before substantial development commences. It will also allow key strategic infrastructure requirements, including transport improvements, Mass Rapid Transit (MRT) proposals, utility network enhancements, education provision, health infrastructure, green infrastructure and flood mitigation measures, to be aligned with the scale and pace of development.

8.1.106 The Council requires development proposals within the Strategic Locations for Growth to demonstrate how the delivery of homes, employment opportunities, community facilities and supporting infrastructure will be coordinated over time. Development should be phased to ensure that infrastructure is provided at the appropriate stage and that the impacts of growth do not exceed the capacity of existing networks and services.

8.1.107 In particular, the timing, scale and density of development will need to take account of the delivery of strategic transport interventions along the A40 corridor and other infrastructure identified through the Infrastructure Delivery Plan and other evidence base work.

8.1.108 The release of development within the Strategic Locations for Growth will therefore be linked to the demonstrated availability of infrastructure capacity, or firm commitments for its delivery, commensurate with the scale and timing of development proposed.

8.1.109 The phased release of Strategic Locations for Growth will also provide flexibility to respond to changing circumstances over the plan period, including evolving infrastructure requirements, funding opportunities, technological advances and future reviews of the Local Plan. This approach supports the creation of well-planned, sustainable and resilient communities whilst ensuring that growth is delivered in a manner that is both achievable and infrastructure-led.

8.1.110 Accordingly, the Council will use planning conditions, planning obligations, infrastructure funding mechanisms and site-specific masterplans, as appropriate, to secure the timely delivery of infrastructure and ensure that development proceeds in accordance with agreed phasing strategies.

8.2 Witney Area Strategy

The Witney Area Today

8.2.1 The Witney Area, for the purposes of the Witney Area Strategy, comprises the town of Witney together with the surrounding parishes of Curbridge, Crawley, Ducklington, Hailey, Minster Lovell and South Leigh. The extent of this area is shown on Figure 8.2 below.

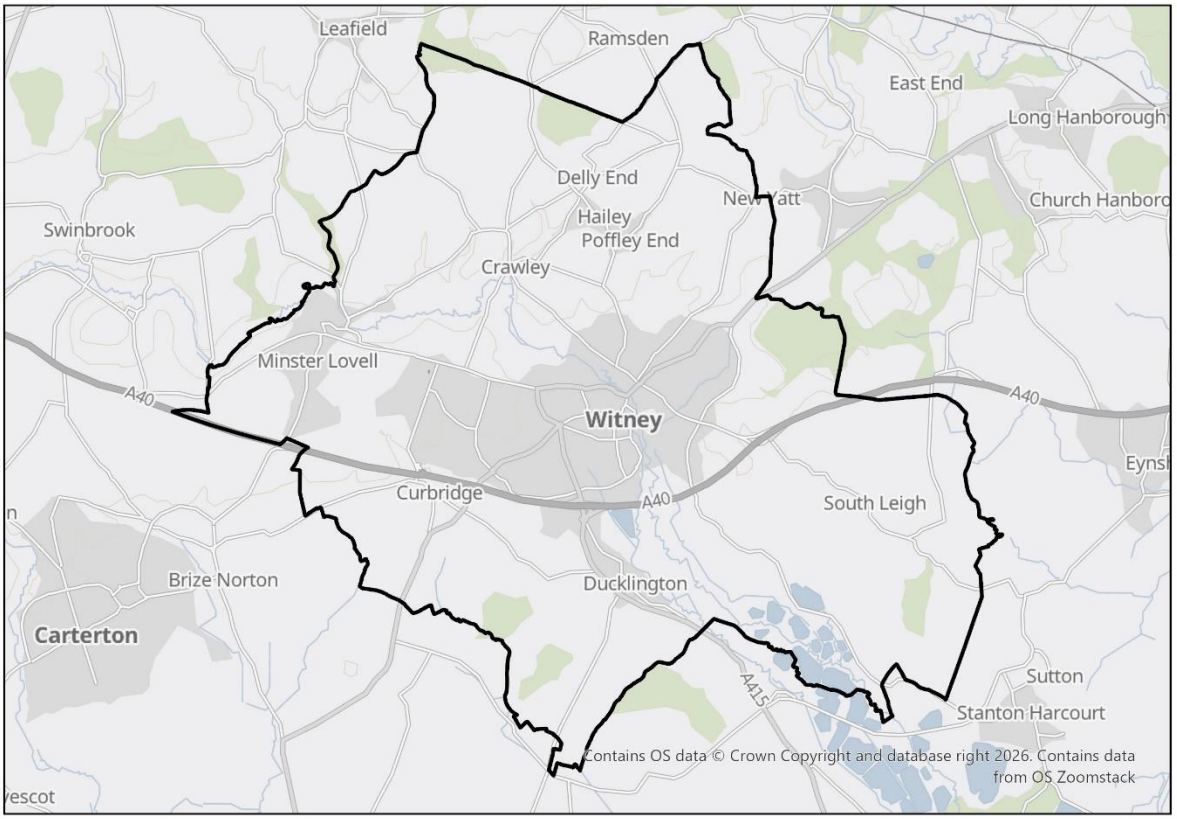


Figure 8.3 – Geographic Extent of the Witney Area Strategy

8.2.2 The area is centred on Witney, West Oxfordshire's largest town and principal economic and service centre. Home to almost 30,000 people, Witney has experienced substantial growth over recent decades, more than doubling in size since the 1980s through major urban extensions including Madley Park, Deer Park and, more recently, Windrush Place. As the district's largest settlement, Witney continues to play a central role in meeting housing, employment, retail and service needs across West Oxfordshire.

8.2.3 The town has a rich heritage rooted in the blanket-making industry, which shaped its historic core, relationship with the River Windrush and architectural character. This legacy remains visible in its attractive streetscape and former mill buildings, many of which have been sensitively converted. The River Windrush, running through the heart of Witney, provides a vital green and ecological corridor but also brings challenges related to flood risk, especially in light of past flood events.

8.2.4 The area benefits from a comprehensive range of services and facilities. Witney functions as the principal retail, leisure, education and healthcare hub for much of West Oxfordshire, serving both residents of the town and surrounding rural communities. The town centre contains a mix of national retailers, independent businesses, cafés, community facilities and public spaces, complemented by destinations such as Marriott's Walk and the Woolgate Centre. The area also benefits from schools, healthcare provision including Witney Community Hospital, sports and leisure facilities, museums, parks and extensive green spaces which make an important contribution to quality of life and wellbeing.

8.2.5 Witney is the district's largest employment location, accounting for around a third of all jobs in West Oxfordshire. The local economy is diverse, with strengths in manufacturing, technology, professional services, retail and logistics. Established employment areas and business parks support a wide range of businesses, including innovative small and medium-sized enterprises with strong links to the wider Oxfordshire knowledge economy. As a result, the area plays a vital role in supporting economic growth and employment opportunities both locally and across the district.

8.2.6 Despite its many strengths, the area faces a number of significant challenges. Traffic congestion remains a longstanding issue, particularly around Bridge Street and the River Windrush crossing, creating delays on key routes including Mill Street, West End, Woodstock Road and Newland. Whilst air quality within the designated Air Quality Management Area has improved in recent years, congestion continues to affect journey times, accessibility and the overall functioning of the town. Access to the A40 corridor remains a particular concern, with congestion affecting connectivity to Oxford and the wider strategic road network

8.2.7 Transport and connectivity are therefore key issues for the future of the area. Whilst Witney benefits from frequent bus services to Oxford and other surrounding settlements, journey times can be slow and unreliable, particularly during peak periods. The town is not served by rail and reliance on private car travel remains relatively high. Walking and cycling infrastructure within the town is comparatively well developed, although opportunities exist to improve connectivity, wayfinding, cycle parking and links to surrounding settlements. Enhanced active travel connections, including improved routes between Witney and Carterton, have been identified as a priority for the future.

8.2.8 Housing need remains high. Witney contains the largest housing stock in West Oxfordshire and continues to be one of the district's most sought-after locations. Whilst opportunities for redevelopment and intensification within the existing urban area remain important, the scope for large-scale development within the town is becoming increasingly limited. Future growth will therefore need to be carefully planned and balanced against environmental constraints including flood risk, landscape sensitivity and the need to maintain the separate identity of neighbouring villages.

8.2.9 The area benefits from a high-quality natural environment which contributes significantly to its character and attractiveness. The surrounding valley landscape, ridgelines, ancient woodland remnants and the wider Windrush Valley provide an attractive setting for the town and its villages. The Lower Windrush Valley Project Area and associated green infrastructure networks represent important ecological, recreational and landscape assets which support biodiversity, nature recovery and public wellbeing.

8.2.10 The surrounding villages each make a distinctive contribution to the character of the area. Settlements such as Ducklington, Curbridge, Hailey and Minster Lovell retain their individual identities and historic character whilst benefiting from their proximity to Witney. Together they provide an important transition between the urban area and the wider countryside, offering attractive residential environments, valued community facilities and access to the rural landscape. Protecting their individual character and avoiding coalescence with Witney will remain an important consideration as the area continues to evolve.

8.2.11 Looking ahead, the Witney Area is well placed to fulfil its role as a key focus for housing, employment, retail and service provision within West Oxfordshire, in line with the overall Spatial Strategy (Policy SP2). Continued investment in transport infrastructure, healthcare, education, flood resilience, green infrastructure, town centre vitality and employment opportunities will be essential to ensuring that future growth is sustainable and that the area remains an attractive, prosperous and resilient place in which to live, work and visit.

Statement of Ambition – The Witney Area in 2043

8.2.12 The Witney Area will play a central role in delivering sustainable growth, economic prosperity and environmental enhancement in West Oxfordshire over the period to 2043.

8.2.13 As the district's principal town and largest settlement, Witney will continue to strengthen its role as the main focus for housing, employment, retail, leisure and service provision, supporting both its own residents and the wider network of villages and rural communities across West Oxfordshire.

8.2.14 Growth will be carefully planned and coordinated across the wider area, combining the efficient use and renewal of land within the existing urban area with well-designed and sustainable urban extensions and new villages. New development will create distinctive communities with a strong sense of place, supported by the homes, jobs, services, community facilities and infrastructure needed to meet the needs of existing and future generations.

8.2.15 Whilst accommodating future growth, development will be planned in a way that respects the area's rich historic character, the setting of the River Windrush, the surrounding landscape and the individual identity of neighbouring villages. Important environmental assets, including the Windrush Valley and wider green infrastructure network, will be protected and enhanced, helping to maintain the distinctive character of the area whilst supporting nature recovery, climate resilience and public wellbeing.

8.2.16 A key ambition for the area is to create a more sustainable and self-contained community. Building on its position as West Oxfordshire's principal employment location, Witney will strengthen its role as a centre for innovation, enterprise and business growth. Investment in employment opportunities, modern business space and digital infrastructure will support a diverse local economy, helping to reduce out-commuting, attract inward investment and create high-quality employment opportunities for residents.

8.2.17 Witney town centre will remain at the heart of the area's economic, social and cultural life. Opportunities will be taken to strengthen its vitality and viability through investment in public spaces, independent and national retail provision, leisure and cultural activities, hospitality and community services. The town centre will continue to evolve as an attractive and accessible destination, serving both local communities and visitors whilst retaining its distinctive market town character.

8.2.18 The area will be a place where healthy and active lifestyles are supported through high-quality environments, accessible services and strong community infrastructure. Investment in healthcare, education, community facilities, sport, recreation and green spaces will help ensure that growth is matched by the infrastructure needed to support a growing population. Particular emphasis will be placed on improving access to high-quality open spaces, leisure facilities and opportunities for recreation, health and wellbeing.

8.2.19 With investment in low-carbon transport, modern infrastructure including a mass rapid transport link to Oxford, and accessible services, Witney will reduce its dependency on car travel, easing congestion and improving air quality. Growth will be shaped sensitively around the town's landscape and heritage, ensuring the character of both Witney and surrounding villages is respected. Addressing transport and connectivity challenges will be fundamental to the area's future success. A comprehensive and integrated approach to transport infrastructure will seek to reduce congestion, improve accessibility and provide greater travel choice. Communities will benefit from enhanced walking, wheeling and cycling networks, improved public transport services and strategic investment in transport infrastructure, including improved connectivity along the A40 corridor.

8.2.20 Climate action and environmental sustainability will underpin future growth across the area. New development will be expected to achieve high standards of environmental performance, support the transition to a low-carbon economy and contribute towards net-zero ambitions. Investment in green infrastructure, biodiversity enhancement, flood resilience and sustainable drainage will help ensure that the area is well equipped to respond to the challenges of climate change whilst creating more attractive and resilient places.

8.2.21 Through a combination of carefully planned growth, infrastructure investment, town centre renewal, economic development and environmental enhancement, the Witney Area will continue to evolve as a thriving, connected and sustainable market town area, making a significant contribution to the long-term economic, social and environmental success of the district whilst retaining its intrinsic qualities and characteristics.

Strategic Development Framework for the Witney Area

8.2.22 Building on the area profile and statement of ambition above, Policy WIT1 provides a framework for managing growth across Witney and the surrounding parishes of Curbridge, Crawley, Ducklington, Hailey, Minster Lovell and South Leigh to 2043.

8.2.23 The framework recognises Witney's role as West Oxfordshire's principal town and a key focus for future growth under the Plan's Spatial Strategy (Policy SP2). It seeks to ensure that future growth strengthens Witney's role as a sustainable and prosperous market town whilst addressing the infrastructure, transport, environmental and climate-related challenges associated with continued growth.

8.2.24 The framework focuses on strengthening Witney's role as the district's principal service and employment centre, supporting a vibrant and successful town centre, improving connectivity and accessibility, reducing congestion, enabling sustainable patterns of development, protecting the character and identity of surrounding villages, enhancing the River Windrush corridor and wider green infrastructure network, and ensuring that growth is accompanied by the infrastructure, services and investment necessary to maintain quality of life, environmental quality and economic prosperity.

8.2.25 The Council will work proactively with infrastructure providers, Oxfordshire County Council, landowners, developers, local communities and other partners to secure the coordinated delivery of development, transport improvements, infrastructure investment and environmental enhancements in accordance with this framework.

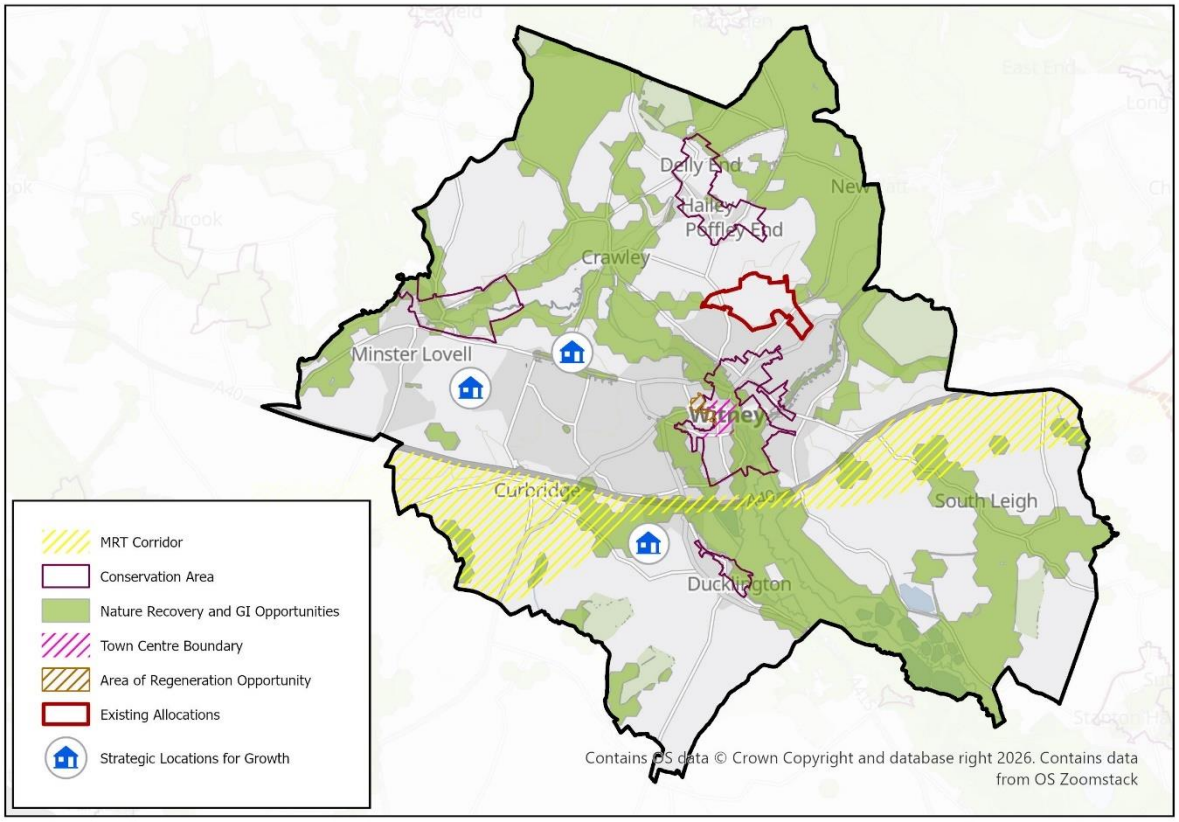


Figure 8.4 – Witney Strategic Development Framework

Policy WIT1 – Strategic Development Framework for the Witney Area

Development proposals within the Witney Area will be supported where they contribute positively towards the delivery of the following objectives, having regard to their scale, nature and location:

1. **Strengthening Witney's role as West Oxfordshire's principal town**

    a. Supporting Witney's role as the district's primary centre for housing, employment, retail, leisure, cultural, health and community services;

    b. Maintaining and enhancing the vitality, viability and attractiveness of Witney town centre as the focus for shopping, business, community activity, culture, entertainment and civic life;

    c. Supporting investment in a diverse and resilient local economy, including opportunities for innovation, technology, professional services, creative industries, advanced manufacturing and other growth sectors;

    d. Encouraging employment development that reduces the need for out-commuting and strengthens the relationship between homes, jobs and services.

2. **Delivering sustainable growth supported by infrastructure**

    a. Prioritising opportunities for regeneration, redevelopment and the efficient use of previously developed and underutilised land within the existing built-up area wherever appropriate;

    b. Accommodating strategic growth through well-planned urban extensions and new communities where required, ensuring that development reflects the character and setting of the area;

    c. Delivering a range of homes that meet identified local needs, including affordable housing, homes for younger households, specialist accommodation and housing suitable for older people and the travelling community;

    d. Ensuring that growth is aligned with the timely delivery of transport, education, healthcare, utilities, wastewater, digital and community infrastructure.

3. **Creating a connected and accessible Witney Area**

    a. Supporting measures that improve movement within Witney and between Witney, surrounding villages and the wider area;

    b. Supporting the delivery of an integrated and sustainable transport network in accordance with the Oxfordshire Local Transport and Connectivity Plan (LTCP), Witney Local Cycling and Walking Infrastructure Plan (LCWIP), Lowlands Movement and Place Plan and other relevant transport strategies;

    c. Delivering improvements to walking, wheeling and cycling networks, including strategic active travel corridors, improved public realm, enhanced crossing points, secure cycle parking and mobility hubs, particularly where they improve access to

employment areas, schools, community facilities, the town centre and neighbouring settlements;

d. Supporting investment that reduces congestion and improves journey time reliability, particularly on routes affected by pressure associated with the River Windrush crossing and the A40 corridor;

e. Supporting enhancements to public transport, including improved bus services, zero-emission buses, bus priority measures, mobility hubs, Mass Rapid Transit infrastructure and improved connections to Oxford, Carterton and other key destinations;

f. Enabling the provision of electric vehicle charging infrastructure, shared mobility solutions and other measures that support the transition to lower-carbon travel;

g. Promoting patterns of development that reduce reliance on private car travel and encourage sustainable travel choices.

4. Protecting and enhancing the River Windrush and natural environment

a. Protecting and enhancing the River Windrush corridor as a key landscape, biodiversity, recreational and green infrastructure asset;

b. Delivering an integrated network of green and blue infrastructure that connects communities with the wider countryside and supports biodiversity recovery, recreation and health and wellbeing;

c. Supporting development that contributes positively towards climate adaptation, flood risk management, sustainable drainage and water resource efficiency;

d. Conserving and enhancing landscape character, ecological assets, important views and the setting of the Cotswolds National Landscape where relevant.

5. Conserving heritage and local distinctiveness

a. Conserving and enhancing Witney's historic character, including its market town heritage, blanket industry legacy, historic core and riverside setting;

b. Ensuring that new development responds positively to local character and creates attractive, distinctive and well-designed places;

c. Safeguarding the separate identity and character of surrounding villages including Curbridge, Ducklington, Hailey, Minster Lovell, Crawley and South Leigh;

d. Preventing inappropriate coalescence of settlements and maintaining important areas of open countryside that contribute to local identity and landscape character.

6. Supporting healthy, inclusive and resilient communities

a. Supporting investment in healthcare, education, sport, leisure, community and cultural facilities to meet the needs of existing and future residents;

b. Enhancing opportunities for healthy and active lifestyles through the provision of accessible open spaces, recreation facilities, active travel routes and high-quality public realm;

c. Supporting the enhancement and modernisation of key community infrastructure, including leisure and recreation facilities where a need is identified;

d. Delivering safe, inclusive and accessible neighbourhoods that promote social interaction, community cohesion and wellbeing;

e. Ensuring that the benefits of growth are shared across the wider Witney Area, including surrounding villages and rural communities.

Witney Town Centre

8.2.26 Witney Town Centre is the principal commercial, cultural and civic centre in West Oxfordshire and performs a vital role within the district's network of centres. As the district's largest town, it serves a wide catchment extending beyond the town itself and provides an important focus for shopping, employment, services, leisure, culture and community activity. The town centre's attractive historic environment, strong independent retail offer, regular markets and range of visitor attractions make it one of the district's most distinctive and successful centres.

8.2.27 The town centre benefits from a diverse mix of national retailers, independent businesses, cafés, restaurants, community facilities and public services centred on the High Street, Market Square, Woolgate Centre, Marriotts Walk, Corn Street and surrounding streets. Vacancy rates remain comparatively low and the centre continues to perform an important role as a destination for residents, workers and visitors. Its historic character, shaped by the town's blanket-making heritage and market town origins, provides a strong sense of identity and contributes significantly to its attractiveness and economic success.

8.2.28 Despite these strengths, Witney Town Centre faces many of the challenges affecting town centres nationally. Changing shopping habits, the growth of online retail, competition from larger centres such as Oxford and Bicester, and changing expectations regarding leisure, culture and public space require the centre to continue evolving. Whilst the centre remains healthy overall, there are opportunities to make better use of vacant and underutilised premises, diversify uses, strengthen the evening economy and improve the quality of the public realm.

8.2.29 Accessibility and movement are also important considerations. Whilst the town centre is relatively compact and walkable, traffic congestion, the quality of some pedestrian environments and the need for improved connections between key destinations can affect its attractiveness and ease of use. Consultation on the Local Plan has highlighted the importance of focusing on movement within Witney itself, including improvements to walking, wheeling, cycling, public transport access and the overall quality of streets and public spaces.

8.2.30 Significant investment is already planned through Oxfordshire County Council's Witney High Street and Market Square enhancement scheme. This project will deliver improvements to the public realm, including wider and improved footways, new seating, trees and planting, enhanced accessibility, upgraded public transport facilities, improved crossing opportunities and changes to the Welch Way junction. Together, these measures will help create a safer, more attractive and welcoming town centre environment that supports local businesses, markets, visitors and community activity whilst respecting Witney's historic character.

8.2.31 Looking ahead, the continued growth of the wider Witney Area presents a significant opportunity to strengthen the town centre's role as the district's principal centre. New investment can help support local businesses, improve public spaces, encourage a broader mix of retail, leisure, cultural and community uses and create a more vibrant and resilient destination that remains attractive throughout the day and evening.

8.2.32 Through a combination of public realm enhancement, heritage-led regeneration, improved accessibility and a more diverse mix of uses, Witney Town Centre has the potential to reinforce its position as the commercial, cultural and civic heart of West Oxfordshire whilst retaining the qualities that make it a distinctive and attractive market town centre.

Key Priorities

8.2.33 Key priorities for Witney Town Centre include:

- Maintaining and strengthening Witney's role as West Oxfordshire's principal town centre and commercial hub;
- Supporting a diverse and resilient mix of retail, leisure, hospitality, cultural, community and service uses that respond to changing consumer behaviour and market conditions;
- Enhancing the vitality and viability of the High Street, Market Square, Corn Street, Welch Way, Woolgate Centre and Marriotts Walk as complementary parts of a successful town centre;
- Delivering the planned High Street and Market Square enhancement scheme and securing complementary investment in the wider public realm, including improved accessibility, seating, planting, wayfinding and public spaces;
- Improving walking, wheeling, cycling and public transport access and strengthening connections between key destinations within the town centre;
- Supporting the adaptive re-use and regeneration of vacant, underutilised or opportunity sites through high-quality mixed-use development;
- Conserving and enhancing the historic environment, including the Conservation Area, listed buildings and the town's blanket-making heritage;

- Supporting a vibrant, safe and inclusive evening economy and a year-round programme of markets, events and cultural activities;
- Strengthening Witney's role as a visitor destination through heritage interpretation, improved visitor facilities and better connections between key attractions; and

- Supporting climate resilience through urban greening, biodiversity enhancement, sustainable drainage and low-carbon design.

A Strategy for Witney Town Centre

8.2.34 Building on the Strategic Development Framework for the Witney Area (Policy WIT1), the purpose of Policy WIT2 is to maintain and enhance Witney Town Centre as the principal commercial, cultural and civic centre in West Oxfordshire, ensuring that it continues to serve the needs of residents, businesses, visitors and surrounding communities.

8.2.35 The policy seeks to support a vibrant, diverse and resilient town centre that responds positively to changing economic, retail and social trends whilst reinforcing the qualities that make Witney a distinctive and attractive market town. It promotes investment in the built environment, public realm, heritage assets and community infrastructure, whilst encouraging a broader mix of retail, leisure, cultural, community, employment and residential uses that support activity throughout the day and evening.

8.2.36 A key priority will be the delivery of high-quality public realm and accessibility improvements, including Oxfordshire County Council's planned High Street and Market Square enhancement scheme and complementary improvements elsewhere within the town centre. Together, these measures will help create a more attractive, accessible and people-focused environment, improve connections between key destinations, support sustainable travel choices and enhance the overall visitor and customer experience.

8.2.37 The policy also seeks to strengthen Witney's role as a visitor destination and cultural centre, building on its historic market town character, blanket-making heritage, regular markets, independent businesses and proximity to the Cotswolds. Opportunities for heritage-led regeneration, the re-use of vacant and underutilised buildings, town centre living and the enhancement of key spaces such as the High Street, Market Square, Corn Street and Welch Way will be supported where they contribute positively to the vitality, viability and attractiveness of the town centre.

8.2.38 Through a combination of investment, public realm enhancement, heritage-led placemaking, sustainable transport improvements and a more diverse range of uses and activities, Witney Town Centre will continue to evolve as a thriving and distinctive destination at the heart of West Oxfordshire, supporting the long-term prosperity, wellbeing and identity of the wider Witney Area.

Policy WIT2 – Witney Town Centre

1. Witney town centre will be maintained and enhanced as the principal town centre in West Oxfordshire, serving as the primary hub for commercial, retail, community, leisure, cultural, visitor and evening activity within the district.

2. Development will support a diverse and resilient town centre economy, deliver high-quality placemaking and public realm improvements and enhance the accessibility and historic character of Witney.

3. Development proposals within the town centre will:

    a. Support a strong and diverse retail and service offer, with an emphasis on the High Street as the primary pedestrian spine linking the Woolgate Centre and Marriotts Walk, including protection of the defined Primary Shopping Area for active town centre uses.

    b. Promote the vitality of secondary areas including Market Square, Corn Street and Welch Way by delivering a broad mix of retail, leisure, hospitality, community and cultural uses. Where planning permission is required, proposals leading to harmful concentrations of single uses or the loss of active ground floor frontages will be resisted.

    c. Enable flexible and adaptive reuse of vacant units to respond to market trends and changing consumer and community needs, including mixed-use schemes with co-working, community facilities, healthcare, residential uses, pop-ups, youth facilities and cultural uses, where consistent with town centre function and amenity.

    d. Enhance the Market Square and High Street as a multi-functional civic space and cultural heart of the town, supporting regular markets, seasonal events, performance and community activities and acting as a focal point for inclusive community life. Where relevant, proposals should support 'events-ready' public realm. For example, flexible space, power/water provision, lighting and seating, without harming the significance of heritage assets.

    e. Support sensitive and appropriately scaled redevelopment opportunities, including along Welch Way, maintain or improve pedestrian permeability, reinforce key frontages and respect historic context and townscape character.

    f. Conserve and enhance Witney's historic character, particularly the Witney Conservation Area and listed buildings, through high-quality design, materials, and heritage-led placemaking.

    g. Support investment in and delivery of public realm improvements, including decluttering of signage, enhancements to surfacing, seating, greenery and street trees, lighting, and pedestrian and cycling accessibility, to create welcoming, legible and inclusive streets and spaces, particularly in and around the High Street, Market Square and Corn Street. Proposals should incorporate, or safeguard the ability to incorporate, wayfinding and other measures that improve legibility for residents and visitors.

    h. Promote active and sustainable travel, including improved walking, wheeling, cycling and public transport access, supported by public realm investment and the

delivery of the Oxfordshire County Council-funded High Street and Market Square improvement scheme. Development proposals should integrate with, contribute towards where appropriate, and not prejudice the delivery or effectiveness of these improvements

i. Ensure accessible and well-integrated town centre infrastructure, including safe walking and cycling routes, appropriate car parking provision and management, electric vehicle charging, improved bus interchange and clear wayfinding. Development should also support visitor facilities such as a coach drop-off and a future visitor centre, and, where relevant, provide workable servicing and loading arrangements that minimise harm to amenity, pedestrian priority areas and heritage streetscapes.

j. Support a vibrant, diverse and inclusive evening economy, including initiatives that improve safety, extend the hours and range of activity, and broaden the cultural and leisure offer in pursuit of Purple Flag accreditation. Where relevant, proposals should demonstrate how impacts, including noise, servicing, litter and dispersal, will be appropriately managed, and how inclusive access and personal safety have been considered in the design of routes and spaces.

k. Protect the distinct historic character of the Buttercross/Church Green area, with proposals for intensified commercial or retail activity in this area resisted unless incidental to the main permitted use.

l. Enable climate resilience and sustainability, including the incorporation of greening, sustainable drainage, and low-carbon measures into town centre schemes where these also deliver public realm, biodiversity and townscape benefits.

m. Support Witney's role as a visitor and cultural destination, encouraging development and initiatives that strengthen the town centre's tourism, leisure and cultural offer, drawing on its historic character, riverside setting, proximity to the Cotswolds and role as the principal town centre in the district. Proposals should improve visitor legibility and interpretation, including links between key destinations and heritage assets, and align with wider district marketing and visitor strategies so that Witney's success complements the role of other centres and rural settlements.

Policy WIT3 – Windrush Valley

8.2.39 The Windrush Valley is one of West Oxfordshire's most important environmental, landscape and heritage assets. Extending from the Cotswold uplands in the west through Burford and Witney to the Lower Windrush Valley in the east, the valley provides a distinctive setting for many of the district's settlements and contains a rich network of habitats, historic landscapes, watercourses and recreational assets.

8.2.40 The River Windrush and its tributaries form the backbone of a connected green infrastructure network that supports biodiversity, landscape character, recreation, tourism and community wellbeing. The valley contains extensive floodplain habitats, water meadows, wetlands, gravel pit restoration sites, historic mills, bridges and archaeological features, many of which make an important contribution to local distinctiveness and environmental quality.

8.2.41 The valley also performs a critical role in water management. Its floodplains help to store water, reduce flood risk and support wider catchment processes. At the same time, the River Windrush faces ongoing pressures associated with water quality, habitat fragmentation, climate change and development pressures. Protecting and enhancing the ecological health and functioning of the valley is therefore essential to the long-term resilience of both the river and the communities it supports.

8.2.42 Within Witney, the River Windrush forms a defining feature of the town's character and identity. The Windrush in Witney Project recognises the river corridor and associated floodplain landscape as a strategic environmental asset, providing an important setting for the town whilst supporting biodiversity, recreation, heritage and public wellbeing. The project promotes the conservation and enhancement of the area's landscape character, ecological value, historic water meadows, cultural heritage and public access network through a coordinated and long-term management approach. These objectives remain highly relevant and continue to provide an important framework for future investment, restoration and development affecting the river corridor.

8.2.43 The Lower Windrush Valley Project aims to improve nature conservation, land management and public access throughout the gravel extraction areas to the south of Witney and Ducklington. The Project helps to manage two nature reserves restored from gravel workings and works with local landowners and communities to improve access, biodiversity and landscape in the valley. The reserve has a variety of habitats including lakes with gently sloping banks, extensive gravel beaches and shallow areas that benefit a range of wildlife.

8.2.44 Where applicable, particularly in close proximity to project areas, development will be expected to have regard to the aims and objectives of the Windrush in Witney Project and Lower Windrush Valley Project and where appropriate, make a positive contribution either directly as part of the development or through an appropriate financial contribution.

8.2.45 The Council will support a landscape-scale approach to the conservation, restoration and enhancement of the Windrush Valley, recognising its importance for nature recovery, climate resilience, flood management, heritage conservation, recreation and public enjoyment. Development and land management proposals should contribute positively to these objectives whilst respecting the distinctive landscape character of the valley and its role within the wider environmental network of West Oxfordshire.

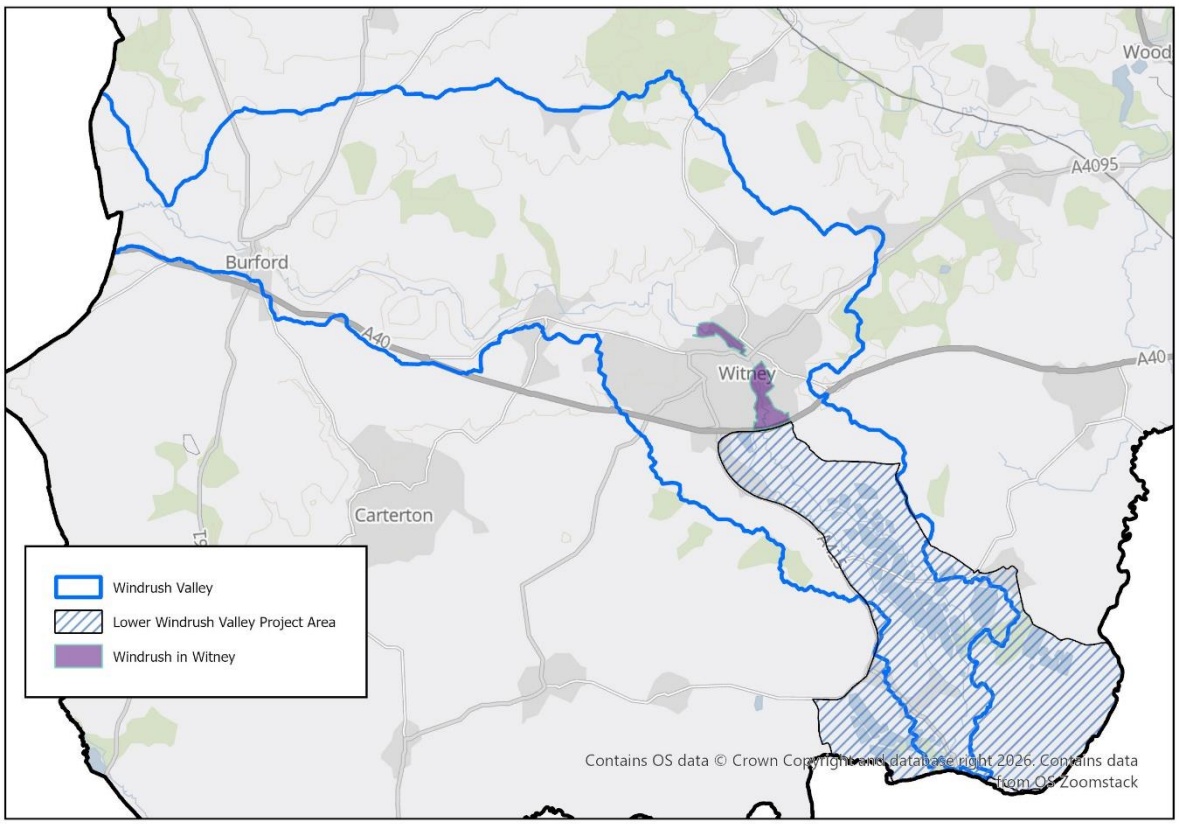


Figure 8.4 – Windrush Valley and Project Areas

Policy WIT3 – Windrush Valley

1. Within the Windrush Valley, as defined on the Policies Map, development and land management proposals will be supported where they conserve and enhance the valley's landscape, ecological, hydrological, heritage and recreational value.

2. Where relevant and applicable to the scale and form of development proposed, proposals must:

    a. Conserve and enhance the landscape character, scenic quality and visual amenity of the Windrush Valley, having regard to relevant Landscape Character Assessments and, where applicable, the setting of the Cotswolds National Landscape.

    b. Protect, restore and enhance ecological networks, priority habitats, river corridors and green and blue infrastructure, contributing to nature recovery and improved ecological connectivity.

    c. Protect and enhance the ecological and hydrological functioning of the River Windrush and its tributaries, including measures to improve water quality, reduce pollution, support natural river processes and maintain floodplain connectivity.

d. Avoid development that would result in the loss, fragmentation or deterioration of floodplain habitats, wetland habitats or areas important for natural flood management, unless it can be demonstrated that there would be no unacceptable adverse effects and appropriate mitigation and enhancement measures are secured.

e. Conserve and enhance heritage assets, archaeological remains, historic landscapes and other features that contribute to the cultural significance and distinctiveness of the valley.

f. Demonstrate how long-term management and maintenance arrangements will secure the ongoing delivery of ecological, landscape and water management objectives.

3. Particular support will be given to proposals that:

a. Contribute towards landscape-scale habitat creation, restoration or enhancement consistent with the Oxfordshire Local Nature Recovery Strategy, Catchment Based Approach priorities and relevant conservation or restoration strategies.

b. Restore former mineral workings and other previously disturbed land to create wetlands, species-rich grasslands, accessible natural greenspace and other multi-functional habitats.

c. Improve public access, recreation and interpretation where compatible with ecological, landscape and heritage interests.

d. Contribute to flood resilience through natural flood management and catchment-based approaches to water management.

Development proposals that would result in significant harm to the ecological integrity, floodplain function, landscape character or heritage significance of the Windrush Valley, either individually or cumulatively, will not be supported.

Priority Growth Locations

8.2.46 A key component of the Witney Area Strategy is to provide clarity on where future growth and investment will be focused over the plan period to 2043. The scale of development proposed for the Witney Area reflects its role as one of the most sustainable locations in West Oxfordshire for accommodating growth and its importance as a key service, employment and community centre.

8.2.47 The strategy seeks to ensure that growth is delivered in a coordinated and infrastructure-led manner that supports the continued evolution of Witney whilst protecting the character and identity of surrounding villages and enhancing the area's environmental assets.

8.2.48 Future development will contribute towards the delivery of new homes, employment opportunities, infrastructure, community facilities, green infrastructure and sustainable transport improvements, helping to create a more self-sustaining, prosperous and resilient place.

8.2.49 The priority growth locations identified below are based on four main components:

- Major existing commitments of 10+ homes and 1,000 sqm+ commercial floorspace
- Extant West Oxfordshire Local Plan 2031 site allocations
- Welch Way Area of Redevelopment Opportunity (ARO)
- Strategic Locations for Growth (SLG)

8.2.50 Major existing commitments are sites that as of 1st April 2026, have planning permission or a resolution to grant planning permission for more than 10 homes or 1,000 sqm of commercial floorspace. These are effectively already in the development 'pipeline' and are expected to make an important contribution towards meeting local and wider housing, employment and infrastructure needs. They are included below for information with the residential permissions reflected in the housing trajectory at Appendix 2.

8.2.51 Extant site allocations are those site allocations from the adopted Local Plan 2031 which have not yet secured planning permission including land at North Witney and the Woodford Way Car Park in Witney.

8.2.52 The Welch Way Area of Redevelopment Opportunity (ARO) reflects the 'brownfield first' commitment of the Plan's overall Spatial Strategy (Policy SP2) and the Witney Strategic Development Framework (Policy WIT1). It establishes a supportive policy framework to enable and guide the potential future redevelopment, regeneration and enhancement of land and buildings where opportunities arise within a defined area of land at Welch Way, Witney.

8.2.53 The Strategic Locations for Growth (SLG) comprise three broad locations which are illustrated on the Plan's Key Diagram and have been identified as being suitable areas within which to accommodate strategic-scale housing and employment growth in the period up to 2043 and potentially beyond.

Major Existing Planning Commitments (10 or more homes)

8.2.54 Major existing commitments with planning permission or resolution to grant planning permission in the Witney area as of 1st April 2026 include the following:

- 450 Dwellings – Land south-east of Oxford Hill, Witney (20/02654/OUT)
- 134 Dwellings – Land East of Minster Lovell (22/03240/OUT)
- 36 Dwellings – Land south of Standlake Road, Ducklington (25/00423/OUT)
- 75 Dwellings – Land at Windrush Place, Witney (21/03342/FUL)
- 75 Dwellings – Land west of Downs Road, Witney (21/03342/OUT)
- 39 Dwellings – Land east of Isabelle Spencer Way, Witney (23/01203/RES)

8.2.55 The most significant of these is the land south-east of Oxford Hill (450 homes). The site was allocated in the adopted Local Plan 2031 as the 'East Witney Strategic Development Area (SDA)' to accommodate a 'sustainable, integrated community that forms a positive addition to Witney'.

8.2.56 The site secured outline planning permission in July 2024 and is currently being actively marketed ahead of a detailed reserved matters application being submitted. The expected delivery timetable is reflected in the housing trajectory at Appendix 2.

8.2.57 A key pre-requisite of the East Witney allocation was the need for development to be phased in accordance with essential infrastructure - in particular improvements to the Shore's Green junction onto the A40. Having secured a combination of developer and central Government funding, Oxfordshire County Council is currently in the process of delivering those improvements with construction well advanced and the junction scheduled to open in summer 2026.

Extant West Oxfordshire Local Plan 2031 site allocations

8.2.58 The majority of site allocations identified in the adopted West Oxfordshire Local Plan 2031 have been completed, are under construction or have secured planning permission and due to commence shortly.

8.2.59 Within the Witney Area, there are however two site allocations which are yet to come forward including the North Witney Strategic Development Area (SDA) and Woodford Way Car Park. Both are being actively progressed and the current position for each site is briefly outlined below.

North Witney Strategic Development Area (SDA)

8.2.60 The North Witney SDA is allocated in the adopted Local Plan 2031 for a sustainable urban extension of Witney, accommodating around 1,400 homes, with comprehensive development led by an agreed masterplan and development to be phased in accordance with timing of provision of supporting infrastructure including the essential delivery of the West End Link (WEL) and Northern Distributor Road (NDR).

8.2.61 The site is being actively promoted by the North Witney Land Consortium with an outline planning application having been submitted in February 2024 (24/00482/OUT). The application is for residential led mixed-use development including a new primary school, community space, northern distributor road and provision of public open space with associated infrastructure.

8.2.62 The outline application is supported by an illustrative masterplan which is based on a housing capacity assumption of 1,250 homes – slightly less than the 1,400 homes identified in the Local Plan. This reduction is a result of more detailed technical assessment undertaken as part of the planning application process and also reflects the fact that the current application does not include the part of the allocation west of Hailey Road.

8.2.63 In response to concerns raised in relation to flood risk and transport, the consortium has recently submitted a revised package of application documentation which, at the time of writing, is currently the subject of a period of statutory consultation.

8.2.64 Following this, it is anticipated that the application will be able to be determined later in the year.

8.2.65 Because active progress is being made with bringing the North Witney SDA allocation forward, it will not be superseded by a new policy within this Plan. As such, the existing site allocation policy from the adopted 2031 Local Plan will remain extant for the purposes of decision-making.

8.2.66 Without prejudice to the determination of the current outline planning application, in relation to the overall housing land supply, it has been assumed that 1,250 homes are capable of being delivered in the period to 2043 as set out in the housing trajectory attached at Appendix 2.

Woodford Way Car Park

8.2.67 Woodford Way is a much smaller, non-strategic site allocation of 50 homes. The site is currently in active use as a surface level car park and provides the opportunity for the redevelopment of a brownfield site in a highly sustainable location close to Witney Town Centre.

8.2.68 The District Council owns the site and is making active progress towards the preparation and submission of a planning application for a scheme of 100% new affordable homes, together with the retention of an appropriate quantum of public parking spaces.

8.2.69 As with the North Witney SDA, because active progress is being made, the existing site allocation for Woodford Way will not be superseded by the new Local Plan 2043 and will therefore remain extant for the purposes of decision-making.

8.2.70 In terms of the overall housing land supply, it has been assumed that 50 homes are capable of being delivered in the period to 2043 as set out in the housing trajectory attached at Appendix 2.

Welch Way Area of Redevelopment Opportunity (ARO)

8.2.71 The Welch Way Area of Redevelopment Opportunity (ARO) occupies a highly accessible location on the edge of Witney town centre and contains a diverse mix of uses including community facilities, public services, healthcare / hospital facilities, employment uses, commercial premises, telecommunications infrastructure and public car parking.

8.2.72 The area includes the Woodford Way Car Park outlined above, together with a wider collection of sites to the south. Collectively, this potential area of future regeneration presents a significant, longer-term opportunity to improve the functionality and viability of the wider Witney town centre.

8.2.73 The area performs an important role in serving the town and surrounding communities and represents one of the most significant brownfield regeneration opportunities within central Witney. Its location adjacent to the town centre, close to shops, services, employment opportunities and public transport, makes it particularly well suited to the delivery of sustainable development.

8.2.74 There is strong potential to make more efficient use of land, enhance and diversify public services, increase town centre living, improve the quality of the built environment and public realm, and strengthen connections between the town centre and surrounding neighbourhoods.

8.2.75 Redevelopment and regeneration within the area could provide opportunities to modernise ageing buildings, consolidate community services where appropriate, improve operational efficiency and create development capacity for new homes, employment space, community uses including healthcare and other town centre activities. The Council will support proposals that demonstrate how existing facilities can be retained, enhanced or appropriately re-provided whilst also delivering wider regeneration and economic benefits.

8.2.76 Given the variety of land uses, ownerships and operational requirements within the area, redevelopment is likely to come forward incrementally over an extended period.

8.2.77 Different sites may progress at different times depending on the aspirations of landowners and occupiers, service requirements, funding opportunities and market conditions.

8.2.78 The Welch Way ARO is therefore intended to provide a flexible and positive framework that supports coordinated change where opportunities arise rather than prescribing a fixed redevelopment scheme.

8.2.79 Importantly, the designation of the ARO does not in any way imply that any existing landowner, occupier or service provider will be required to relocate or cease operations. Rather, it recognises that over the plan period opportunities may arise through investment decisions, operational changes, service modernisation, redevelopment proposals, land assembly or partnership working that could facilitate more efficient and co-ordinated use of land.

8.2.80 The Council will encourage collaboration between landowners, infrastructure providers, public sector bodies and other stakeholders to explore opportunities for regeneration, land assembly and service integration.

8.2.81 Comprehensive planning across multiple sites may help unlock wider benefits including improved public spaces, enhanced connectivity, more efficient use of land, greater development viability and improved service provision.

8.2.82 Future proposals should contribute towards the creation of a vibrant, inclusive and sustainable town centre environment. Development should deliver high standards of design, support active travel, incorporate green infrastructure and biodiversity enhancements, respond appropriately to flood risk considerations and conserve the historic character and significance of the area, including its relationship with the Witney Conservation Area and surrounding heritage assets.

8.2.83 In the longer term, the Welch Way ARO has the potential to accommodate a significant amount of residential-led mixed-use development whilst modernising and enhancing the important civic, community and commercial functions that currently serve the town.

8.2.84 The precise scale, form and mix of development will be determined through future master planning, stakeholder engagement, detailed technical assessments and the aspirations of individual landowners and occupiers.



Figure 8.5 – Welch Way Area of Redevelopment Opportunity (ARO)

Policy WIT4 – Land at Welch Way Area of Redevelopment Opportunity (ARO)

1. The Welch Way Area of Redevelopment Opportunity, as identified on the Policies Map, is designated as a location where opportunities for regeneration, redevelopment, intensification and environmental improvement will be supported where they contribute towards the quality of life of residents and the vitality, viability and sustainability of Witney.

2. The Council will support the comprehensive or phased redevelopment, regeneration and enhancement of land and buildings within the Area of Redevelopment Opportunity where opportunities arise through redevelopment proposals, investment decisions, service reconfiguration, land assembly or other initiatives.

3. Proposals within the Area of Redevelopment Opportunity must seek to:

    a. make efficient and effective use of previously developed and underutilised land, in a manner that is appropriate to the town centre context and underpinned by high-quality design and healthy place-shaping principles.

    b. Deliver high-quality, well-designed and sustainable development that contributes positively to the character, appearance and function of Witney town centre and creates a strong sense of place;

    c. provide high-quality new housing, including affordable housing where appropriate and in accordance with other Local Plan policies, helping to meet identified housing needs;

    d. support a vibrant and diverse mix of uses, including residential, retail, leisure, employment, commercial uses and community facilities including healthcare, appropriate to a town centre location;

    e. protect, retain, enhance or appropriately re-provide community facilities and public services that serve the town and surrounding area;

    f. improve the quality, accessibility and attractiveness of public spaces, streets, pedestrian routes and cycle connections, including links between Welch Way, the town centre, Woodford Way and surrounding neighbourhoods;

    g. incorporate green infrastructure across the whole of the Area of Redevelopment Opportunity to enhance biodiversity, urban greening and sustainable drainage measures;

    h. reflect and reinterpret the character and heritage of the Witney town centre, creating a strong and contemporary sense of place; and conserve and enhance the significance of heritage assets and their settings, including the character and appearance of the Witney Conservation Area.

    i. ensure that development is supported by appropriate infrastructure and does not give rise to unacceptable impacts on highway safety, movement, flood risk or the operation of existing services and facilities; and

    j. demonstrate how proposals contribute towards the wider regeneration objectives of the Area of Redevelopment Opportunity.

The Council will encourage the preparation of masterplans or other planning frameworks to help guide the coordinated regeneration of all or part of the Area of Redevelopment Opportunity. Such frameworks should be prepared in collaboration with relevant landowners, service providers, infrastructure operators and other stakeholders.

Strategic Locations for Growth

8.2.85 To further support the delivery of new homes and jobs in the Witney Area, the Plan identifies three Strategic Locations for Growth (SLG) as follows:

- Policy WIT5 - Land South of Witney Strategic Location for Growth (SLG)
- Policy WIT6 - Land West of Witney Strategic Location for Growth (SLG)
- Policy WIT7 - Land North of Burford Road Strategic Location for Growth (SLG)

8.2.86 These are broad locations which have been identified as being suitable 'in principle' for strategic-scale growth and are illustrated on the Key Diagram. The locations are expected to come forward from Year 6 of the plan period onwards and their identification as broad areas for future growth is consistent with national policy, which recognises the important role of strategic-scale development in meeting longer-term housing, employment and infrastructure needs.

8.2.87 The identification of Strategic Locations for Growth forms an important component of the Plan's overall spatial strategy. Whilst a good proportion of development needs arising during the plan period will be met through existing commitments, site allocations and other opportunities within the built-up areas of the district's towns and villages, the Strategic Locations for Growth provide a framework for accommodating longer-term development requirements in a planned and coordinated manner.

8.2.88 They identify the most sustainable broad locations for strategic-scale growth associated with the Witney Area and help to ensure that future development needs, including those arising beyond the plan period, can be addressed without compromising the achievement of sustainable development objectives or resulting in unplanned and piecemeal growth.

8.2.89 The strategic locations provide a framework for the planned and coordinated expansion of the Witney Area beyond existing commitments, helping to ensure that future growth is delivered in a sustainable manner and aligned with the area's principal town role and strategic location on the A40 corridor. The identification of these broad locations also provides greater certainty for infrastructure providers, landowners, developers and local communities regarding the broad pattern and direction of future growth.

8.2.90 The Plan includes an overarching policy for each location setting out the type of development expected, for example housing, employment or mixed-use development, together with the anticipated form of development, such as a sustainable urban extension or new village. This is accompanied by a more detailed site development template setting out the key requirements and development principles that must be addressed as proposals evolve.

8.2.91 Development in these locations will be guided by a process of community masterplanning. The Plan defines a community masterplan as one which has been informed by a process of demonstrably meaningful and effective community engagement.

8.2.92 This approach will help to ensure that local communities, infrastructure providers, key stakeholders and other interested parties are actively involved in shaping the future extent, form, character and delivery of development, including the provision of supporting infrastructure, services, facilities and green infrastructure.

8.2.93 For each strategic location, a minimum quantum of anticipated development has been identified. The final scale, form and density of development will be informed by further technical evidence, infrastructure capacity assessments and site-specific masterplanning work.

8.2.94 In relation to the land south of Witney in particular, future decisions regarding the overall quantum and density of development are expected to be influenced by the progression of Mass Rapid Transit (MRT) proposals and other sustainable transport interventions along the A40 corridor, reflecting the important relationship between planned growth and the delivery of enhanced public transport connectivity. This approach provides flexibility to optimise the use of land whilst ensuring that development remains aligned with the timely provision of supporting infrastructure.

Policy WIT 5 – Land south of Witney Strategic Location for Growth (SLG)

8.2.95 Land south of Witney is identified as a Strategic Location for Growth that will make an important contribution towards delivering the long-term vision for Witney as West Oxfordshire's principal settlement. The allocation reflects the town's role as the district's primary focus for housing, employment and infrastructure growth and provides an opportunity to deliver a comprehensively planned new settlement.

8.2.96 Development should create a high-quality, well-connected and sustainable community that is fully connected to the existing town and supported by the timely provision of infrastructure, services and facilities. Particular emphasis should be placed on promoting active and healthy lifestyles through the provision of attractive walking and cycling routes, accessible green infrastructure, public open space and strong connections to employment areas, schools, community facilities and Witney town centre. Development should also support wider ambitions to improve connectivity along the A40 corridor and reduce reliance on private car travel.

8.2.97 A comprehensive community masterplan approach will be required to ensure that development responds positively to existing community priorities, landscape, environmental and infrastructure considerations, delivers biodiversity net gain and climate resilience objectives, and contributes to the creation of a distinctive, attractive and enduring place that is successful in its own right and supports the continued prosperity of Witney.

8.2.98 Particular consideration will need to be given to the amenity of future occupants, taking account of the potential for noise and odour concerns from adjoining, existing land uses.

Policy WIT5 – Land South of Witney Strategic Location for Growth (SLG)			
Indicative Site Area	108 Ha	**Current Use**	Agricultural
Landowner / Site Promoter	David Wilson Homes		
Overview			
Land South of Witney is identified as a Strategic Location for Growth for residential-led development providing approximately 700 dwellings.			
Development Type	New Village		
Development Requirements			
The development of the SLG must be guided by a comprehensive, community masterplan, supported by an initial development template (attached at Appendix 1), with any such masterplan required to demonstrate how the template has been taken into account. In accordance with Policy DM24, proposed strategic-scale development in this location will be required to assess the potential for including accommodation for travelling communities as part of the overall development mix.			

Policy WIT6 – Land west of Witney Strategic Location for Growth (SLG)

8.2.99 Land west of Witney is identified as a Strategic Location for Growth that will support the sustainable expansion of the town and contribute towards meeting future housing and infrastructure requirements. The allocation forms part of the wider strategy for accommodating growth at Witney through a series of comprehensively planned urban extensions capable of delivering homes, supporting infrastructure, green infrastructure and community facilities alongside development.

8.2.100 The site offers an opportunity to create a high-quality new neighbourhood that is integrated with surrounding development and employment areas and key services through a network of sustainable transport routes. Development should promote healthy lifestyles, support social cohesion and provide accessible green spaces and recreational opportunities that benefit both new and existing residents.

8.2.101 Importantly, there are a number of existing uses in this rural fringe location, including Peashell Farm, the Witney Lakes Resort and Curbridge Business Park. It is expected that are likely to have an impact on the quantum and distribution of different land uses that come forward.

8.2.102 If, for example, some or all of the Witney Lakes Resort were to become available for development (e.g. through relocation to the west) a more comprehensive form of development along the length of Downs Road may be achievable.

8.2.103 In the event that the Witney Lakes Resort remains in situ, there is the possibility of two separate areas of development taking place either side of it on the land at Peashell Farm in the south and the land west of the Curbridge Business Park in the north.

8.2.104 In either scenario, development will be required to take a landscape-led approach, responding sensitively to the setting of Witney and ensuring that Witney does not coalesce with Minster Lovell. In that regard it is essential that environmental assets are protected and enhanced and, as outlined above, the reconfiguration of the golf club may offer key opportunities to deliver development whilst safeguarding the separate identity of Minster Lovell and Witney.

8.2.105 The impact of road noise from the A40 will also need to be factored into decisions as to which land uses are located where within the overall site. Through a comprehensive community masterplan, the allocation should contribute towards nature recovery, climate resilience and sustainable movement objectives whilst helping to reinforce Witney's role as a thriving and attractive place to live, work and visit.

Policy WIT6 – Land West of Witney Strategic Location for Growth (SLG)			
Indicative Site Area	84 Ha	**Current Use**	Agricultural
Landowner / Site Promoter	David Lock / Hallam		
Overview			
Land West of Witney is identified as a Strategic Location for Growth for residential-led development providing approximately 700 dwellings.			
Development Type	Sustainable Urban Extension		
Development Requirement			
The development of the SLG must be guided by a comprehensive, community masterplan, supported by an initial development template (attached at Appendix 1), with any such masterplan required to demonstrate how the template has been taken into account. In accordance with Policy DM24, proposed strategic-scale development in this location will be required to assess the potential for including accommodation for travelling communities as part of the overall development mix.			

Policy WIT7 – Land north of Burford Road Strategic Location for Growth (SLG)

8.2.106 Land north of Burford Road is identified as a Strategic Location for Growth that will make a significant contribution towards meeting future housing needs and delivering the strategic growth objectives for Witney. The allocation provides an opportunity to deliver a substantial urban extension that supports the town's continued prosperity whilst ensuring that growth is accompanied by the infrastructure, services and facilities needed to create a sustainable community.

8.2.107 Development will create a high-quality new neighbourhood with a strong sense of place, incorporating a broad mix of homes, supporting facilities, public open space and green infrastructure, planned to maximise opportunities for walking, cycling and public transport use, support healthier lifestyles and provide strong connections to existing neighbourhoods, employment areas, schools and Witney town centre.

8.2.108 A comprehensive community masterplan will be required to ensure that development is integrated with the wider urban area, responds appropriately to landscape and environmental constraints, and contributes positively towards nature recovery and climate objectives.

8.2.109 Ensuring that development does not put undue pressure on the rural road network through Crawley and ensures traffic can move north of the river without undue impacts will be critical. Development will be required to deliver the infrastructure necessary to support growth and create a resilient, inclusive and well-connected community that strengthens Witney's role as West Oxfordshire's principal town.

Policy WIT7 – Land north of Burford Road Strategic Location for Growth (SLG)			
Indicative Site Area	84 Ha	**Current Use**	Agriculture
Landowner / Site Promoter	Mactaggart and Mickel, Savills, Gladman		
Overview			
Land to the north of Burford Road, within the parishes of Curbridge and Witney, is identified as a Strategic Location for Growth (SLG). The SLG is shown on the Key Diagram and represents a broad location that has been identified as being suitable for a residential-led mixed-use development of 700 new homes.			
Development Type	Sustainable Urban Extension		
Development Requirement			
The development of the SLG must be guided by a comprehensive, community-led masterplan, supported by an initial development template (attached at Appendix 1), with any such masterplan required to demonstrate how the template has been taken into account.			

In accordance with Policy DM24, proposed strategic-scale development in this location will be required to assess the potential for including accommodation for travelling communities as part of the overall development mix.

Key Infrastructure Requirements

8.1.111 The key strategic infrastructure requirements currently anticipated for the Witney Area include, but are not limited to;

- A new leisure centre and associated indoor and outdoor sports facilities serving the wider Witney Area;
- Additional sports pitch provision to meet future recreational needs;
- Delivery of a Mobility Hub and Mass Rapid Transit (MRT) infrastructure as part of enhanced sustainable transport connectivity along the A40 corridor;
- Upgrades to the sewerage and water supply network, including new and enhanced pumping station infrastructure where required;
- Strategic green infrastructure providing opportunities for recreation, biodiversity enhancement, landscape integration and climate resilience;
- Flood mitigation and sustainable drainage measures to manage surface water and reduce flood risk;
- Additional health infrastructure capacity to support future population growth;
- Improvements to Witney Town Centre and public realm to enhance vitality, accessibility and sense of place;
- Enhanced walking, wheeling and cycling connectivity both within the Witney Area and to surrounding settlements, services and employment locations; and
- New highway infrastructure provision to address issues of congestion and capacity within the town.

8.2.110 The Council will continue to work collaboratively with infrastructure providers, delivery agencies, neighbouring authorities, landowners, developers and local communities to refine, coordinate and secure the infrastructure necessary to support planned growth.

8.2.111 Development proposals within the Strategic Locations for Growth will be expected to contribute appropriately towards the delivery of infrastructure requirements having regard to their scale, impacts and viability considerations.

Phasing

8.2.112 Given the scale and strategic nature of the proposed Strategic Locations for Growth, careful consideration must be given to the timing and phasing of development. The Council's approach is founded on the principle that growth should be aligned with the timely provision of infrastructure, services and facilities necessary to support sustainable communities and maintain quality of life for existing and future residents.

8.2.113 The Strategic Locations for Growth are intended primarily to meet medium and longer-term development needs and are not expected to make a significant contribution to housing delivery during the initial five years of the plan period. Instead, the majority of development requirements arising in the early years of the Plan will be met through existing commitments, extant permissions, allocated sites and opportunities within settlements.

8.2.114 This provides an opportunity for the Strategic Locations for Growth to be planned comprehensively and brought forward in a co-ordinated manner, rather than through fragmented or piecemeal development.

8.2.115 A phased approach to delivery will enable the necessary masterplanning, technical assessment, stakeholder engagement and infrastructure planning work to be undertaken before substantial development commences. It will also allow key strategic infrastructure requirements, including transport improvements, Mass Rapid Transit (MRT) proposals, utility network enhancements, education provision, health infrastructure, green infrastructure and flood mitigation measures, to be aligned with the scale and pace of development.

8.2.116 The Council requires development proposals within the Strategic Locations for Growth to demonstrate how the delivery of homes, employment opportunities, community facilities and supporting infrastructure will be coordinated over time. Development should be phased to ensure that infrastructure is provided at the appropriate stage and that the impacts of growth do not exceed the capacity of existing networks and services.

8.2.117 In particular, the timing, scale and density of development will need to take account of the delivery of strategic transport interventions along the A40 corridor and other infrastructure identified through the Infrastructure Delivery Plan and other evidence base work.

8.2.118 The release of development within the Strategic Locations for Growth will therefore be linked to the demonstrated availability of infrastructure capacity, or firm commitments for its delivery, commensurate with the scale and timing of development proposed.

8.2.119 The phased release of Strategic Locations for Growth will also provide flexibility to respond to changing circumstances over the plan period, including evolving infrastructure requirements, funding opportunities, technological advances and future reviews of the Local Plan. This approach supports the creation of well-planned, sustainable and resilient communities whilst ensuring that growth is delivered in a manner that is both achievable and infrastructure-led.

8.2.120 Accordingly, the Council will use planning conditions, planning obligations, infrastructure funding mechanisms and site-specific masterplans, as appropriate, to secure the timely delivery of infrastructure and ensure that development proceeds in accordance with agreed phasing strategies.

8.3 Chipping Norton Area

The Chipping Norton Area Today

8.3.1 The Chipping Norton Area, for the purposes of the Chipping Norton Area Strategy is defined as the town of Chipping Norton and the neighbouring parish of Over Norton. The extent of this area is shown on Figure 8.6 below.

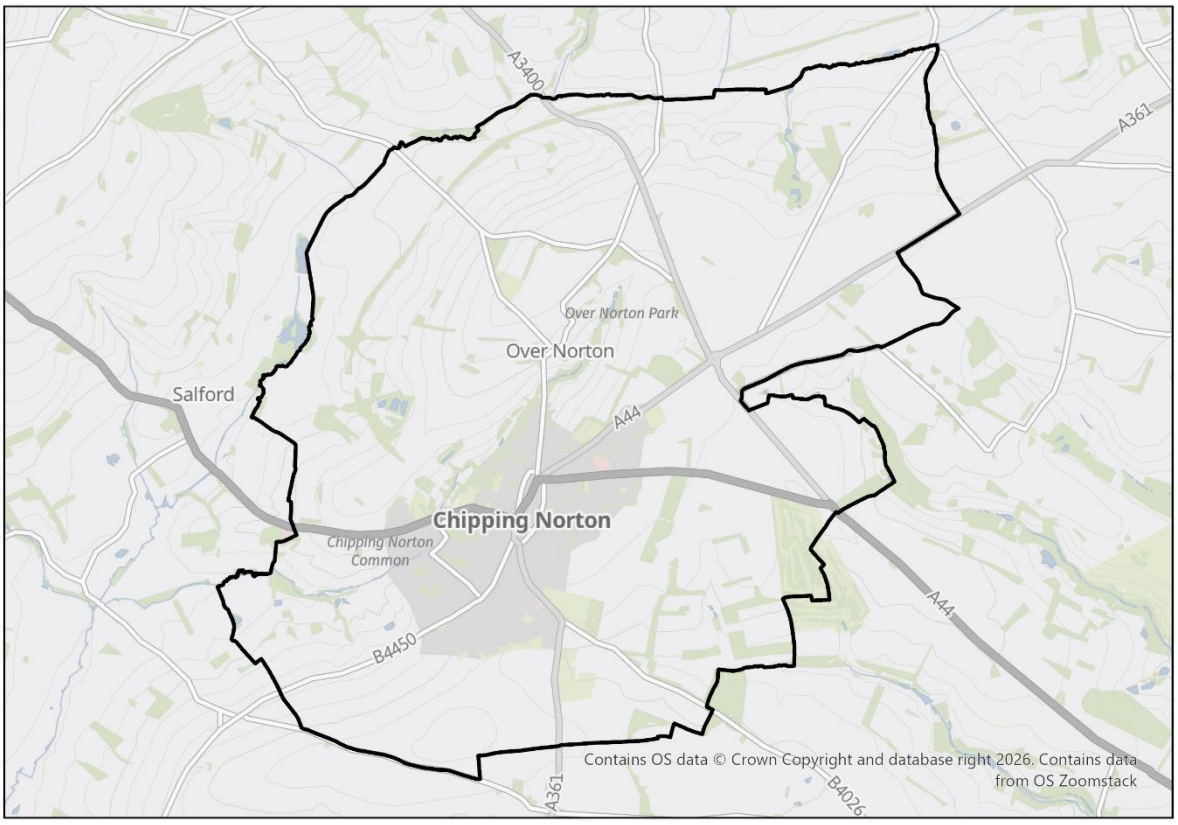


Figure 8.6 – Geographic Extent of the Chipping Norton Area Strategy

8.3.2 The Chipping Norton Area comprises the market town of Chipping Norton together with the adjoining parish of Over Norton. Home to just over 7,000 people, Chipping Norton forms the principal service centre for the northern part of the district and serves a wide rural hinterland extending into neighbouring districts. Located within and adjoining the Cotswolds National Landscape, the area is distinguished by its elevated setting, exceptional landscape quality, rich historic environment and strong sense of community identity.

8.3.3 Chipping Norton is a historic hilltop market town whose origins and prosperity were closely linked to the wool and tweed industries. The town has evolved over time whilst retaining its distinctive character and function as an important centre for shopping, employment, education, healthcare, leisure and community services. Over Norton, immediately adjoining

the northern edge of the town, retains its separate village identity and rural character whilst maintaining close functional links with Chipping Norton.

8.3.4 The area benefits from a high-quality built environment and an exceptional historic legacy. Chipping Norton Conservation Area encompasses a large proportion of the town centre and surrounding historic streets, containing numerous listed buildings and heritage assets. Landmark features such as Bliss Mill, the historic Market Place, St Mary's Church and nearby scheduled monuments contribute significantly to local distinctiveness and sense of place. The extensive use of honey-coloured Cotswold stone and the town's dramatic topography create a distinctive townscape that is recognised throughout the district.

8.3.5 The area's location within and adjoining the Cotswolds National Landscape is one of its most significant defining characteristics. The National Landscape designation reflects the national importance of the area's natural beauty and contributes substantially to its identity, attractiveness and visitor appeal. Chipping Norton occupies a prominent hilltop position overlooking the Evenlode Valley and surrounding countryside, with extensive views into and out of the settlement. The town's form, skyline, historic built environment and relationship with the surrounding landscape are intrinsically linked to this exceptional setting. Conserving and enhancing the natural beauty, landscape character and scenic quality of the National Landscape will therefore be a key consideration in accommodating future growth and change.

8.3.6 The area continues to experience demographic change, including an ageing population and changing household structures. Whilst it contains a relatively high proportion of affordable and social housing compared with some parts of West Oxfordshire, housing affordability remains a significant challenge, particularly for younger people and those seeking to enter the housing market. Meeting local housing needs whilst maintaining the area's distinctive character and environmental quality will remain an important consideration in planning for future growth.

8.3.7 Chipping Norton supports a diverse local economy and has a long-standing reputation as a working market town. Employment is concentrated across a range of sectors including healthcare, education, retail, hospitality, personal services, skilled trades and small businesses. Established employment areas on the western and eastern edges of the town continue to provide important job opportunities. However, despite the presence of local employment, many residents continue to commute to larger centres including Oxford, Banbury and beyond. Home and hybrid working are also an increasingly important feature of the local economy and create opportunities for flexible workspace provision and digital infrastructure improvements.

8.3.8 The town centre performs a vital role as the commercial and social heart of the area. Centred on the historic Market Place, it supports a diverse range of independent retailers, cafés, restaurants, professional services and community facilities. The town continues to benefit from a strong local customer base and remains an attractive destination for residents and visitors alike. However, there are opportunities to further enhance its vitality and viability through improvements to the public realm, accessibility, wayfinding and the overall quality of the visitor experience.

8.3.9 The area benefits from a wide range of community facilities and services. These include schools, healthcare provision, leisure facilities, sports clubs, community organisations and cultural assets such as the Chipping Norton Theatre. The War Memorial Community Hospital plays an important role in serving both the town and surrounding rural communities. Together, these facilities contribute significantly to health, wellbeing and quality of life. However, growing demand and an ageing population will place increasing pressure on existing services and infrastructure in the future.

8.3.10 Transport and connectivity remain important issues for the area. Chipping Norton occupies a strategic location at the junction of the A44 and A361 and benefits from road connections to Oxford, Banbury, Stratford-upon-Avon and the wider Cotswolds. However, traffic congestion and the movement of heavy goods vehicles through the town centre continue to affect environmental quality, accessibility and the overall attractiveness of the town. Parts of the town centre remain subject to an Air Quality Management Area due to traffic-related emissions. Whilst bus services provide connections to surrounding towns and villages, public transport options are relatively limited and the area lacks a direct rail connection, with the nearest stations located at Kingham and Charlbury. Improving opportunities for walking, wheeling, cycling and public transport will therefore remain a key priority.

8.3.11 The area is characterised by an exceptional natural environment that contributes significantly to its identity, attractiveness and quality of life. Located within and adjoining the Cotswolds National Landscape, the area benefits from a nationally important landscape setting comprising rolling farmland, wooded valleys, limestone grasslands and extensive panoramic views. The surrounding countryside includes important ecological networks associated with the Evenlode Valley, the Glyme and Dorn Conservation Target Area and other designated and non-designated habitats. These environmental assets provide important opportunities for recreation, biodiversity enhancement and nature recovery whilst also requiring careful management to conserve their special qualities.

8.3.12 Whilst the elevated nature of the area means that it is largely unaffected by fluvial flooding, localised surface water flooding and spring-related drainage issues can occur during periods of heavy rainfall. The effects of climate change are likely to increase these risks over time, highlighting the importance of sustainable drainage, water management and climate resilience measures as part of future development.

8.3.13 Over Norton makes an important contribution to the overall character of the area. Although closely related to Chipping Norton, the village retains a distinct identity derived from its historic form, rural setting and strong sense of community. The open land between the village and the town plays an important role in maintaining this separate character and in providing a transition between the built-up area and the surrounding countryside. Protecting local distinctiveness and avoiding inappropriate coalescence will therefore remain important considerations in managing future growth.

8.3.14 Looking ahead, Chipping Norton is well placed to continue fulfilling its role as a key service centre for the north of the district in accordance with the overall Spatial Strategy (Policy SP2). Continued investment in housing, employment opportunities, community infrastructure, sustainable transport, environmental enhancement and town centre improvements will help support a vibrant, resilient and sustainable future. Achieving this whilst conserving the area's outstanding landscape setting, historic character and strong sense of place will be fundamental to its long-term success.

Statement of Ambition - The Chipping Norton Area in 2043

8.3.15 Chipping Norton will continue to play a vital role in the sustainable future of West Oxfordshire as the principal service centre for the north of the district. Building on its rich heritage, strong community identity and outstanding landscape setting, Chipping Norton will continue to evolve as attractive, vibrant and resilient places that meet the needs of residents, businesses and visitors whilst conserving the qualities that make the area distinctive.

8.3.16 As a historic market town located within the Cotswolds National Landscape, Chipping Norton will accommodate carefully planned and sensitively designed growth that responds positively to its nationally important landscape setting, historic environment and townscape character. Development will be directed to the most appropriate and sustainable locations, making efficient use of land whilst protecting important views, heritage assets, green spaces and the separate identity of Over Norton and surrounding settlements.

8.3.17 The area will respond positively to changing demographic needs by delivering a wider range of homes, including affordable housing, accessible and adaptable homes, and accommodation suitable for older people and younger households. New development will be supported by the infrastructure, services and community facilities needed to create healthy and inclusive communities and ensure that growth contributes positively to quality of life.

8.3.18 Chipping Norton will strengthen its role as a thriving working market town and economic hub for the surrounding rural area. Existing employment areas will be supported and enhanced and improved digital infrastructure, flexible workspace and local employment opportunities will help reduce out-commuting, support economic resilience and enable more people to live and work locally.

8.3.19 The town centre will remain the commercial, cultural and social heart of the area. Building on its historic character and strong independent retail offer, investment will be directed towards improving the quality of the public realm, enhancing accessibility and creating a more attractive environment for residents and visitors. The town centre will continue to support a diverse mix of retail, leisure, cultural, community and hospitality uses that reinforce its role as a destination and service centre for the wider rural hinterland.

8.3.20 Improving accessibility, connectivity and environmental quality will be a key priority. The area will benefit from a coordinated approach to transport and movement that seeks to reduce congestion, improve air quality and provide greater opportunities for walking, wheeling and cycling.

8.3.21 The Chipping Norton Area will be a place where healthy and active lifestyles are supported through high-quality environments, accessible services and strong community infrastructure. Existing assets including healthcare facilities, schools, sports clubs, leisure facilities, cultural venues and community organisations will continue to play an important role in supporting wellbeing and social cohesion.

8.3.22 Opportunities will be taken to enhance the area's sports and recreation offer, including the delivery of a new multi-sport hub serving Chipping Norton and the surrounding area, providing modern and accessible facilities capable of meeting existing and future demand and supporting participation in sport, recreation and community activity.

8.3.23 The area's exceptional natural environment will be conserved and enhanced as a defining element of its future character and identity. The landscapes of the Cotswolds National Landscape, the Evenlode Valley and surrounding countryside, together with networks of green infrastructure and ecological assets, will be protected, restored and strengthened. Opportunities will be taken to improve biodiversity, support nature recovery, increase climate resilience and provide greater access to nature whilst conserving the scenic beauty and special qualities of the area.

8.3.24 Through a combination of carefully managed growth, investment in infrastructure and services, environmental enhancement and high-quality design, Chipping Norton will remain a prosperous, inclusive and sustainable place. It will continue to fulfil its important role as a market town serving the north of West Oxfordshire whilst safeguarding the landscape, heritage and community qualities that underpin its unique sense of place.

Strategic Development Framework for the Chipping Norton Area

8.3.25 Building on the area profile and statement of ambition above, Policy CN1 provides a framework for managing growth and investment in the Chipping Norton Area to 2043.

8.3.26 The framework recognises Chipping Norton's role as the principal service centre for northern West Oxfordshire and as a sustainable focus for housing, employment, services and community facilities serving a wide rural hinterland. It seeks to ensure that future growth is carefully planned and delivered alongside the infrastructure, environmental improvements and community facilities necessary to support a thriving community.

8.3.27 The framework also seeks to strengthen Chipping Norton's role as a working market town and local economic hub, support the vitality and attractiveness of the town centre, improve accessibility and connectivity, address congestion and air quality issues, and enhance the area's valued landscape, heritage and ecological assets.

8.3.28 Particular emphasis is placed on conserving and enhancing the special qualities of the Cotswolds National Landscape, protecting the town's historic character and important views, maintaining the separate identity of Over Norton, and ensuring that new development contributes positively to local distinctiveness and sense of place.

8.3.29 The Council will work proactively with landowners, developers, infrastructure providers, local communities, Oxfordshire County Council, neighbouring authorities and other stakeholders to secure the coordinated delivery of development and infrastructure in accordance with this framework.

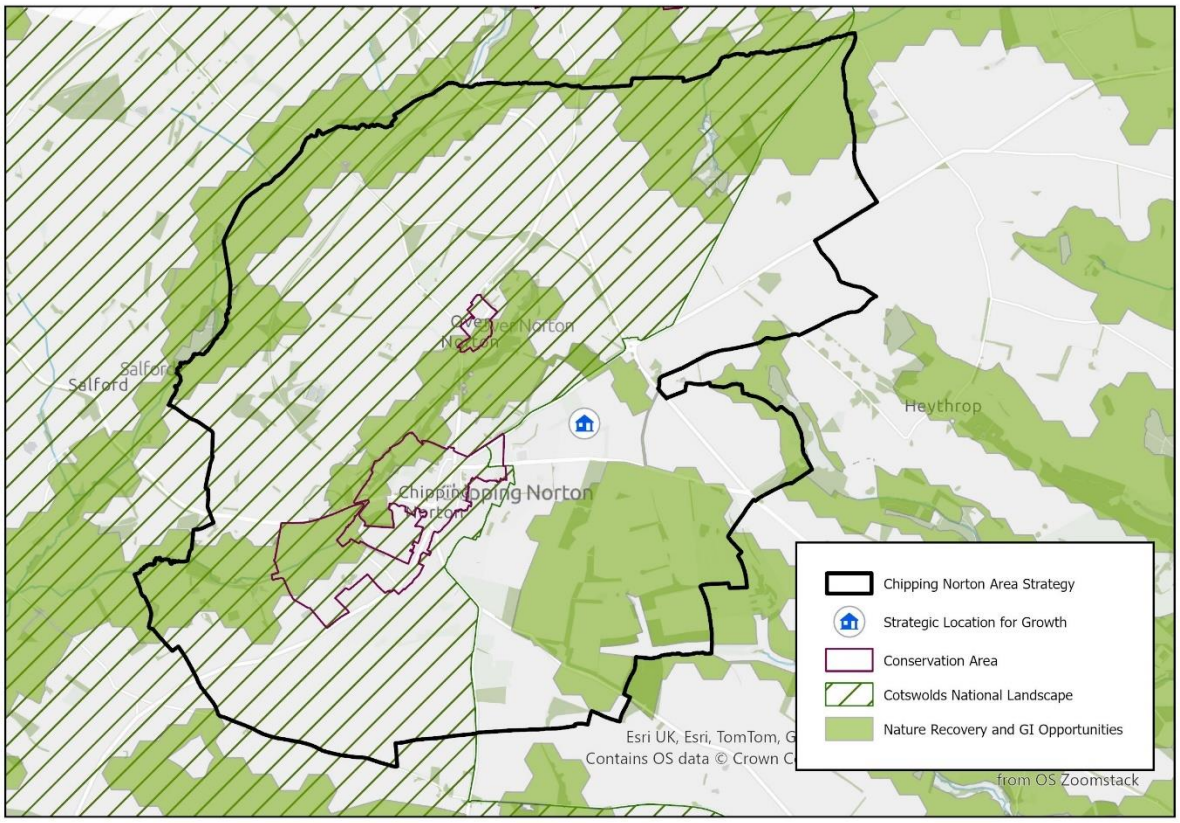


Figure 8.7 – Chipping Norton Strategic Framework

Policy CN1 – Strategic Development Framework for the Chipping Norton Area

Development proposals within the Chipping Norton Area will be supported where they contribute positively towards the delivery of the following objectives, having regard to their scale, nature and location:

1. **Supporting Chipping Norton's role as a principal rural service centre**

    a. Reinforcing Chipping Norton's role as the principal service centre for northern West Oxfordshire through the provision of housing, employment opportunities, services, community facilities and infrastructure;

    b. Supporting investment that strengthens the town's role as a commercial, cultural, leisure and community hub serving both local residents and the wider rural hinterland;

    c. Supporting the vitality, viability and attractiveness of the town centre in accordance with Policy CN2.

2. **Delivering sustainable and well-integrated growth**

    a. Prioritising the efficient use of land within the existing built-up area through redevelopment, regeneration, infill development and the reuse of previously developed land where appropriate;

    b. Delivering development in locations that relate well to the existing settlement pattern, respect the town's compact form and avoid harmful, excessive encroachment into the wider countryside;

    c. Providing a balanced mix of housing types, tenures and sizes, including affordable housing, homes suitable for older people and accessible and adaptable homes that meet identified local needs;

    d. Ensuring that development is supported by the timely provision of infrastructure, services and facilities necessary to meet the needs arising from growth in accordance with Policy CP4.

3. **Supporting a resilient local economy**

    a. Protecting and enhancing existing employment areas, including Worcester Road, Station Road and other established employment locations in accordance with Policy DM27;

    b. Supporting business growth, innovation, home working, flexible workspace and digital infrastructure improvements;

    c. Supporting tourism, leisure and cultural activities that reinforce the area's role as a destination.

4. **Conserving landscape, heritage and environmental assets**

    a. Conserving and enhancing the natural beauty, landscape character and special qualities of the Cotswolds National Landscape in accordance with Policy SP4;

    b. Protecting the town's distinctive hilltop setting, important views into, out of and across the settlement, and its relationship with the surrounding countryside and Evenlode Valley;

    c. Conserving and enhancing the significance of heritage assets, including the Conservation Area, listed buildings, archaeological assets and the wider historic townscape;

    d. Maintaining the separate identity and character of Over Norton and avoiding harmful coalescence between settlements;

    e. Protecting, enhancing and connecting green infrastructure, biodiversity assets, ecological networks and accessible natural green spaces.

5. **Improving connectivity, environmental quality and climate resilience**

    a. Supporting measures that reduce traffic congestion, improve air quality and enhance the quality of the public realm;

b. Delivering improvements to walking, wheeling and cycling networks, including enhanced connections between residential areas, employment areas, schools, community facilities, the town centre and surrounding countryside;

c. Supporting improvements to public transport services and connectivity with surrounding settlements and nearby rail stations;

6. Creating healthy and inclusive communities

a. Supporting the provision and enhancement of healthcare, education, sports, leisure, recreation, cultural and community facilities including the delivery of a new multi-sport hub to serve Chipping Norton and its rural catchment;

b. Enhancing opportunities for healthy and active lifestyles through the provision of high-quality public realm, open space, recreation facilities and active travel infrastructure;

c. Creating safe, attractive and inclusive places that promote health, wellbeing, social interaction and community cohesion.

Chipping Norton Town Centre Strategy

8.3.30 Chipping Norton Town Centre is the principal retail, leisure, cultural and service centre for the northern part of West Oxfordshire and performs an important role within the district's hierarchy of centres. Serving both the town itself and a wide rural hinterland, it provides an important focus for shopping, employment, services, culture, leisure and community activity. Its historic market town character, attractive built environment and strong independent business sector contribute significantly to its distinctiveness and appeal.

8.3.31 The town centre is characterised by a compact and walkable historic core focused on the High Street, Market Place and West Street. It contains a diverse mix of national retailers, independent shops, cafés, restaurants, professional services and community facilities. The weekly market continues to play an important role in supporting vitality and footfall and contributes to the town's identity as a traditional market town serving the surrounding rural area.

8.3.32 Chipping Norton also benefits from a distinctive cultural offer that helps differentiate it from many centres of a similar size. The Chipping Norton Theatre, Living Room Cinema and a range of community events, festivals and activities contribute to a vibrant cultural life and support the town's role as a destination for both residents and visitors. Together with its historic environment and location on the edge of the Cotswolds National Landscape, these assets create opportunities to strengthen the town's visitor economy and cultural profile.

8.3.33 Despite these strengths, the town centre faces a number of challenges. Vacancy rates remain above the national average and footfall has declined in recent years, reflecting wider changes in shopping behaviour, the growth of online retail and changing consumer expectations. There is a need to ensure that the town centre remains adaptable and resilient by encouraging a broader range of uses, supporting entrepreneurship and making effective use of vacant and underutilised buildings.

8.3.34 Accessibility and movement also remain important issues. The A44 passes directly through the town centre and, whilst providing important strategic connectivity, can create congestion, severance and environmental impacts that affect the quality of the public realm and pedestrian experience. Opportunities exist to improve walking, wheeling and cycling connections, strengthen wayfinding and create a more attractive, accessible and people-focused environment.

8.3.35 The historic environment is one of the town centre's greatest assets. The Conservation Area, Listed Buildings, traditional shopfronts and historic burgage plot pattern all contribute to its special character and sense of place. Ensuring that investment, regeneration and change are carefully managed to conserve and enhance these assets will be essential to maintaining the town centre's attractiveness and distinct identity.

8.3.36 Looking ahead, there is a significant opportunity to strengthen Chipping Norton's role as a thriving market town, cultural destination and service centre for northern West Oxfordshire. Investment in the public realm, heritage-led regeneration, cultural activity, sustainable transport and town centre living can help support a more vibrant and resilient centre that continues to serve residents, businesses and visitors whilst retaining the qualities that make it distinctive.

Key Priorities

8.3.37 Key priorities for Chipping Norton Town Centre include:

- Maintaining and strengthening Chipping Norton's role as the principal retail, leisure and service centre for northern West Oxfordshire;
- Supporting a diverse and resilient mix of retail, leisure, hospitality, cultural, community and service uses that respond to changing economic and consumer trends;
- Protecting and enhancing the Primary Shopping Area and maintaining active town centre frontages;
- Supporting the adaptive reuse and regeneration of vacant, underutilised and upper-floor premises through high-quality mixed-use development;
- Strengthening the town's market function and supporting a vibrant and inclusive evening economy;
- Improving the quality of the public realm, including opportunities for enhanced seating, planting, greening, accessibility and wayfinding;
- Improving pedestrian, wheeling and cycling connectivity, particularly across the A44 corridor and between key destinations within the town centre;
- Conserving and enhancing the historic environment, including the Conservation Area, traditional shopfronts, burgage plots and heritage assets;

- Supporting Chipping Norton's role as a cultural destination through investment in cultural venues, events, festivals and community activities;
- Strengthening the town's role as a visitor destination and gateway to the Cotswolds through improved visitor facilities, interpretation and promotion; and
- Supporting climate resilience through urban greening, biodiversity enhancement, sustainable drainage and low-carbon design.

A Strategy for Chipping Norton Town Centre

8.3.38 Building on the Strategic Development Framework for the Chipping Norton Area (Policy CN1), the purpose of Policy CN2 is to maintain and enhance Chipping Norton Town Centre as the principal retail, leisure, cultural and service centre for northern West Oxfordshire, ensuring that it continues to meet the needs of residents, businesses, visitors and surrounding rural communities.

8.3.39 The policy seeks to support a vibrant, diverse and resilient town centre that responds positively to changing economic, retail and social trends whilst reinforcing the qualities that make Chipping Norton a distinctive and attractive market town. It promotes investment in the built environment, public realm, heritage assets and community infrastructure, whilst encouraging a broader mix of retail, leisure, cultural, community, employment and residential uses that support activity throughout the day and evening.

8.3.40 A key priority will be the enhancement of the town centre environment through targeted public realm, accessibility and movement improvements. This includes measures to improve pedestrian connectivity, accessibility and wayfinding, reduce the impacts of traffic congestion, strengthen links across the A44 corridor and create a more attractive, inclusive and people-focused environment. Together, these improvements will help enhance the visitor experience, support local businesses and reinforce the town centre's role as the social and commercial heart of the community.

8.3.41 The policy also seeks to strengthen Chipping Norton's role as a cultural destination and gateway to the Cotswolds, building on its historic market town character, strong independent business sector, weekly market, heritage assets, cultural venues and location within and adjoining the Cotswolds National Landscape.

8.3.42 Opportunities for heritage-led regeneration, the reuse of vacant and underutilised buildings, town centre living and the enhancement of key spaces such as the High Street, Market Place and West Street will be supported where they contribute positively to the vitality, viability and attractiveness of the town centre.

8.3.43 Particular emphasis will be placed on protecting and enhancing the town centre's distinctive historic character. The Conservation Area, historic burgage plot pattern, traditional shopfronts and numerous heritage assets collectively create a strong sense of place and are fundamental to the town's attractiveness as both a service centre and visitor destination. Where relevant, development will therefore be expected to conserve and enhance these qualities whilst helping the town centre adapt to changing needs and opportunities.

8.3.44 Through a combination of investment, public realm enhancement, heritage-led regeneration, cultural activity, sustainable transport improvements and a more diverse range of uses and experiences, Chipping Norton Town Centre will continue to evolve as a thriving and distinctive market town centre, supporting the long-term prosperity, wellbeing and identity of the wider Chipping Norton Area.

Policy CN2 – Chipping Norton Town Centre

1. Chipping Norton Town Centre will continue to serve as a key service, retail, leisure, and cultural hub for northern West Oxfordshire, building on its historic character, strong independent offer and distinctive cultural scene.

2. Development proposals will be supported where they contribute to the following overarching aims and help deliver a more attractive, inclusive and well-connected town centre for residents, businesses, and visitors:

    a. Enhancing vitality and viability through mixed-use development and adaptive reuse by:

        i. Protecting the vitality and viability of the Primary Shopping Area by supporting active town centre uses at ground floor level. Proposals resulting in the unjustified loss of retail or other active town centre uses within the Primary Shopping Area will not be supported where they would harm the vitality, viability or function of the town centre.
        ii. Supporting the reuse of vacant, under-used and upper-floor buildings for flexible mixed uses, including residential, cultural, educational, health and wellbeing, and workspaces, where they contribute to an active and resilient town centre and do not create amenity issues.
        iii. Promoting the weekly market as a distinctive feature of the town centre, including through themed markets and stronger links with local producers and events.
        iv. Encouraging family-friendly evening economy uses that support a safe and inclusive night-time environment.
        v. Supporting temporary and meanwhile uses, and adaptable spaces for entrepreneurs, start-ups, creatives and small-scale local enterprises.

    b. Improving accessibility, movement and connectivity by:

        i. Enhancing pedestrian safety and connectivity through upgraded crossings, traffic calming measures and improved links across the A44 corridor and wider town centre, particularly at key pinch points.
        ii. Improving cycling infrastructure and secure cycle parking to support active travel.
        iii. Improving public transport accessibility, signage and wayfinding to better connect the town centre with key destinations, including attractions, cultural venues and green spaces.

    c. Enhancing placemaking, the public realm and the historic environment by:

        i. Delivering high-quality, inclusive and heritage-led public realm improvements focused on key streets and spaces, including High Street, Market Place and West Street, incorporating greening, tree planting, seating, surface upgrades, improved accessibility, wayfinding and opportunities for community activity and events.
        ii. Enhancing existing public spaces and creating improved civic and community focal points that support gathering, events and a welcoming visitor experience.

iii. Conserving and enhancing the significance of heritage assets and their settings, including the Conservation Area, historic burgage plot pattern, traditional shopfronts and locally distinctive architectural features, through high-quality design and sensitive adaptation.
iv. Supporting the development and promotion of heritage trails and guides as part of the visitor offer.

d. Supporting local enterprise, tourism and cultural identity by:

i. Promoting Chipping Norton as a distinctive cultural and heritage destination serving the wider rural area.
ii. Coordinating tourism, branding and promotion in partnership with local organisations to strengthen its role within the wider West Oxfordshire and Cotswolds visitor offer.
iii. Supporting cultural venues to broaden and diversify family-friendly programming that attracts residents and visitors.
iv. Enhancing the town's cultural calendar through coordinated events, festivals, themed markets and seasonal programming, supported by effective branding and digital promotion.

Priority Growth Locations

8.3.45 A key component of the Chipping Norton Area Strategy is to provide clarity on where future growth and investment will be focused over the plan period to 2043.

8.3.46 Under the Plan's overall Spatial Strategy (Policy SP2) whilst Chipping Norton will be a key focus for future growth alongside Carterton and Witney, the level of planned growth will be more modest, reflecting the fact that much of the town falls within or adjacent to the Cotswolds National Landscape (CNL).

8.3.47 In accordance with the Spatial Strategy, the primary focus will be on the efficient re-use of previously developed (brownfield) land within the built area, complemented by a sustainable urban extension to the north-east of the town.

8.3.48 Within this context, priority growth locations at Chipping Norton have been identified as follows:

- Major existing commitments of 10+ homes and 1,000 sqm+ commercial floorspace
- Land North of London Road Strategic Location for Growth (SLG)

8.3.49 Major existing commitments are sites that as of 1st April 2026, have planning permission or a resolution to grant planning permission for more than 10 homes or 1,000 sqm of commercial floorspace. These are effectively already in the development 'pipeline' and are expected to make an important contribution towards meeting local and wider housing, employment and infrastructure needs. They are included below for information with the residential permissions reflected in the housing trajectory at Appendix 2.

8.3.50 The Land North of London Road Strategic Location for Growth (SLG) comprises a broad area of land between London Road and Banbury Road which has been identified as being suitable to accommodate strategic-scale housing growth along with supporting community services and facilities in the period up to 2043.

8.3.51 The SLG supersedes Policy CN1 of the adopted Local Plan 2031 which allocated land to the east of Chipping Norton for around 1,200 homes but is no longer able to be delivered in its previously envisaged form due to significant archaeological constraints.

Major Existing Planning Commitments (10 or more homes)

8.3.52 Major existing commitments with planning permission or resolution to grant planning permission in the Chipping Norton area as of 1st April 2026 include the following:

- 104 dwellings – Land south of Charlbury Road, Chipping Norton (24/00769/OUT)
- 86 dwellings – Land at Hit or Miss Farm, Banbury Road, Chipping Norton (24/00921/RES)
- 14 dwellings – Former Chipping Norton War Memorial Hospital (17/02814/FUL)

8.3.53 The largest of these schemes on the land south of Charlbury Road (104 dwellings) was granted outline planning permission in September 2025 and is the subject of a current reserved matters application which is pending determination. As indicated in the housing trajectory at Appendix 2, all of these homes are expected to be completed by 2031.

8.3.54 Land at 'Hit or Miss' Farm is now under construction by CALA Homes with all 86 dwellings expected to be complete by 2028.

Land North of London Road Strategic Location for Growth (SLG)

8.3.55 During the preparation of the adopted Local Plan 2031, it was agreed in principle that Chipping Norton should be a key focus for future growth given its status as a Main Service Centre alongside Witney and Carterton.

8.3.56 It was further agreed that because much of the town falls within the Cotswold National Landscape - a designated Area of Outstanding Natural Beauty (AONB) - the most logical direction for any future expansion of the town would be to the east on land which falls outside of the CNL and is therefore much less constrained.

8.3.57 A strategic urban extension of around 600 homes was initially proposed but through Main Modifications published in November 2016, the Council proposed to increase this to around 1,400 homes to help meet a significant uplift in the plan's overall housing requirement. The increase was coupled with a proportionate increase in supporting infrastructure including a proposed eastern link road that would connect through the site from Banbury Road in the north to the Burford Road in the south. It was also proposed that 5 hectares of land to the north of London Road would be designated for employment use to complement the provision of new homes.

8.3.58 Through the examination hearing sessions, the Inspector concluded that the quantum of development should be reduced from 1,400 to 1,200 to better reflect more detailed analysis of site capacity by the site promoters but that otherwise, the proposed allocation was sound and legally compliant. The East Chipping Norton Strategic Development Area (SDA) was duly incorporated into the final version of the Local Plan 2031 which was formally adopted in September 2018.

8.3.59 However, since then, there has been relatively little progress in bringing the site forward. Two small parts of the site have been completed including 100 homes on land at 'The Pillars' and 73 homes on land to the south of London Road and west of the Parker's Circus development.

8.3.60 Progress with the rest of the site has been slow - initially hampered by difficulties with land assembly and co-ordination. In early 2022, the two principal landowners, Oxfordshire County Council and CALA Homes agreed to work together to prepare a joint masterplan with an initial stakeholder meeting held in March 2022.

8.3.61 Shortly afterwards however, the process was effectively abandoned due to the discovery of significant roman and iron age remains across much of the southern part of the site. Following further assessment and consultation by Historic England, a large proportion of the site to the east of Chipping Norton School was formally designated as a Scheduled Monument in February 2024.

8.3.62 The designated area is shown below along with the previously designated Chipping Norton motte and bailey castle, and fishpond.

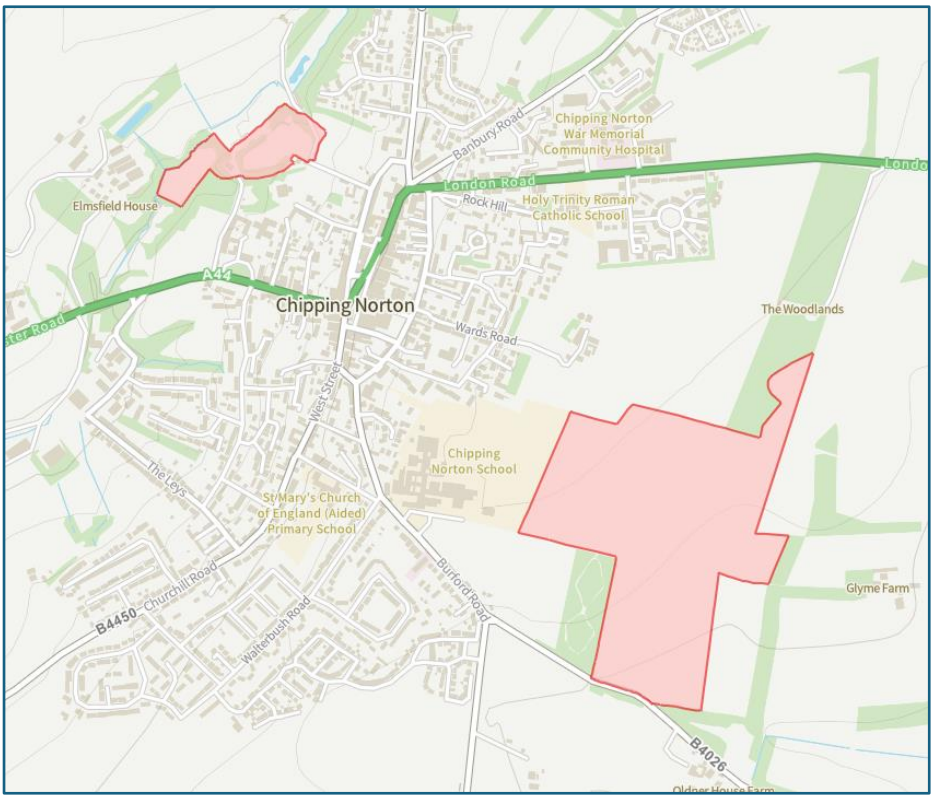


Figure 8.8 - Chipping Norton motte and bailey castle, and fishpond and Romano-British rural settlement and Iron Age remains, on the eastern edge of Chipping Norton

8.3.63 The extent of the scheduled monument designation (and the possibility of there being further archaeological remains to the north) has led Oxfordshire County Council to focus on the land in their ownership to the north of London Road and they have indicated that any development south of London Road will be relatively limited because of the potential for further archaeological constraints.

8.3.64 The position taken by Oxfordshire County Council, along with the significant archaeological constraints imposed by the scheduling itself, renders it impossible for the other main landowner CALA Homes to bring forward development on their part of the site.

8.3.65 On this basis, it is not possible for the East Chipping Norton SDA to be delivered in the form envisaged in the adopted Local Plan 2031.

8.3.66 Consequently, the District Council proposes to supersede Policy CN1 of the adopted Local Plan 2031 with a new policy, Policy CN3 - Land North of London Road Strategic Location for Growth (SLG). As indicated on the Plan's Key Diagram, the proposed SLG is focused primarily on the triangle of land between London Road, Banbury Road and the A3400.

8.3.67 This is considered to represent a logical and sustainable evolution of the current allocation, reflecting both the change in circumstances affecting the site and the pattern of development that has already been established on the eastern side of the town.

8.3.68 Development will be guided by a process of community masterplanning. The draft Plan defines a community masterplan as one which has been informed by a process of demonstrably meaningful and effective community engagement. This approach will help to ensure that local communities, infrastructure providers, key stakeholders and other interested parties are actively involved in shaping the future form, character and delivery of development, including the provision of supporting infrastructure, services, facilities and green infrastructure.

8.3.69 A more northern-focused approach would allow new development to integrate effectively with both existing neighbourhoods and recent development. The area benefits from close proximity to a range of existing services and facilities, including Chipping Norton Health Centre on Russell Way, local schools, existing employment areas and recently completed commercial development south of London Road, including the Costa Coffee drive-through and M&S Foodhall. These facilities already serve a growing population and provide a strong foundation for the creation of a sustainable and well-connected community.

8.3.70 The location also offers opportunities to deliver improved walking, cycling and vehicular connections between existing and new neighbourhoods, creating the potential to create an holistic and cohesive urban extension rather than a series of disconnected development parcels.

8.3.71 The location of the SLG between two established road corridors – London Road and Banbury Road – provides flexibility in relation to access arrangements and opportunities to create a permeable movement network linked to the wider town.

8.3.72 Importantly, a more northern-focused approach also creates the opportunity to plan comprehensively for supporting infrastructure. This includes the potential delivery of a new multi-sport hub serving both Chipping Norton and its wider rural catchment, together with areas of open space, green infrastructure, biodiversity enhancement and sustainable drainage.

8.3.73 The sports hub proposal is being actively promoted by a local community group and the District Council's Leisure Team has offered their 'in principle' support for the concept. The provision of a multi sports hub has number of advantages including the ability to meet different needs in a single location, in turn, helping to alleviate existing problems in other locations such as the Greystones pitches to the south of the town which suffer from traffic congestion on match days due to the accommodation of both football and rugby.

8.3.74 Policy CN3 therefore includes a requirement for any community masterplan within the SLG to incorporate the provision of a multi-sports hub in a suitable, central location with high levels of accessibility including walking, cycling and wheeling.

8.3.75 Any built development to the south of London Road is expected to be relatively limited in depth (i.e. no further than the current extent of Parker's Circus) and complemented by supporting facilities including public open space.

8.3.76 The extent of built development in the east is expected to extend no further than the existing public right of way which runs north-south from the A3400 to London Road.

8.3.77 Overall, concentrating future growth on the land between London Road and Banbury Road is considered to represent a logical response to the circumstances that have emerged since the adoption of the current Local Plan.

8.3.78 It builds upon the established direction of growth to the east of the town, makes effective use of land that is well-related to existing development and infrastructure, responds appropriately to archaeological constraints, and provides the opportunity to deliver a comprehensively planned and sustainable extension to Chipping Norton.

Policy CN3 – Land east of Chipping Norton at London Road

Land east of Chipping Norton is identified as a strategic location for growth that will contribute towards meeting housing needs whilst supporting the long-term vitality and sustainability of one of West Oxfordshire's principal settlements. Reflecting Chipping Norton's location within the Cotswolds National Landscape and its distinctive historic character, the allocation represents a carefully planned and proportionate opportunity for growth that balances development needs with environmental stewardship.

The site provides an opportunity to deliver a comprehensively planned urban extension that strengthens Chipping Norton's role as a service centre for surrounding rural communities whilst supporting local services, facilities and businesses. Development will be expected to provide a mix of homes, public open space, green infrastructure and supporting facilities that contribute towards the creation of a healthy, inclusive and sustainable community.

A comprehensive master planned approach will be required to ensure that development integrates successfully with the existing town and responds positively to the sensitivities of the surrounding landscape. Particular emphasis should be placed on landscape-led design, conserving and enhancing the special qualities of the Cotswolds National Landscape, protecting ecological networks and biodiversity assets, and supporting active travel connections to the town centre, schools, employment opportunities and community facilities.

Development should demonstrate how it will support climate resilience, deliver measurable biodiversity net gains and secure the infrastructure necessary to support growth. The allocation should contribute towards creating a distinctive and attractive new neighbourhood that reflects the character of Chipping Norton, enhances environmental quality and supports the town's long-term social, economic and environmental wellbeing.

Policy CN3 – Land east of Chipping Norton at London Road Strategic Location for Growth (SLG)			
Indicative Site Area	37 Ha	**Current Use**	Agricultural
Site Promoter	Oxfordshire County Council / Rainier		
Overview			
Land North of London Road / East of Chipping Norton is identified as a Strategic Location for Growth for residential-led development providing approximately 750 dwellings.			
Development Type	Sustainable Urban Extension		
Development Requirements			
The development of the SLG must be guided by a comprehensive, community masterplan, supported by an initial development template (attached at Appendix 1), with any such masterplan required to demonstrate how the template has been taken into account. In accordance with Policy DM24, proposed strategic-scale development in this location will be required to assess the potential for including accommodation for travelling communities as part of the overall development mix.			

Key Infrastructure Requirements

8.3.79 Chipping Norton is supported by a range of established community, cultural and healthcare infrastructure. The War Memorial Community Hospital provides both primary care and a range of secondary services. The town also benefits from a variety of cultural and community facilities, including the Chipping Norton Theatre, leisure centre, outdoor pool, youth centre, sports clubs and a range of local societies. However, the town's ageing population and associated increase in health and mobility needs are placing additional pressure on existing infrastructure. Identified gaps in provision include a shortfall of one full-sized rugby union pitch, limited accessibility to greenspace, and a library facility that is widely considered to be inadequate in terms of its size, layout and accessibility.

8.3.80 The town benefits from connections to the wider strategic road network via the A44 and A361. Notwithstanding this, Chipping Norton experiences congestion and a high proportion of HGV movements, which adversely affect accessibility, highway safety and environmental quality. Public transport provision is relatively limited, with bus services providing connections to nearby centres including Banbury and Oxford. Parking constraints within the town centre remain an ongoing issue for residents, businesses and visitors. Deficiencies in active travel infrastructure have also been identified, including poor cycling links and insufficient cycle parking provision, although these matters are currently being progressed through Oxfordshire County Council's Local Cycling and Walking Infrastructure Plan (LCWIP).

8.3.81 Planned development will increase pressure on existing infrastructure and will require appropriate mitigation and enhancement. Key requirements include the delivery of a

additional primary school capacity to serve development at land east of Chipping Norton, improvements to green infrastructure provision, and enhancements to formal sports facilities in the form of a multi-sports hub to serve Chipping Norton and the surrounding area.,. In addition, Thames Water has identified the need for upgrades to the Chipping Norton Sewage Treatment Works to ensure sufficient capacity is available to accommodate future growth and to maintain environmental standards.

Phasing

8.3.82 Infrastructure provision in Chipping Norton will be aligned with the timing and scale of development to ensure that growth is supported by appropriate and timely investment. In the early part of the plan period, priority will be given to addressing existing capacity constraints and enabling development to come forward. This will include securing additional primary school capacity to serve development to the east of the town, alongside targeted highway improvements, early active travel measures and enhancements to existing community facilities. Engagement with Thames Water will also be required to programme necessary upgrades to the Sewage Treatment Works.

8.3.83 As development progresses, additional infrastructure will be delivered to meet growing demand. This will include provision of enhanced sports and green infrastructure, and ongoing improvements to sustainable transport, parking and community facilities.

8.3.84 In the longer term, infrastructure provision will respond to the full extent of planned growth and changing local needs, including further transport improvements, potential expansion or reconfiguration of healthcare and community services, and completion of green infrastructure networks. Any further upgrades to wastewater infrastructure will be delivered in line with development requirements to ensure sufficient capacity and environmental compliance.

8.4 Bampton Area Strategy

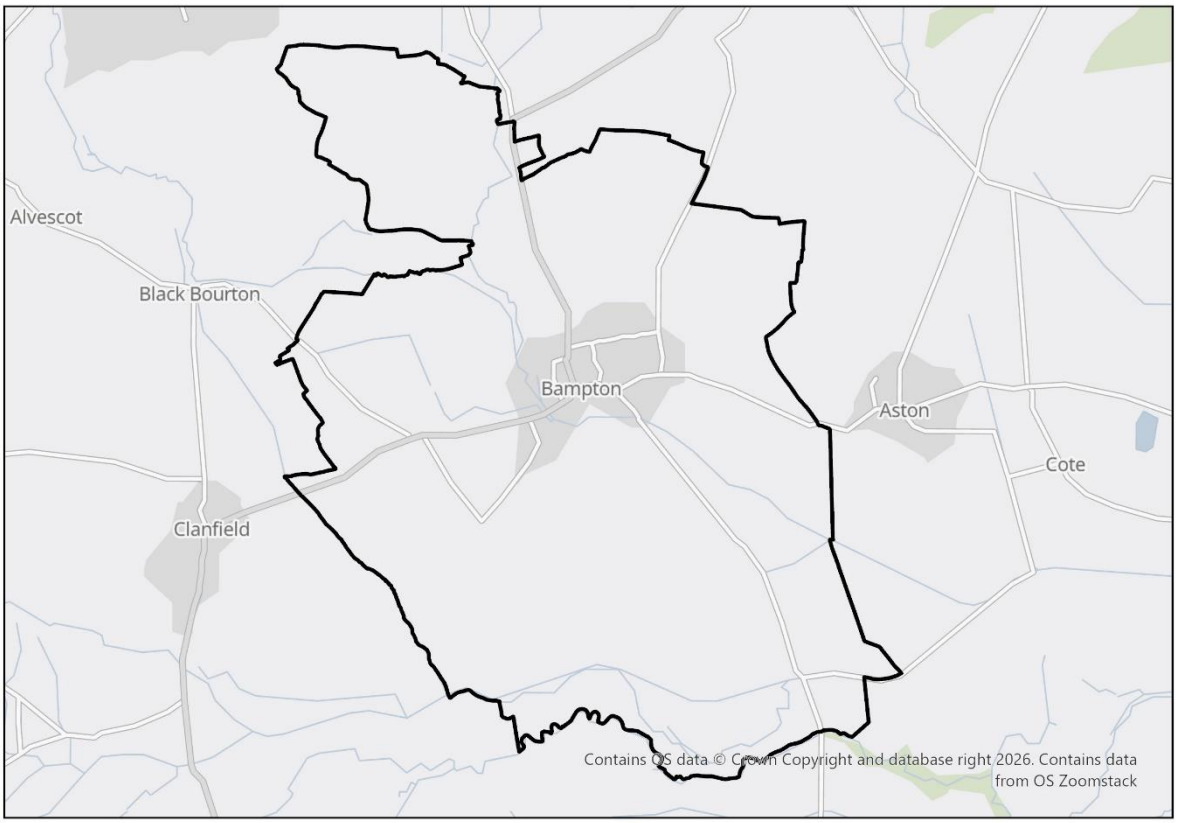


Figure 8.9 – Geographical Extent of Bampton Area Strategy

The Bampton Area Today

8.4.1 Bampton is a large, historic village located approximately 7km (4.5 miles) southwest of Witney. With a 2021 population of around 3,000 residents and 1,300 households, Bampton has experienced growth in recent years, including new residential development to the north and east of the village.

8.4.2 Whilst this growth has helped meet housing needs, concerns have been raised locally regarding the cumulative impact of recent development on infrastructure, services and the village's character. The age profile is broadly in line with national trends, although there is a slight underrepresentation of residents aged 15–24.

8.4.3 Levels of deprivation are low and employment levels are high, with over a third of the working-age population working from or mainly from home. Car ownership and car-based commuting are relatively high, reflecting both the rural nature of the area and limited public transport options.

8.4.4 Bampton is served by the Pulhams No. 19 bus route, providing hourly services to Carterton, Witney and neighbouring settlements six days a week. However, there are no Sunday services and limited evening services, with stakeholders identifying poor public transport provision and high car dependency as key local challenges. Train access is also limited, with the nearest station offering an hourly service located at Hanborough, approximately 14 miles away.

8.4.5 The village boasts a strong historic and cultural character, with the majority of the settlement designated as a conservation area (since 1976), containing numerous listed buildings. This includes the Grade I listed Church of St Mary the Virgin, a landmark with Saxon origins, Norman and Gothic additions, and a prominent spire.

8.4.6 Historic buildings such as Ham Court, Weald Manor, and The Deanery underscore Bampton's significance as one of the oldest continuously inhabited settlements in Oxfordshire, with origins stretching back to the Iron Age and references in the Domesday Book of 1086.

8.4.7 Bampton retains a well-defined nucleated layout, with some dispersed housing on its edges, including provision for gypsy and traveller communities. Most housing consists of traditional stone or brick-built houses that contribute positively to the village's distinctive character and sense of place.

8.4.8 The village core sits on gravel terraces and, whilst the majority of Bampton lies within Flood Zone 1, parts of the southern and western fringes are located within Flood Zone 3 due to their proximity to the Shill Brook. Flood risk is therefore an important consideration in planning for the future growth and resilience of the village.

8.4.9 Bampton benefits from a good range of community facilities for a rural settlement of its size, including a primary school, pre-school, GP surgery, library, shop and post office and a variety of pubs and eateries. However, concerns have been expressed regarding pressure on local services and infrastructure, including education, healthcare and wastewater capacity.

8.4.10 Cultural life remains vibrant, supported by organisations such as Bampton Classical Opera and West Ox Arts Gallery, together with the village's longstanding Morris dancing tradition celebrated annually on the late May Bank Holiday. Bampton was also a key filming location for the popular television series Downton Abbey, helping to raise its profile as a visitor destination.

8.4.11 The village supports a range of recreational activities, including Bampton Town Football Club, a skatepark and the Bampton & District Aunt Sally Association, reflecting a strong sense of community engagement and local tradition.

8.4.12 Bampton's rich heritage, strong community identity and range of local services reinforce its role as an important rural service centre. However, future change will need to be carefully managed to ensure that development remains proportionate to the village's size and character, respects heritage and environmental constraints, addresses infrastructure capacity issues and supports the long-term sustainability of the community.

Statement of Ambition - The Bampton Area in 2043

8.4.13 The Bampton Area will continue to evolve as a thriving and sustainable rural community, building on its rich heritage, strong sense of identity and important role as a local service centre for surrounding rural communities.

8.4.14 Future change will be carefully managed to ensure that the distinctive character, historic environment and setting of Bampton are protected and enhanced. Growth will be proportionate to the scale and role of the village, respecting its conservation area, listed buildings, historic street pattern and surrounding landscape whilst maintaining its unique sense of place.

8.4.15 New development will contribute towards meeting local housing needs, including the provision of affordable homes and housing suitable for younger people, families and older residents wishing to remain within the community.

8.4.16 Growth will be aligned with the timely provision of infrastructure and services. Particular emphasis will be placed on ensuring that wastewater infrastructure and other essential community facilities are able to accommodate future needs, helping to maintain a high quality of life for existing and future residents.

8.4.17 The area will become better connected through improvements to sustainable transport infrastructure and services. Opportunities will be taken to enhance walking, wheeling and cycling connections, improve access to public transport and reduce reliance on the private car where possible, helping to support healthier lifestyles and reduce carbon emissions.

8.4.18 Protecting and enhancing the natural environment will be a key priority. Green infrastructure, biodiversity networks, habitat restoration, tree planting and sustainable drainage measures will help strengthen nature recovery, improve climate resilience and support the health and wellbeing of residents and visitors.

8.4.19 Bampton's local economy will continue to benefit from small-scale enterprise, home working, rural businesses and sustainable tourism, building on the village's cultural heritage and visitor appeal whilst ensuring that economic activity remains compatible with its rural character.

8.4.20 Community facilities, recreational spaces, cultural assets and heritage buildings will continue to play a central role in village life. Opportunities will be taken to maintain and enhance these important assets.

8.4.21 Through carefully managed growth, investment in infrastructure, environmental enhancement and community-led planning, including any future Neighbourhood Plan, the Bampton Area will remain a resilient, attractive and inclusive rural community that helps meet identified development needs whilst safeguarding the qualities that make it distinctive.

Strategic Development Framework for the Bampton Area

8.4.22 Building on the area profile and statement of ambition above, Policy BA1 provides a framework for managing change and development within the Bampton area to 2043.

8.4.23 The framework recognises Bampton's role as an important rural service centre, providing homes, services, facilities and employment opportunities for both its own residents and the surrounding villages and countryside. It seeks to ensure that future development is proportionate to the scale and character of the village and is supported by the infrastructure, services and environmental improvements necessary to maintain a sustainable and resilient community.

8.4.24 The framework also seeks to ensure that growth is carefully balanced with the conservation of Bampton's rich historic environment, distinctive village character and landscape setting. Particular emphasis is placed on protecting heritage assets, respecting flood risk constraints, enhancing biodiversity and green infrastructure, and ensuring that development contributes positively to local infrastructure, connectivity and community wellbeing.

8.4.25 The Council will work proactively with Bampton Parish Council, local communities, landowners, developers, infrastructure providers and other stakeholders to support the coordinated delivery of development and infrastructure in accordance with this framework, including through the preparation of any future Neighbourhood Plan.

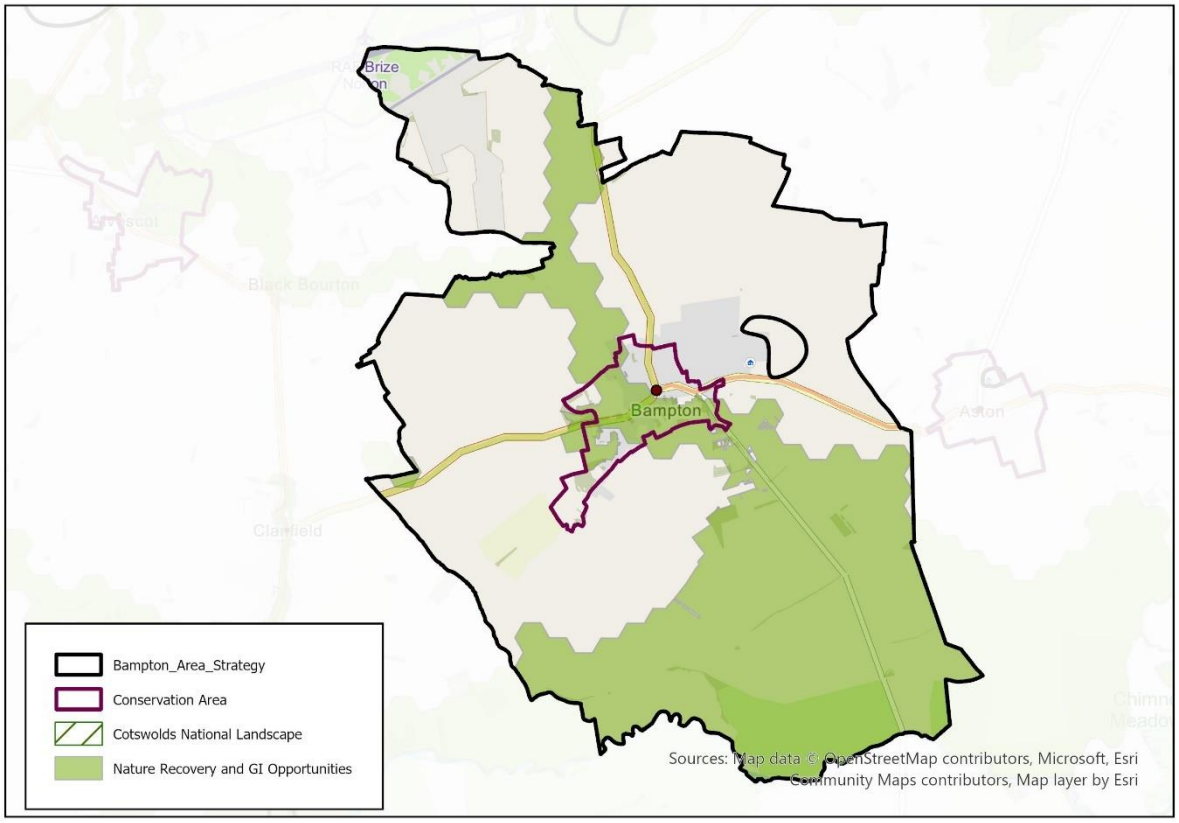


Figure 8.10 – Bampton Area Strategy

Policy BA1 – Strategic Development Framework for the Bampton Area

Development proposals within the Bampton Area will be supported where they contribute positively towards the delivery of the following objectives, having regard to their scale, nature and location:

1. **Supporting Bampton's role as a sustainable rural service centre**

    a. Reinforcing Bampton's role as a rural service centre through the provision, retention and enhancement of local services, community facilities, employment opportunities and infrastructure that support the needs of the village and its rural hinterland;

    b. Supporting the vitality and viability of Bampton village centre and maintaining its function as the focus for community, commercial and cultural activity;

    c. Supporting the sensitive reuse, adaptation and enhancement of existing buildings, including heritage assets, where this secures their long-term viable use.

2. **Delivering proportionate and infrastructure-led growth**

    a. Ensuring that development is proportionate to the scale, character and role of the village and does not result in unacceptable pressure on local infrastructure, services or environmental assets;

    b. Prioritising the efficient use of land and buildings within the existing built-up area through redevelopment, infill development and the reuse of previously developed land where appropriate;

    c. Providing a mix of housing types, sizes and tenures, including affordable homes and housing that meets the needs of younger people, families and older residents;

    d. Ensuring that development is supported by the timely provision of infrastructure, services and utilities where required to mitigate the impacts of development.

3. **Conserving and enhancing the historic environment and local character**

    a. Conserving and enhancing the significance, setting and special character of Bampton's Conservation Area, listed buildings and other heritage assets;

    b. Respecting the historic settlement pattern, scale, form and vernacular character of the village and ensuring that new development responds positively to local distinctiveness;

    c. Safeguarding the separate identity, rural setting and important views into and out of the village;

    d. Securing high-quality design that reinforces local character and creates attractive and well-integrated places.

4. **Protecting and enhancing the natural environment**

    a. Protecting and enhancing green infrastructure, biodiversity assets, ecological networks and landscape features within and around the village;

    b. Delivering biodiversity enhancements, habitat creation, tree planting and multifunctional green infrastructure as an integral part of development proposals;

    c. Conserving and enhancing the landscape setting of the village and the environmental qualities that contribute to its distinctive rural character;

    d. Supporting opportunities to improve public access to nature and green spaces where appropriate.

5. **5. Improving connectivity and supporting climate resilience**

    a. Supporting improvements to walking, wheeling and cycling connections within the village and to other key destinations;

    b. Supporting improvements to public and community transport services and infrastructure where opportunities arise;

    c. Avoiding inappropriate development in areas at highest risk of flooding and ensuring that development incorporates sustainable drainage systems, flood mitigation measures and wider climate resilience measures

    d. Supporting high standards of sustainable design, energy efficiency and low-carbon development.

Priority Growth Locations

8.4.26 As outlined above, Bampton has accommodated a good level of growth in recent years including land to the north and east of the village. As a defined, rural service centre, it is reasonable to expect further growth to come forward in the period up to 2043.

8.4.27 However, in accordance with the overall spatial strategy (SP2) the level of future growth at Bampton is expected to be more modest than at other service centres such as Eynsham, Woodstock and Long Hanborough.

8.4.28 Additionally, under Policy BA1 above, future growth will be expected to be proportionate to the scale, character and role of the village.

8.4.29 There are no planning permissions currently in place at Bampton for major residential or employment development (i.e. more than 10 homes or more than 1,000 sqm of commercial floorspace).

8.4.30 However, a total of 11 land parcels to the north, east and south-east of the village have been put forward by landowners and site promoters for consideration through the Council's Housing and Economic Land Availability Assessment (HELAA).

8.4.31 The HELAA concludes that three parcels of land to the east of the village are suitable, in part, for development.

8.4.32 Through the Council's 'Spatial Options' consultation in November/December 2025, views were sought on the principle of further extending Bampton to the east to accommodate around 150 new homes.

8.4.33 Consultation responses expressed mixed views with many respondents raising concerns about existing infrastructure capacity, including healthcare, education, drainage, flooding, transport and parking, questioning whether the village can accommodate further growth without significant investment.

8.4.34 Concerns were also raised regarding the impact of cumulative development, the risk of coalescence with Aston, and constraints relating to minerals safeguarding, archaeology and flood risk.

8.4.35 Opinion was divided on the scale and location of future growth with some respondents considering the proposed allocation to be appropriate and sustainable, helping to distribute growth more evenly across the district, while others argued that the proposed scale was either too large or too small and suggested alternative sites or directions for expansion.

8.4.36 Several responses highlighted opportunities to improve public transport and active travel connections as part of any future development.

8.4.37 Taking account of the responses received and further evidence and analysis, the Council remains of the view that the eastern expansion of Bampton represents the most appropriate and sustainable option for accommodating further planned growth in the period up to 2043.

Policy BA2 – Land East of Bampton

8.4.38 Policy BA2 allocates land to the east of Bampton for a residential-led development of up to 150 dwellings, including affordable housing, public open space, green infrastructure, biodiversity enhancements and associated infrastructure.

8.4.39 The allocation represents a proportionate extension to the village and has been identified as a suitable location for growth, relating well to the existing built-up area whilst providing opportunities to meet local housing needs and support Bampton's continued role as a service centre. The site is capable of being integrated with the existing settlement and offers the opportunity to deliver a well-designed and landscape-led development that respects the character and setting of the village.

8.4.40 The policy seeks to ensure that development is comprehensively planned and delivered alongside the infrastructure, services and environmental enhancements necessary to support sustainable development. Key requirements include the provision of affordable housing, the protection and enhancement of landscape and biodiversity assets, the conservation of the historic environment and the delivery of sustainable transport connections.

8.4.41 Development of the site will be dependent upon the availability of sufficient wastewater treatment capacity or the delivery of necessary upgrades to the wastewater network

8.4.42 The policy also places particular emphasis on creating a sensitive transition between the village and the surrounding countryside, responding appropriately to the site's landscape and heritage context, and ensuring that development does not place unacceptable pressure on local infrastructure. Together, these requirements will help ensure that the site delivers a high-quality and sustainable extension to Bampton that contributes positively to the village whilst respecting its distinctive character and setting.

Policy BA2 – Land East of Bampton

Site area: 18 Hectares

Developable area: 6.5 Hectares

Current use: Agricultural

Landowner/site promoter: L & Q Estates

Allocation: Residential development of up to 150 dwellings, 40% affordable housing, public open space and informal recreation areas, green infrastructure and biodiversity enhancements and supporting infrastructure including access, drainage, and utilities.

In addition to the general policies of this Local Plan, development proposals will be expected to accord with the following site-specific requirements:

1. **Key Design Principles**

   Development should:

   a. Be guided by a comprehensive masterplan prepared with the local community in general accordance with an indicative concept plan.
   b. Positively integrate with existing development to the west, taking into account the presence of established landscape buffers.
   c. Respond positively to the edge-of-settlement location, creating a sensitive transition to open countryside.
   d. Establish a clear sense of place with legible street hierarchy and distinct character areas.
   e. Create clear layout and active frontages providing overlooking and natural surveillance of streets and open spaces.
   f. Provide meaningful physical and visual connections between the site and adjoining development to the west.
   g. Respect the historic character of Bampton.
   h. Address the identified wastewater capacity constraints at Bampton Sewage Treatment Works (STW), where sufficient wastewater infrastructure capacity cannot be demonstrated, planning permission will be refused.
   i. Respect existing landscape features such as hedgerows and trees where possible.

2. **Transport and Movement**

   a. Primary vehicular access to be taken from the existing highway network, with detailed access arrangements subject to transport assessment.
   b. Safe and direct pedestrian and cycle connections to Bampton Town Centre.
   c. Successful integration with and, where necessary, contributions towards enhancements to public transport services and infrastructure.
   d. Appropriate parking provision in accordance with local standards, incorporating EV charging.
   e. The alignment of the existing public right of way (including any bridleway) shall be retained, enhanced or where necessary sensitively diverted, provided that:

      i. the resulting route is safe, direct, attractive and well-integrated within the development and overlooked by active frontages;
      ii. the alignment facilitates the delivery of a comprehensive and coherent layout, avoiding the creation of small, isolated or poorly related parcels of land;

iii. development makes efficient use of the site, ensuring that land crossed by the existing route is capable of being integrated into the overall scheme; and
iv. any diversion results in a route of equal or improved quality and accessibility for users.

3. Heritage

a. Development must conserve and, where possible, enhance the significance of nearby heritage assets, including the wider historic landscape setting of the Bampton Conservation Area and Church.
b. Proposals should be informed by a heritage impact assessment and archaeological assessment.

4. Landscape

a. A landscape-led approach shall be taken to the design, layout and massing of development.
b. Retention and reinforcement of existing hedgerows and field patterns where appropriate.
c. Creation of a strong landscaped edge to the countryside particularly along the eastern and northern boundaries, to minimise visual impact and provide long-term containment.
d. Create a successful relationship to existing landscape buffers to the west.
e. Sensitive treatment of site boundaries, particularly to the north and east.

5. Housing

a. Provide 40% on site affordable housing in accordance with Policy DM20
b. Provide 10% custom and self-build plots in accordance with Policy DM22.
c. The development shall provide a balanced mix of housing types and tenures to meet identified local needs.

6. Green Infrastructure and Biodiversity

a. Delivery of a multifunctional green infrastructure network, including public open space, play areas and ecological corridors.
b. Achievement of measurable biodiversity net gain in line with national policy.
c. Protection and enhancement of existing habitats.
d. Integration of SuDS features as ecological assets.

7. Flood Risk and Drainage

a. Development to be informed by a site-specific flood risk assessment.
b. Use of sustainable drainage systems (SuDS) to manage surface water runoff.
c. Runoff rates to be restricted to greenfield levels.
d. Incorporation of attenuation features such as swales and basins.

8. Climate change and sustainability

a. Development shall demonstrate the use of:
    i. renewable and low-carbon energy sources;
    ii. sustainable design and construction methods; and
    iii. high standards of energy efficiency in new buildings.

9. Infrastructure Requirements

a. Successfully address wastewater capacity constraints.
b. Provide contributions towards education healthcare services and local community facilities.
c. Delivery of on-site open space and play provision.
d. Public open space, children's play space and informal recreation shall be provided on-site, with long-term management arrangements secured.

e. Long-term management arrangements shall be secured for open space, green infrastructure, drainage features, biodiversity mitigation and landscape buffers.
f. Proposals should be accompanied by a site specific Infrastructure Delivery Plan.

10. Phasing and Delivery

a. Development shall be phased in accordance with the delivery of necessary infrastructure
b. Development will only be permitted where it can be clearly demonstrated that sufficient wastewater treatment capacity is available; or necessary upgrades to the wastewater treatment network have been secured and will be delivered in advance of development.
c. Development shall be brought forward in a comprehensive and coordinated manner.

Key Infrastructure Requirements

8.4.43 There are infrastructure capacity issues in the village that would need to be addressed in order for any new development to be accommodated.

8.4.44 Capacity in the waste treatment network is identified as a particular issue in the locality. Bampton Sewage Treatment Works has exceeded its permitted Q80 Dry Weather Flow (DWF) discharge permit in 4 out of the last 5 years. Bampton STW has insufficient hydraulic and storm tank capacity for the current population served.

8.4.45 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 are due to be delivered by 2028.

8.4.46 Additional flows connecting to Bampton STW before this scheme is completed risk increasing the number and duration of storm overflows into the Shill Brook. Phasing of any new development will therefore be crucial to ensure adequate infrastructure capacity.

8.4.47 New development is this location will also need to demonstrate that suitable flood mitigation measures will be taken, including provision of SuDS.

8.4.48 Bampton and Clanfield is one of the district's wards identified as having poor accessibility to greenspace[15]. Development will need to provide green spaces such as allotments, orchards, formal and informal green space,

8.4.49 Development will also need to be supported by improvements to public transport, in particular bus service provision, as well as walking, wheeling and cycling infrastructure

Phasing

8.4.50 As a result of the need for upgraded wastewater infrastructure, it is anticipated that growth in Bampton will need to be delivered in a phased manner. Development on the proposed

[15] Oxfordshire's greenspace-deprived neighbourhoods, March 2024

allocation at Land East of Bampton is likely to come forward in years 6 – 15 of the plan period post-adoption.

8.5 Burford Area Strategy

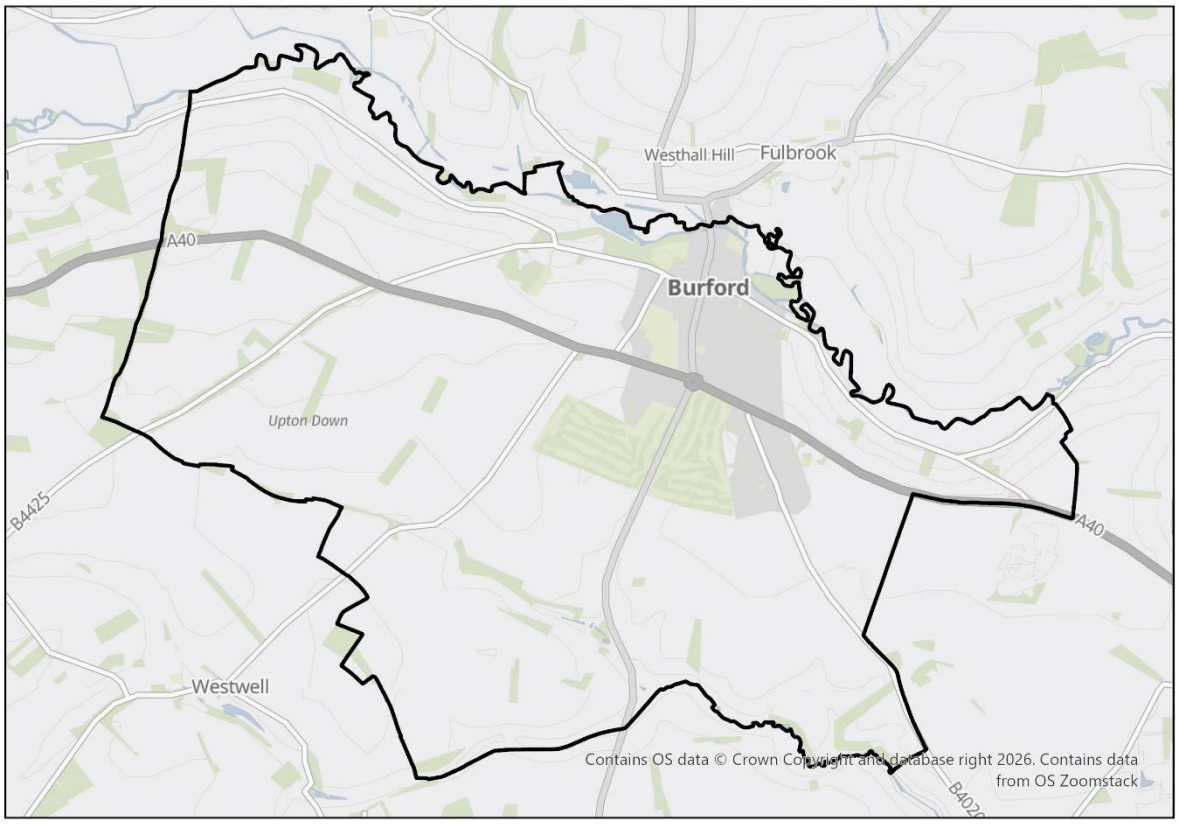


Figure 8.11 – Geographical Extent of Burford Area Strategy

The Burford Area Today

8.5.1 Burford is a small market town located in the western part of West Oxfordshire, approximately 18km (11 miles) west of Witney. With a population of around 2,000 residents and 885 households, it is the smallest of the district's service centres but performs an important role in supporting surrounding rural communities.

8.5.2 Situated on the River Windrush, Burford is widely recognised for its historic character and attractive built environment. The town's distinctive High Street, which slopes down towards the medieval bridge crossing of the Windrush, contains a rich collection of historic buildings reflecting its development as an important market and wool trading centre.

8.5.3 The town has a strong heritage significance, with much of the built-up area designated as a conservation area and containing numerous listed buildings. Notable landmarks include the Grade I listed Church of St John the Baptist, parts of which date from the twelfth century, together with the Tolsey, which historically served as the town's market house and administrative centre.

8.5.4 Burford supports a diverse local economy centred on independent retail, hospitality and tourism. Despite its relatively small size, the town centre contains a wide range of shops, cafés, restaurants and visitor-focused businesses. Independent retailers contribute to the town's distinctive character and economic vitality.

8.5.5 Tourism forms a significant part of the local economy, with visitors attracted by the town's historic streetscape, cultural heritage and proximity to destinations such as the Cotswold Wildlife Park and Gardens. The hospitality sector, including hotels, inns and restaurants, plays an important role in supporting employment and sustaining the local economy.

8.5.6 Whilst Burford benefits from a strong local economy and attractive environment, housing affordability remains a significant challenge. Limited opportunities for new development, combined with high demand and environmental constraints, have contributed to rising house prices and difficulties for some local people, particularly younger households.

8.5.7 Most of the town falls within the Cotswolds National Landscape which, when coupled with its extensive heritage assets and surrounding countryside, places a significant constraint on future development.

8.5.8 Burford experiences significant traffic pressures, particularly along the A361 which passes directly through the historic High Street and across the River Windrush bridge. Traffic congestion, including heavy goods vehicle movements, has been identified as a longstanding issue, affecting both the operation of the town centre and the quality of the local environment.

8.5.9 Public transport is relatively limited, contributing to a high degree of car dependency amongst residents and visitors. Stakeholders have identified opportunities to improve walking, cycling and public transport connections, including links between Burford and neighbouring Fulbrook, in order to encourage more sustainable travel patterns.

8.5.10 The River Windrush and its associated floodplain form an important landscape feature and environmental asset. Whilst much of the built-up area lies outside areas of highest flood risk, flood risk remains an important consideration in some locations.

8.5.11 Burford benefits from a range of community facilities and services, including a primary school, library, places of worship, healthcare provision, shops, cafés and public houses. These facilities help support day-to-day needs and contribute to the town's role as an important service centre for surrounding rural communities.

8.5.12 Burford's combination of historic character, environmental quality, strong visitor economy and range of local services underpins its importance within West Oxfordshire. However, future change will need to be carefully managed to balance the need for housing, economic vitality and improved accessibility with the protection of the town's heritage, landscape setting and overall character.

Statement of Ambition - The Burford Area in 2043

8.5.13 The Burford Area will continue to evolve as a thriving and sustainable market town, building on its rich historic character, strong community identity and important role as a service centre and visitor destination within West Oxfordshire and the Cotswolds National Landscape.

8.5.14 Future change will be carefully managed to ensure that the distinctive character, historic environment and landscape setting of Burford are protected and enhanced. Growth will be proportionate to the scale and role of the town, respecting its conservation area, listed buildings, historic street pattern, surrounding countryside and location within the Cotswolds National Landscape whilst maintaining its unique sense of place.

8.5.15 New development will contribute towards meeting identified local housing needs, including the provision of affordable homes and housing suitable for younger people, families and older residents wishing to remain within the community. Development will be small-scale and sensitively designed.

8.5.16 Growth will be aligned with the timely provision of infrastructure and services helping to maintain a high quality of life for residents and supporting the town's role as a visitor destination.

8.5.17 The area will become better connected through improvements to sustainable transport infrastructure and services. Opportunities will be taken to enhance walking, wheeling and cycling connections, improve access to public transport and reduce reliance on the private car where possible. Measures will also be pursued to help manage traffic congestion, improve safety and reduce the impacts of heavy vehicle movements on the historic town centre and surrounding communities.

8.5.18 Protecting and enhancing the natural environment will be a key priority. Green infrastructure, biodiversity enhancement, habitat restoration, tree planting and sustainable drainage measures will help strengthen nature recovery, improve climate resilience and support the health and wellbeing of residents and visitors.

8.5.19 Burford's historic environment will play a central role in supporting a low-carbon future. Opportunities will be taken to improve the environmental performance of existing buildings through sensitive adaptation and retrofitting, whilst ensuring that the significance and character of heritage assets are conserved.

8.5.20 The local economy will continue to benefit from independent retail, hospitality, tourism, small-scale enterprise and home working. Economic activity will build upon the town's heritage, cultural attractions and visitor appeal whilst ensuring that tourism remains sustainable, supports local businesses and is managed in a way that protects residential amenity and the quality of the historic environment.

8.5.21 Community facilities, cultural assets, recreational spaces and heritage buildings will continue to play a central role in town life. Opportunities will be taken to maintain and enhance these assets, supporting community wellbeing and social inclusion.

8.5.22 Through carefully managed growth, investment in infrastructure, environmental enhancement and community-led planning, including any future Neighbourhood Plan, the Burford Area will remain a resilient, attractive and inclusive community that helps meet identified local needs whilst safeguarding the environmental and heritage qualities that make it distinctive.

Strategic Development Framework for the Burford Area

8.5.23 Building on the area profile and statement of ambition above, Policy BU1 provides a framework for managing change and development within the Burford area to 2043.

8.5.24 The framework recognises Burford as one of West Oxfordshire's most distinctive settlements; an historic market town of exceptional architectural and environmental quality, situated within the Cotswolds National Landscape and serving as both an important rural service centre and nationally recognised visitor destination. These qualities are fundamental to the town's identity, attractiveness and economic success and must continue to underpin future decision-making.

8.5.25 The framework seeks to ensure that future growth and investment are carefully managed so that they contribute positively to the town's social, economic and environmental wellbeing whilst conserving and enhancing the qualities that make Burford special. In particular, it recognises the importance of safeguarding the town's historic environment, supporting a thriving and sustainable visitor economy, maintaining a vibrant and inclusive community and protecting the nationally important landscape and environmental assets that surround the town.

8.5.26 Given the environmental and heritage sensitivities that influence Burford's future growth, development will be expected to be proportionate to the scale and role of the town, respond positively to local character and be supported by appropriate infrastructure, services and environmental improvements. Particular emphasis is placed on addressing local housing needs, improving accessibility and sustainable transport choices, managing the impacts of traffic congestion and heavy vehicle movements, enhancing biodiversity and green infrastructure, and supporting climate resilience.

8.5.27 The framework provides an overarching basis for decision-making in the Burford Area and will be used alongside the strategic and development management policies of this Plan to guide future development.

8.5.28 The Council will work proactively with Burford Town Council, local communities, landowners, developers, infrastructure providers and other stakeholders to support the coordinated delivery of development and infrastructure in accordance with this framework, including through the preparation of any future Neighbourhood Plan.

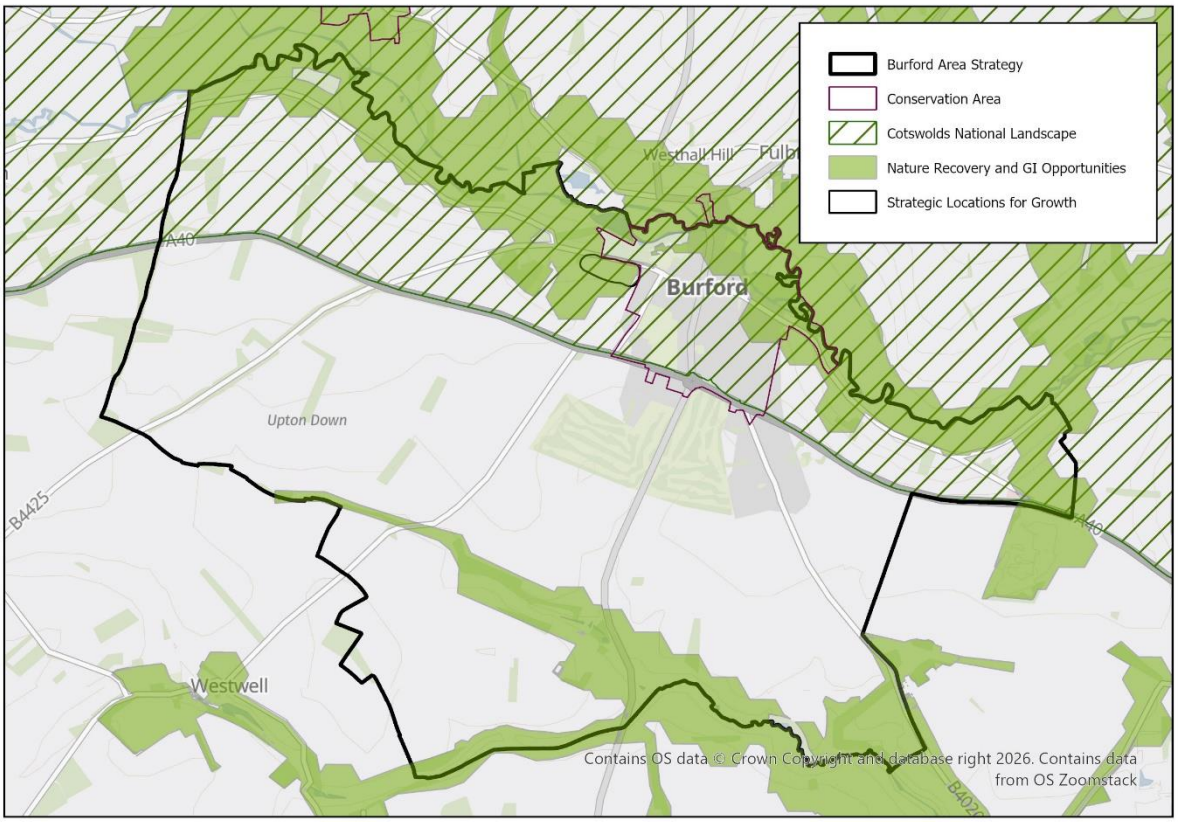


Figure 8.12 – Burford Area Strategy

Policy BU1 – Strategic Development Framework for the Burford Area

A map showing the outline of the area included in the Bampton Area Strategy, outlining conservation areas, the Cotswold National Landscape and nature recovery and GI opportunities. Burford will continue to function as a distinctive market town, rural service centre and visitor destination, valued for its exceptional historic character, rich heritage, strong community identity and outstanding landscape setting within the Cotswolds National Landscape. Development will be supported where it sustains and enhances the town's social, economic and environmental wellbeing in accordance with the following objectives.

Development proposals within the Burford Area will be supported where they contribute positively towards the delivery of the following objectives, having regard to their scale, nature and location:

1. Conserving Burford's Historic Character and Sense of Place

Development should:

a. Conserve and enhance the significance, setting and special character of Burford's Conservation Area, listed buildings and other heritage assets;

b. Respect the town's historic street pattern, built form, scale, vernacular architecture and distinctive sense of place, ensuring that new development responds positively to local character and distinctiveness;

c. Support the sensitive re-use, adaptation and enhancement of existing buildings, including heritage assets, where this secures their long-term viable use and contribution to the town's vitality;

d. Safeguard important views, gateways and the landscape setting of the town, including its relationship with the River Windrush and surrounding countryside;

e. Deliver high-quality design that reinforces local character and contributes positively to the quality and attractiveness of the built environment.

2. Supporting a Thriving Market Town and Sustainable Visitor Economy

Development should:

a. Support the vitality and viability of Burford town centre, including its independent retail, hospitality, tourism and cultural offer;

b. Promote a balanced and sustainable approach to tourism that supports the local economy whilst managing visitor pressures, protecting residential amenity and conserving the historic environment;

c. Support independent businesses, cultural initiatives, home-working opportunities and improved digital connectivity that strengthen local employment and economic resilience;

d. Retain and enhance community, cultural and visitor facilities that contribute to the town's role as a service centre and visitor destination.

3. Homes and Infrastructure

Development should:

a. Provide modest, proportionate and well-designed development that is appropriate to the scale, character and role of the town;

b. Contribute towards meeting identified local housing needs, including affordable housing and homes suitable for younger people, local workers, families and older residents;

c. Ensure that new development is integrated successfully with the existing settlement;

d. Be supported by the timely provision of infrastructure, services and utilities necessary to mitigate development impacts.

4. Protecting and Enhancing the Natural Environment and Landscape Setting

Development should:

a. Conserve and enhance the natural beauty, landscape character and special qualities of the Cotswolds National Landscape and further its statutory purposes;

b. Avoid, minimise and where necessary mitigate adverse impacts on the National Landscape, including those arising from excessive lighting, visual intrusion or inappropriate development;

c. Protect and enhance the River Windrush corridor, biodiversity assets, ecological networks and green infrastructure;

d. Support nature recovery, environmental enhancement and improved public access to green spaces where appropriate.

5. Improving Movement, Accessibility and Climate Resilience

Development should:

a. Support measures that help manage traffic congestion, parking pressures and the impacts of heavy goods vehicle movements on the historic town centre, local communities and environmental quality;

b. Strengthen safe, attractive and convenient walking, wheeling and cycling connections within the town and to neighbouring communities;

d. Avoid inappropriate development in areas at highest risk of flooding and incorporate sustainable drainage systems, flood mitigation measures and wider climate resilience measures;

e. Support high standards of sustainable design, energy efficiency, low-carbon development and the sensitive retrofit of existing and historic buildings where this can be achieved without unacceptable harm to their significance or character.

Burford Town Centre

8.5.29 Burford Town Centre is one of West Oxfordshire's most distinctive centres, performing an important role as both a rural service hub and a nationally recognised visitor destination.

8.5.30 Whilst relatively small in scale, the town centre serves a wide rural catchment and supports a thriving mix of independent retail, hospitality, tourism, community and cultural uses. Its historic High Street, which slopes towards the River Windrush, forms the focus of commercial and social activity and is widely regarded as one of the most attractive market town streets in the Cotswolds.

8.5.31 The town centre benefits from a strong independent retail offer, with a diverse range of boutique shops, galleries, specialist retailers, cafés, restaurants, inns and visitor-focused businesses. Vacancy rates remain consistently low, reflecting the centre's attractiveness and economic resilience. Tourism plays a particularly important role in supporting local businesses, helping to sustain a level of commercial activity that would not ordinarily be expected in a settlement of Burford's size.

8.5.32 The centre's exceptional historic environment is one of its defining strengths. Burford's Conservation Area, extensive collection of listed buildings and well-preserved historic streetscape create a strong sense of place and contribute significantly to its attractiveness for residents, businesses and visitors alike. Heritage is therefore both an important environmental asset and a key driver of economic vitality.

8.5.33 Despite these strengths, the town centre faces a number of challenges. Traffic congestion associated with the A361, including heavy goods vehicle movements through the High Street and across the River Windrush bridge, can affect environmental quality, pedestrian movement and the visitor experience. Limited parking provision and relatively limited public transport services also contribute to a reliance on private vehicle travel. At the same time, the town centre must continue to adapt to changing patterns of retail, leisure and tourism.

8.5.34 Looking ahead, there are opportunities to enhance the quality and attractiveness of the town centre through targeted public realm improvements, better management of movement and accessibility, sensitive reuse of historic buildings and support for a diverse mix of retail, hospitality, cultural, community and service uses.

8.5.35 There is also scope to strengthen Burford's role as a sustainable visitor destination through improved interpretation, wayfinding, heritage-led initiatives and measures that encourage longer stays and more sustainable travel choices.

Key Priorities

8.5.36 Key priorities for Burford Town Centre include:

- Maintaining and strengthening Burford's role as an important rural service centre and visitor destination;
- Supporting a vibrant and resilient mix of independent retail, hospitality, tourism, cultural, community and service uses;
- Conserving and enhancing the historic environment, including the Conservation Area, listed buildings, historic shopfronts and public realm;
- Supporting the sensitive reuse and adaptation of historic and underutilised buildings to provide a wider range of commercial, cultural, community and workspace opportunities;
- Improving the quality of the public realm through appropriate enhancements to streets, spaces, seating, planting, signage and wayfinding;
- Addressing the impacts of traffic congestion, heavy goods vehicle movements and parking pressures on the town centre environment and visitor experience;
- Improving walking, wheeling and cycling conditions and strengthening connections between key destinations, attractions, services and surrounding communities;
- Supporting a sustainable approach to tourism that strengthens the local economy whilst protecting residential amenity, environmental quality and the historic environment;
- Strengthening Burford's role as a gateway to the Cotswolds through improved visitor facilities, heritage interpretation and sustainable travel opportunities; and
- Supporting climate resilience through urban greening, biodiversity enhancement, sustainable drainage and the sensitive retrofit of historic buildings where appropriate.

A Strategy for Burford Town Centre

8.5.37 Building on Strategic Development Framework for the Burford Area (Policy BU1), the purpose of Policy BU2 is to maintain and enhance Burford Town Centre as a thriving market town centre, rural service hub and visitor destination, ensuring that it continues to serve the needs of residents, businesses, visitors and surrounding communities.

8.5.38 The policy seeks to support a vibrant, diverse and resilient town centre that responds positively to changing economic, retail and tourism trends whilst reinforcing the qualities that make Burford one of West Oxfordshire's most distinctive centres. It promotes the vitality and viability of the High Street and surrounding areas through the retention and enhancement of independent retail, hospitality, cultural, community and service uses, whilst supporting the sensitive adaptation and reuse of historic buildings and underutilised premises.

8.5.39 Priority will be given to improving the quality, accessibility and attractiveness of the town centre environment. Particular emphasis is placed on addressing the impacts of traffic congestion, heavy goods vehicle movements and parking pressures associated with the A361 corridor, whilst supporting improvements to walking, wheeling, cycling, public transport accessibility, wayfinding and the overall visitor experience. Together, these measures will help create a safer, more accessible and more welcoming environment for residents and visitors alike.

8.5.40 The policy also seeks to conserve and enhance Burford's exceptional historic environment, recognising that its Conservation Area, listed buildings, historic streetscape and wider landscape setting are fundamental to the town's identity and economic success. Opportunities for heritage-led regeneration, high-quality public realm enhancement and the sensitive adaptation of historic buildings will be supported where they contribute positively to the vitality, viability and attractiveness of the town centre.

8.5.41 Burford’s role as a visitor destination within the Cotswolds National Landscape will continue to be supported through a balanced and sustainable approach to tourism. This includes encouraging investment that enhances the visitor experience, supports local businesses and cultural activity, promotes sustainable travel choices and strengthens Burford's role within the wider Cotswolds visitor economy whilst carefully managing visitor pressures and protecting residential amenity and environmental quality.

Policy BU2 - Burford Town Centre

Burford Town Centre will continue to serve as a distinctive market town centre, rural service hub and visitor destination, building on its exceptional historic character, independent retail offer, and location within the Cotswolds National Landscape. Development will be supported where it enhances vitality, resilience, environmental quality, and inclusive access, while safeguarding the town's unique identity.

Development proposals will be supported where they:

1) Support vitality and viability by:

   a) Maintaining a strong mix of uses, prioritising independent retail, hospitality, local services and community and cultural uses.
   b) Where possible, protecting active ground-floor uses in the Primary Shopping Area.
   c) Encouraging reuse of vacant or underused buildings for flexible and mixed uses, including workspace and community uses.
   d) Supporting safe, inclusive day and evening activity and small-scale local enterprise.

2) Improve safe movement and accessibility by:

   a) Addressing traffic impacts on the A361, including congestion, safety, and air quality.
   b) Enhancing walking, wheeling and cycling links between key areas.
   c) Improving wayfinding, accessibility, and sustainable travel options including bus improvements.

3) Conserve heritage and enhances the public realm by:

   a) Ensuring development respects the Conservation Area, Listed Buildings, historic shopfronts and landscape setting, including the Cotswolds National Landscape.
   b) Delivering high-quality public realm improvements.
   c) Supporting heritage conservation and sensitive adaptation of historic buildings.

4) Promote sustainable tourism and local identity by:

   a) Supporting Burford as a high-quality, sustainably managed visitor destination.
   b) Encouraging cultural activity and local events.
   c) Strengthening its role within the wider Cotswolds visitor economy while managing visitor pressures.

Overall, development should balance conservation with sustainable growth, ensuring Burford remains vibrant, accessible, and distinctive.

Priority Growth Locations

8.5.42 Burford's location within the Cotswolds National Landscape places constraints on the scale and extent of development. As a result, growth in recent years has been relatively limited with 218 new homes built since 2011.

8.5.43 In accordance with the overall spatial strategy (Policy SP2) as a defined service centre, Burford will be required to provide for a proportionate level of development which is appropriate to the size of the town and its capacity to accommodate growth in a sustainable manner that demonstrably supports its service centre function.

8.5.44 Because of its location within the Cotswolds National Landscape, the level of growth envisaged at Burford will be proportionately more limited than Eynsham, Long Hanborough and Woodstock.

8.5.45 There are no planning permissions currently in place at Burford for major residential or employment development (i.e. more than 10 homes or more than 1,000 sqm of commercial floorspace).

8.5.46 However, a total of 9 land parcels to the east, west and south of the town have been put forward by landowners and site promoters for consideration through the Council's Housing and Economic Land Availability Assessment (HELAA).

8.5.47 The HELAA concludes that four of these land parcels are potentially suitable for housing development.

8.5.48 Through the Council's 'Spatial Options' consultation in November/December 2025, views were sought on the principle of one of these site options – the land south of Sheep Street – as being potentially capable of accommodating up to 70 new homes along with the provision of additional public car parking.

8.5.49 Consultation responses expressed significant concerns regarding the principle of development at this location. Key matters raised included the potential impact on the Cotswolds National Landscape, heritage assets, ancient woodland and biodiversity; the capacity of local infrastructure including roads, schools, healthcare and drainage; traffic congestion and highway safety; flood risk; the scale of development relative to Burford's role and character; the need for additional housing; and potential impacts on tourism, landscape quality and the local economy.

8.5.50 A number of respondents advocated alternative brownfield or smaller-scale development opportunities elsewhere, although a limited number of responses supported the site's potential to deliver housing and associated infrastructure improvements.

8.5.51 Taking account of the responses received and further evidence and analysis, the Council remains of the view that the land south of Sheep Street is suitable for accommodating future housing growth as a logical extension of the existing built area but that the quantum of development should be reduced significantly to around 30 dwellings to take account of the acknowledged sensitivities of the site.

Policy BU3 – Land South of Sheep Street, Burford

8.5.52 Policy BU3 allocates the land south of Sheep Street for a residential-led development of up to 30 dwellings, including affordable housing, together with a new public car park, public open space, green infrastructure, biodiversity enhancements and associated infrastructure.

8.5.53 The allocation has been identified as a suitable location for modest and proportionate growth that can help meet local housing needs whilst supporting Burford's continued role as a service centre and visitor destination.

8.5.54 The site adjoins the existing built-up area and offers an opportunity to deliver a high-quality, landscape-led development that responds positively to the town's historic character, its location within the Cotswolds National Landscape and the sensitivities of the surrounding environment.

8.5.55 A key element of the allocation is the provision of a new public car park to help address longstanding parking pressures within the town centre and support the effective management of visitor activity. Together with improvements to walking and cycling connectivity, this has the potential to enhance accessibility, reduce pressure on existing parking provision and contribute towards a more attractive and sustainable town centre environment.

8.5.56 The policy seeks to ensure that development is comprehensively planned and delivered through a master planned approach, with careful consideration given to design quality, landscape character, heritage assets, biodiversity, drainage, transport and infrastructure requirements. Particular emphasis is placed on conserving the setting of Burford and the wider Cotswold National Landscape, retaining and enhancing existing landscape features, protecting important views and ensuring a sensitive transition between the built-up area and surrounding countryside.

8.5.57 Development of the site will be expected to deliver appropriate infrastructure, environmental enhancements and mitigation measures, including biodiversity net gain, sustainable drainage systems, public open space and contributions towards local services and facilities where required. Development will also be dependent upon the availability of sufficient wastewater treatment capacity or the delivery of any necessary upgrades to the wastewater network.

8.5.58 Together, these requirements will help ensure that the site delivers a high-quality and sustainable extension to Burford that contributes towards local housing needs, supports the vitality of the town, assists in addressing parking pressures and respects the exceptional landscape, heritage and environmental qualities that define the town and its setting.

Policy BU3 – Land South of Sheep Street Burford

Site area: 3 hectares (gross)

Developable area: Approx. 1 hectare (net, excluding car park, structural landscaping, drainage, and buffers)

Current use: Agricultural land (predominantly pasture) with field boundaries and a prominent tree belt along the site frontage

Landowner/site promoter: N Mills

Allocation: Residential-led development of up to 30 dwellings alongside a new town car park and to include 40% affordable housing, public open space and informal recreation areas, green infrastructure and biodiversity enhancements and supporting infrastructure including access, drainage, and utilities.

In addition to the general policy requirements of this Local Plan, development proposals will be expected to accord with the following site-specific requirements:

1. **Key Design Principles**

   Development should:

   a. Be informed by a comprehensive masterplan prepared with the local community in general accordance with the indicative concept plan.
   b. Respond positively to the edge-of-settlement CNL location, creating a sensitive transition to open countryside and respecting the residential amenities of the houses to the east
   c. Establish a clear sense of place with built form of the highest quality respecting the location within the CNL.
   d. Provide overlooking and natural surveillance of streets and open spaces.
   e. Incorporate and enhance the existing landscape features (such as the boundary trees hedgerows and the existing tree belt) wherever possible including measures for their future maintenance.

2. **Transport and movement**
   a. Primary vehicular access is to be taken from the existing highway network, with detailed access arrangements subject to transport assessment. In preference a combined pedestrian and vehicular access would be taken to Sheep Street with a pedestrian only access in the NE corner of the site
   b. Traffic calming, pavement improvement and speed limiting measures will be required to enable safe pedestrian access to the town centre
   c. Appropriate car and cycle parking provision shall be provided in accordance with local standards, incorporating EV charging.
   d. The public car park shall be designed and managed to support the operational needs of Burford Town Centre and to minimise traffic, visual and environmental impacts on surrounding residential areas and the historic environment.

3. **Heritage**

a. Development must conserve and, where possible, enhance the significance of nearby heritage assets, including the wider historic landscape setting of the Conservation Area
b. Proposals should be informed by a heritage impact assessment.
c. Layout, design and scale should respect key views and settlement character with the car park located on the rising land to the south of the site and residential development along the northern frontage.

4. Landscape

a. Retention and reinforcement of existing hedgerows and field patterns where appropriate.
b. Creation of a strong landscaped edge to the countryside to protect the landscape of the CNL.
c. Provision of structural planting to mitigate visual impacts.
d. Sensitive treatment of site boundaries, particularly to the south and west.

5. Green Infrastructure (GI) and Biodiversity

a. Delivery of a multifunctional green infrastructure network, including public open space, play areas and ecological corridors.
b. Achievement of measurable biodiversity net gain in line with national policy.
c. Protection and enhancement of existing habitats.
d. Integration of SuDS features as ecological assets.

6. Flood risk / drainage

a. Development to be informed by a site-specific flood risk assessment.
b. Use of sustainable drainage systems (SuDS) to manage surface water runoff.
c. Runoff rates to be restricted to greenfield levels.
d. Incorporation of attenuation features such as swales and basins.

7. Infrastructure

a. Contributions towards education healthcare services and local community facilities.
b. Delivery of on-site open space and play provision.
c. Utilities infrastructure (water, electricity, broadband) to be provided/upgraded as necessary.
d. Proposals should be accompanied by a site-specific Infrastructure Delivery Plan.

8. Phasing / Delivery

a. Development to be brought forward in a comprehensive and coordinated manner.
b. Development shall be phased in accordance with the delivery of necessary infrastructure
c. Phasing to ensure timely provision of infrastructure and early delivery of key access routes and green infrastructure.

Key Infrastructure Requirements

8.5.59 The West Oxfordshire Infrastructure Delivery Plan Baseline Report 2025 highlights a range of infrastructure pressures and requirements in the Burford area, particularly relating to transport, education, health, and community facilities.

8.5.60 While Burford benefits from existing bus connections to surrounding towns and some parking provision, capacity constraints, especially during peak tourist periods, indicate a need for improved transport management and sustainable travel options.

8.5.61 In education, primary schools in the wider Burford area are generally at or near capacity with limited scope for expansion, while Burford Secondary School is already operating above capacity and requires significant investment to meet demand.

8.5.62 Healthcare provision is currently served by Burford Surgery, but ongoing growth may increase pressure on local services.

8.5.63 Recreation infrastructure also shows gaps, notably a shortage of a full-sized 3G pitch in the Burford/Charlbury area.

8.5.64 Overall, the key infrastructure priorities relate to managing transport and visitor pressures, expanding education capacity, addressing gaps in sports provision, and ensuring health and community services can accommodate future growth.

Phasing

8.5.65 Development will be phased to align with the timely provision of supporting infrastructure, including additional parking capacity, wastewater treatment provision, education and healthcare services for the town.

8.5.66 Where appropriate, development will be required to contribute to, or directly facilitate, necessary upgrades to infrastructure, including but not limited to, parking provision, sewerage infrastructure (including the Sewage Treatment Works), education, healthcare, and recreation facilities.

8.5.67 Ongoing monitoring and review of infrastructure capacity will be required to ensure that delivery remains coordinated and aligned with local needs.

8.5.68 A development trajectory is presented at appendix 2 to show the anticipated delivery of housing in the Buford over the lifetime of the Plan.

8.5.69 Development will be delivered in a phased manner in accordance with Policy CP4 and the delivery of infrastructure to support planned growth. The Infrastructure delivery Plan will be kept under review and updated on an annual basis in accordance with the Council's Infrastructure Funding Statement,

8.6 Charlbury Area

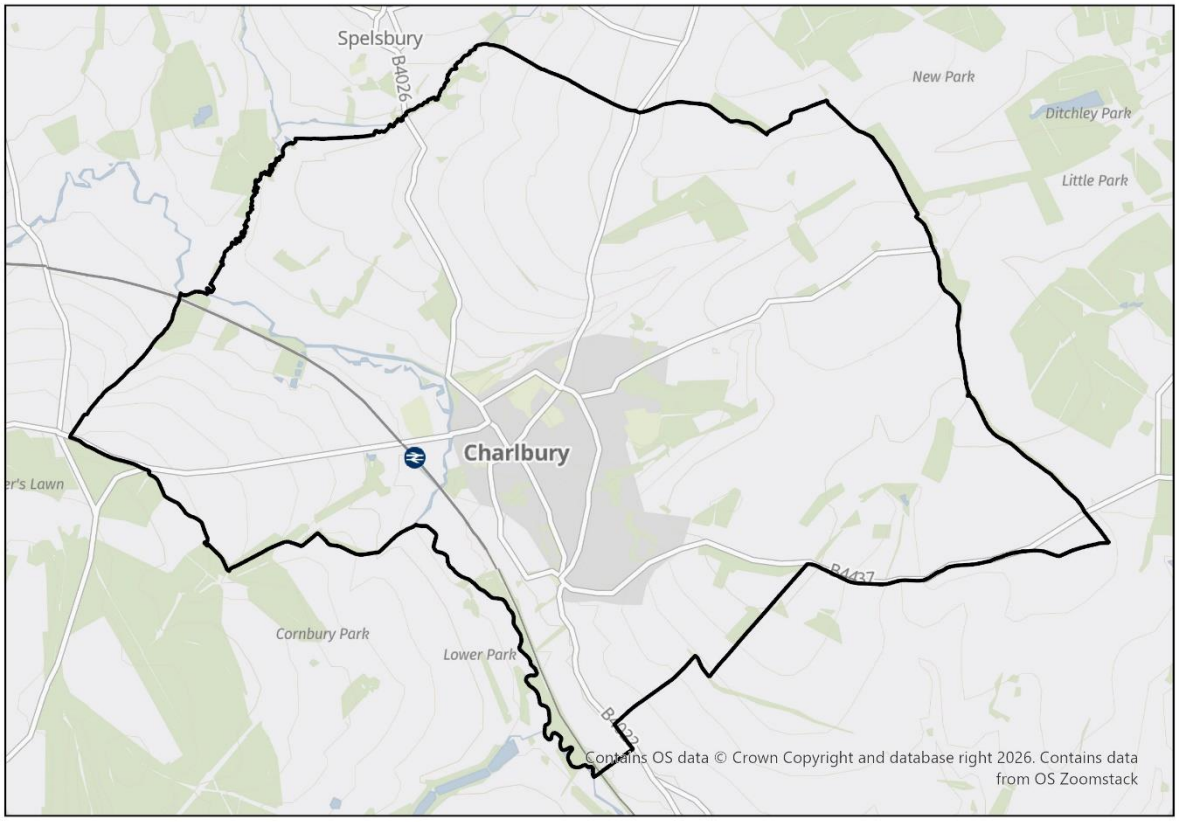


Figure 8.13 – Geographical extent of the Charlbury Area Strategy

The Charlbury Area Today

8.5.70 Charlbury is a historic market town located in the Evenlode Valley, approximately 10km north of Witney. With a population of around 3,100 residents living in approximately 1,400 households (2021 Census), it is one of the district's designated Tier 2 Service Centres and performs an important role in supporting surrounding rural communities.

8.5.71 The town lies wholly within the Cotswolds National Landscape, which has a strong influence on its character and future development potential. Its landscape setting, characterised by the upper Evenlode Valley, Cornbury Park and the Wychwood Forest, forms a key part of its identity and environmental quality.

8.5.72 Charlbury has a strong historic character, with much of the built-up area designated as a Conservation Area and containing a significant number of listed buildings, including the Grade I listed Church of St Mary the Virgin. The historic core retains a traditional street pattern and vernacular architecture, contributing to a distinctive sense of place.

8.5.73 The local economy reflects a relatively high degree of self-employment and home working, supported by good digital connectivity. There has however been a long-term reduction in retail and employment premises, with some units lost to residential use or remaining vacant, limiting local employment opportunities.

8.5.74 Transport connectivity is strong for a settlement of this size. Charlbury railway station, located on the North Cotswold Line, is the busiest station in West Oxfordshire and provides regular direct services to Oxford, London, Worcester and beyond. The station serves a wide catchment area extending beyond the town itself, including neighbouring settlements such as Chipping Norton. However, its popularity generates localised pressures, particularly in relation to parking, congestion and access.

8.5.75 Bus services provide connections to Witney, Chipping Norton and Oxford, although usage is relatively limited and some services rely on public subsidy. Car dependency remains high, and opportunities exist to improve walking, wheeling and cycling connectivity, particularly between the town centre, railway station and surrounding areas.

8.5.76 Charlbury benefits from a strong community and a wide range of services and facilities, including a primary school, GP surgery, library, retail provision and community amenities. A key asset is the Charlbury Community Centre and Nine Acres recreation ground, which together provide an important focus for sport and recreation serving both the town and a wider catchment. These facilities are well-used but place additional pressure on local infrastructure, particularly parking.

8.5.77 The town has experienced increasing popularity as a place to live and visit, contributing positively to the local economy but also creating pressures on infrastructure, including traffic, parking and the capacity of local services.

8.5.78 Flood risk is a constraint in some locations, particularly to the west of the town along the River Evenlode and in land between the town and railway station. These areas are not suitable for development and reinforce the need for careful site selection and robust drainage measures.

8.5.79 Overall, Charlbury faces the challenge of balancing its strong environmental and heritage constraints, particularly its location within the Cotswolds National Landscape with the need to maintain a socially inclusive and economically sustainable community. Guided by the Charlbury Neighbourhood Plan, future development is expected to be carefully managed to reflect the town's character and respond to the climate emergency declared by the Town Council in 2019. Emphasis is placed on sustainable, community-led growth that protects valued landscapes and heritage assets while contributing to West Oxfordshire's ambition to become carbon neutral by 2030.

Statement of Ambition - The Charlbury Area in 2043

8.5.80 The Charlbury Area will continue to evolve as a distinctive and sustainable rural town, building on its strong community identity, historic character and important role as a service centre and transport hub within West Oxfordshire.

8.5.81 Future change will be carefully managed to ensure that the town's environmental and heritage assets, including its location within the Cotswolds National Landscape, are conserved and enhanced. Development will be proportionate to the scale and role of the town and will respect its landscape setting, conservation area and historic form.

8.5.82 New development will contribute towards meeting identified local housing needs, including the provision of affordable homes and smaller dwellings suitable for younger people, local workers and older residents. This will support a more balanced and inclusive community.

8.5.83 The strategic role of Charlbury railway station will be recognised and supported. Improvements to accessibility, integration with other transport modes and the management of associated parking pressures will be pursued to maximise its benefits for the district.

8.5.84 Growth will be aligned with the timely provision of infrastructure and services, ensuring that development supports the capacity of the town and maintains a high quality of life. Opportunities will be taken to improve walking, wheeling and cycling connectivity within the town and to key destinations, alongside support for public transport, helping to reduce reliance on the private car.

8.5.85 Protecting and enhancing the natural environment will be a priority. Development will contribute to climate mitigation and adaptation through low-carbon design, sustainable drainage, biodiversity net gain and the enhancement of green infrastructure. The natural beauty of the Cotswolds National Landscape will be conserved and enhanced, including through the protection of important views and the reduction of light pollution to safeguard dark skies.

8.5.86 The town centre will remain a vibrant focus for community life, supported by the retention of retail and employment uses and a balanced approach to tourism that supports the local economy while managing its impacts. Through carefully managed growth and coordinated investment, Charlbury will remain a resilient, inclusive and environmentally responsible community.

Strategic Development Framework for the Charlbury Area

8.5.87 Building on the area profile and statement of ambition above, Policy CH1 provides a framework for managing change and development within the Charlbury area to 2043.

8.5.88 The framework recognises Charlbury as a distinctive rural service centre of high environmental and heritage value, located entirely within the Cotswolds National Landscape and supported by strong strategic transport connections. These characteristics define the town's role within the district but also impose important constraints on future development.

8.5.89 The framework seeks to ensure that growth is carefully managed so that it supports the town's social and economic sustainability whilst conserving and enhancing its landscape, heritage and community assets. In particular, it recognises the need to address housing affordability, support local services and employment, manage transport pressures associated with the railway station, and respond to the impacts of climate change.

8.5.90 Given the environmental sensitivities affecting Charlbury, development will be expected to be proportionate, well-located and supported by appropriate infrastructure. Particular emphasis is placed on conserving and enhancing the natural beauty of the Cotswolds National Landscape, supporting a balanced and inclusive community, strengthening sustainable transport connections, and maintaining a vibrant town centre and community life.

8.5.91 The Council will work proactively with Charlbury Town Council, local communities, infrastructure providers and the Cotswolds National Landscape Board to support the coordinated delivery of development and infrastructure in accordance with this framework.

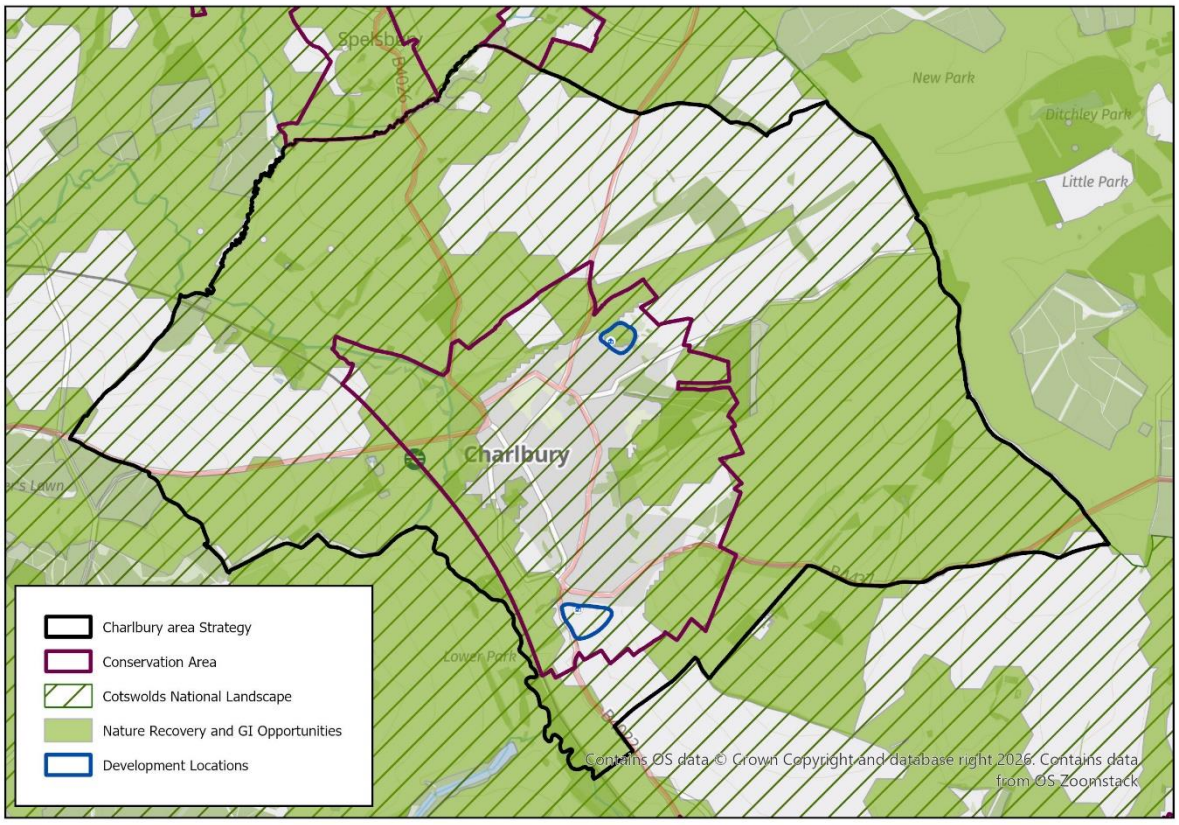


Figure 8.14 - Strategic Development Framework for the Charlbury Area

Policy CH1 – Strategic Development Framework for the Charlbury Area

Charlbury will continue to function as a distinctive rural service centre and strategic transport hub, valued for its strong community, historic character and outstanding landscape setting within the Cotswolds National Landscape.

Development proposals within the Charlbury Area will be supported where they contribute positively towards the delivery of the following objectives, having regard to their scale, nature and location:

Development proposals will be supported where they:

1. **Conserving Character, Heritage and Landscape Setting**

    a. Conserve and enhance the significance, setting and character of the Conservation Area, listed buildings and other heritage assets;
    b. Respect the town's historic form, scale, materials and vernacular architecture;
    c. Safeguard important views and the wider landscape setting, including the Evenlode Valley, Cornbury Park and surrounding countryside;
    d. Conserve and enhance the natural beauty and special qualities of the Cotswolds National Landscape, including the protection of dark skies;
    e. Be informed by appropriate landscape, visual and environmental assessments

2. **Supporting a Balanced Community and Local Economy**

    a. Provide a mix of housing that contributes towards identified local needs, including affordable and smaller homes;
    b. Address imbalances in the housing stock, including the loss of smaller dwellings and the impacts of short-term letting;
    c. Support the retention and enhancement of retail, employment and community uses;
    d. Promote local employment opportunities, home working and economic resilience.

3. **Delivering Sustainable and Proportionate Growth**

    a. Be proportionate to the scale and role of the town and reflect its environmental constraints;
    b. Be located on sites that are well-related to the existing built-up area;
    c. Avoid areas at risk of flooding and areas of high landscape sensitivity;
    d. Integrate successfully with the existing settlement.

4. **Supporting Sustainable Transport and Connectivity**

    a. Support and enhance the role of Charlbury railway station, including improved access and integration with other transport modes;
    b. Address parking and congestion pressures associated with the station and town centre;
    c. Strengthen safe and convenient walking, wheeling and cycling connections;
    d. Support public transport provision and reduce reliance on private vehicles where possible.

5. **Climate Resilience and Environmental Enhancement**

    a. Deliver high standards of energy efficiency and low/zero carbon design;

b. Incorporate sustainable drainage systems and avoid increasing flood risk;
c. Achieve biodiversity net gain and support nature recovery;
d. Enhance green infrastructure and ecological networks.

6. Infrastructure and Community Assets

a. Be supported by the timely provision of infrastructure, services and utilities;
b. Contribute towards improvements in local infrastructure, including transport and community facilities;
c. Support key community assets, including the Community Centre and Nine Acres recreation ground;
d. Maintain and enhance the town's role as a service centre for the surrounding rural area.

The Council will work proactively and collaboratively with relevant partners to ensure that development in Charlbury is delivered in a coordinated, distinctive, inclusive and resilient manner, and accords with the policies and objectives of the Charlbury Neighbourhood Plan.

Priority Growth Locations

8.5.92 Charlbury has experienced relatively modest levels of residential development in recent years. In line with the proposed spatial strategy (Policy SP2), the town is expected to accommodate a proportionate level of growth that reflects its size and supports its role as a local service centre.

8.5.93 Charlbury's location within the Cotswolds National Landscape places constraints on the scale and extent of development. Growth must therefore be carefully managed to conserve and enhance the area's distinctive landscape character.

8.5.94 Within this context, two relatively modest development areas have been identified; land at Jefferson's Piece and land south of Hydac.

Policy CH1 – Land at Jeffersons Piece

8.5.95 Policy CH1 allocates the land at Jefferson's Piece for a residential-led development of up to 30 dwellings, including affordable housing, together with public open space, green infrastructure, biodiversity enhancements and associated infrastructure.

8.5.96 The allocation has been identified as a suitable location for modest and proportionate growth that can help meet local housing needs whilst supporting Charlbury's continued role as a service centre.

8.5.97 The site adjoins the existing built-up area and offers an opportunity to deliver a high-quality, development that responds positively to the town's historic character, its location within the Cotswolds National Landscape and the sensitivities of the surrounding environment.

8.5.98 The policy seeks to ensure that development is comprehensively planned and delivered through a master planned approach, with careful consideration given to design quality, landscape character, heritage assets, biodiversity, drainage, transport and infrastructure requirements. Particular emphasis is placed on conserving the setting of Charlbury and the wider Cotswold National Landscape, retaining and enhancing existing landscape features and contributing to nature recovery.

8.5.99 Development of the site will be expected to deliver appropriate infrastructure, environmental enhancements and mitigation measures, including biodiversity net gain, sustainable drainage systems, public open space and contributions towards local services and facilities where required. Development will also be dependent upon the availability of sufficient wastewater treatment capacity or the delivery of any necessary upgrades to the wastewater network.

Policy CH2 – Land at Jeffersons Piece

Site area: Approx. 2 Ha

Developable area: 1.4 Ha

Current use: Paddock

Landowner/site promoter: Lagan Homes

Allocation: Residential-led development of up to 30 dwellings to include 40% affordable housing, public open space and informal recreation areas, green infrastructure and biodiversity enhancements and supporting infrastructure including access, drainage, and utilities.

In addition to the general policy requirements of this Local Plan, development proposals will be expected to accord with the following site-specific requirements;

1. Key Design Principles

Development should:

a. Be informed by a comprehensive masterplan prepared with input from the local community.
b. Respond positively to the edge-of-settlement location, creating a sensitive transition to open countryside and conserving the wider Cotswolds National Landscape.
c. Create a development with a sense of place that conjoins the existing residential development to the west by incorporating local design features.
d. Conserve and enhance the special characteristics of the Charlbury Conservation Area.
e. Respect the residential amenities of existing properties neighbouring the site
f. Provide a mixture of tenure and property sizes should be provided in line with the local need.
g. Provision of safe and suitable vehicular access from Jeffersons Piece and improved pedestrian and cyclist connectivity to adjoining areas and key destinations.

2. Transport and movement

a. Vehicular access via Hundley Way will not be supported. Primary vehicular access should instead be provided from the existing highway network at Jeffersons Piece, located to the south of the site. Detailed access arrangements will be subject to a Transport Assessment.

b. Pedestrian connectivity should however be incorporated to link with the existing Public Right of Way along Hundley Way.

c. The site lies within 1 km of bus stops serving Witney and Chipping Norton. Safe and direct pedestrian and cycle connections must be provided to bus stops on Enstone Road and The Slade, as well as to Charlbury railway station (approximately 1 km from the site), which offers direct services to Oxford, London and Worcester.

d. Parking provision should accord with local standards and include electric vehicle (EV) charging infrastructure.

e. Separate pedestrian footways and vehicular routes should be provided; shared surface arrangements should be avoided.

3. Heritage and Landscape

a. Development proposals must conserve and, where possible, enhance the significance of the Conservation Area, the Cotswold National Landscape, and the wider historic landscape setting.

b. Proposals should be informed by a Landscape and Visual Impact Assessment (LVIA) prepared in accordance with the Council's Local Plan evidence base.

c. The layout, form and scale of development must respond positively to local character, identifying and respecting key views and the established settlement pattern.

d. Existing landscape features, including trees and planting, should be retained and enhanced, with no net loss of tree cover.

e. Development should be designed to integrate sensitively with the surrounding built form to the east, south and west, while safeguarding important views and the open character of the landscape to the north.

f. Site boundaries must be treated sensitively, with particular care given to the northern edge to ensure an appropriate transition to the open countryside.

4. Green Infrastructure (GI) and Biodiversity

a. Development should be master planned around the provision of a multifunctional green infrastructure network, incorporating public open space and connected ecological corridors.

b. Proposals must deliver measurable biodiversity net gain in accordance with national policy requirements.

c. The site is located within a Nature Improvement Area and there are records of protected species in the vicinity. Development must therefore be informed by appropriate ecological surveys and demonstrate how impacts will be avoided, mitigated or compensated.

d. A comprehensive Nature Recovery Action Plan should be prepared and integrated into the masterplanning of the site, setting out clear measures for habitat creation, enhancement and long-term management.

5. Flood risk / drainage

a. Development proposals must incorporate Sustainable Drainage Systems (SuDS) to manage surface water runoff. Runoff rates should be restricted to greenfield levels, with the inclusion of appropriate attenuation features such as swales, basins and other SuDS components.

6. Infrastructure

a. Appropriate utilities infrastructure, including water supply, electricity and high-speed broadband, must be provided to serve the development. It should be noted that Charlbury Sewage Treatment Works currently requires significant upgrades, and development will need to ensure sufficient capacity or contribute to necessary improvements.

b. Development should make appropriate contributions towards education, healthcare provision and local community facilities, in accordance with infrastructure requirements.

c. On-site public open space should be delivered as part of the development. Where justified, off-site contributions towards play provision may be considered acceptable.

d. Development should, where appropriate, support improvements to the accessibility and capacity of Charlbury railway station.

7. Phasing / Delivery

a. Development must be brought forward in a comprehensive and coordinated manner across the site.

b. A phasing strategy should be agreed to ensure the timely provision of supporting infrastructure, including early delivery of key access routes and green infrastructure.

Policy CH3 - Land south of Hydac

8.5.100 Land south of Hydac is allocated for residential development to contribute to the district's identified housing needs and to support the Local Plan's spatial strategy.

8.5.101 The site is located in the Cotswolds National Landscape and development must therefore give great weight to conserving and enhancing its natural beauty, responding sensitively to landscape character, topography and key views.

8.5.102 A landscape-led approach will be required to ensure that housing is well integrated with the existing settlement, with strong green infrastructure and high-quality design that reinforces local distinctiveness.

8.5.103 Proposals must demonstrate that they conserve the setting of the National Landscape while delivering a cohesive and sustainable extension, to Charlbury, supported by appropriate access and infrastructure.

Policy CH3 – Land South of Hydac

Site area: Approx. 5 Hectares

Developable area: Approx 3 Hectares

Current use: Agricultural

Landowner/site promoter: Bamford

Allocation: Residential-led development of up to 40 dwellings, 40% affordable housing, alongside the provision of public open space, informal recreation areas, green infrastructure, biodiversity enhancements, and supporting infrastructure, including access, drainage and utilities.

In addition to the general policy requirements of this Local Plan, development proposals will be expected to accord with the following site-specific development requirements;

1. **Key Design Principles**

Development should:

a. Be informed by a comprehensive masterplan prepared with substantive input from the local community.
b. Respond positively to the edge-of-settlement Cotswold National Landscape (CNL) location, creating a sensitive transition to open countryside.
c. Establish a clear sense of place with built form of the highest quality.
d. Respect the residential amenities of existing properties to the north of the site
e. A mixture of tenure and property sizes should be provided in line with the local need.

f. The provision of affordable dwellings to be integrated within development and be tenure blind.
g. Provide overlooking and natural surveillance of streets and open spaces.
h. Incorporate and enhance the existing landscape features (such as boundary hedgerows and the existing tree belt) wherever possible including measures for their future maintenance.
i. Provision of safe and suitable vehicular access and comprehensive connectivity for pedestrians and cyclists to adjoining areas and key destinations.
j. Conserve and enhance the special characteristics of the Charlbury Conservation Area.

2. Transport and movement

a. Primary vehicular access will be taken from the existing highway network, with detailed arrangements informed by a Transport Assessment. A combined vehicular and pedestrian access onto Woodstock Road will be sought. Where this cannot be achieved, a split arrangement comprising pedestrian access to Woodstock Road and vehicular access via Fawler Road will be considered.

b. No pedestrian or cycle connections to Fawler Road will be permitted due to the constrained carriageway width.

c. Parking provision will be made in accordance with local standards and will incorporate electric vehicle charging and secure cycle parking.

3. Heritage and Landscape

a. The site is located entirely within the Cotswold National Landscape and the Charlbury Conservation Area.

b. Development should conserve and, where possible, enhance the significance of the Conservation Area, the Cotswold National Landscape, and the wider historic landscape setting including the setting of Cornbury Park.

c. Development should be designed to integrate sensitively with the surrounding built form to the east, south and west, while safeguarding important views and the open character of the landscape to the north.

d. Proposals should be informed by a Landscape and Visual Impact Assessment (LVIA) prepared in accordance with the Council's Local Plan evidence base.

e. Site boundaries must be treated sensitively with the retention of existing hedgerows and field patterns where appropriate. The creation of a strong landscaped edge to the countryside to protect the landscape of the CNL should be established including the provision of structural planting to mitigate visual impacts. Existing landscape features, including trees and planting, should be retained and enhanced, with no net loss of tree cover.

4. Green Infrastructure (GI) and Biodiversity

a. Development should be master planned around the provision of a multifunctional green infrastructure network, incorporating public open space and connected ecological corridors.

b. Proposals must deliver measurable biodiversity net gain in accordance with national policy requirements.

c. There are records of protected species in the vicinity and therefore development must be informed by appropriate ecological surveys and demonstrate how impacts will be avoided, mitigated or compensated.

d. A comprehensive Nature Recovery Action Plan should be prepared and integrated into the masterplanning of the site, setting out clear measures for habitat creation, enhancement and long-term management.

5. Flood risk / drainage

a. The site is in Flood Zone 1. There is an area of Flood Zone 3 approximately 280m to the west of the boundary of the site, associated with the River Evenlode.

b. Development proposals must incorporate Sustainable Drainage Systems (SuDS) to manage surface water runoff. Runoff rates should be restricted to greenfield levels, with the inclusion of appropriate attenuation features such as swales, basins and other SuDS components.

6. Infrastructure

a. Appropriate utilities infrastructure, including water supply, electricity and high-speed broadband, must be provided to serve the development. It should be noted that Charlbury Sewage Treatment Works currently requires significant upgrades, and development will need to ensure sufficient capacity or contribute to necessary improvements.

b. Development should make appropriate contributions towards education, healthcare provision and local community facilities, in accordance with infrastructure requirements.

c. On-site public open space should be delivered as part of the development. Where justified, off-site contributions towards play provision may be considered acceptable.

d. Development should, where appropriate, support improvements to the accessibility and capacity of Charlbury railway station.

7. Phasing / Delivery

a. Development must be brought forward in a comprehensive and coordinated manner across the site.

b. A phasing strategy should be agreed to ensure the timely provision of supporting infrastructure, including early delivery of key access routes and green infrastructure.

c. The development is expected to be delivered over a 1–5 year period, subject to market conditions.

Key Infrastructure Requirements

8.5.104 Charlbury is a vibrant and well-established community, supporting a diverse and accessible range of local facilities and services. These include a primary school, library, GP surgery and post office, alongside a range of shops and community amenities which contribute to the town's role as an important local service centre for both residents and surrounding rural areas. This strong provision of services underpins Charlbury's social sustainability and helps to maintain a high quality of life for its population.

8.5.105 Despite these strengths, evidence indicates that there are some infrastructure and accessibility challenges. In particular, there is a quantitative shortfall of grass playing pitches within the Charlbury area, which places pressure on existing recreational provision. Addressing this deficit will be important in supporting community health and wellbeing, particularly in the context of future growth.

8.5.106 In addition, Charlbury has been identified as having relatively poor accessibility to publicly available greenspace. While the town benefits from a high-quality surrounding landscape, including its location within the Cotswolds National Landscape, access to formal and informal greenspaces within or immediately adjacent to the built-up area is more limited. This highlights the need for future development to incorporate high-quality, accessible green infrastructure, ensuring that new and existing residents can benefit from enhanced opportunities for recreation.

Phasing

8.5.107 Development in Charlbury will be phased to align with the timely provision of supporting infrastructure, including utilities, education, healthcare, transport, and green infrastructure.

8.5.108 Early phases of development will prioritise the delivery of essential infrastructure, including access, drainage and utilities. Particular regard must be given to wastewater infrastructure, noting that Charlbury Sewage Treatment Works currently requires significant upgrades. Development must therefore demonstrate that adequate capacity exists or secure the delivery or funding of necessary improvements.

8.5.109 Subsequent phases will be contingent on the availability of sufficient capacity in key infrastructure, or the delivery of necessary upgrades through on-site works or off-site contributions.

8.5.110 All phases of development must demonstrate a coordinated approach to infrastructure delivery, ensuring that growth is supported by adequate services and facilities and does not place unacceptable pressure on existing provision.

8.7 Eynsham Area

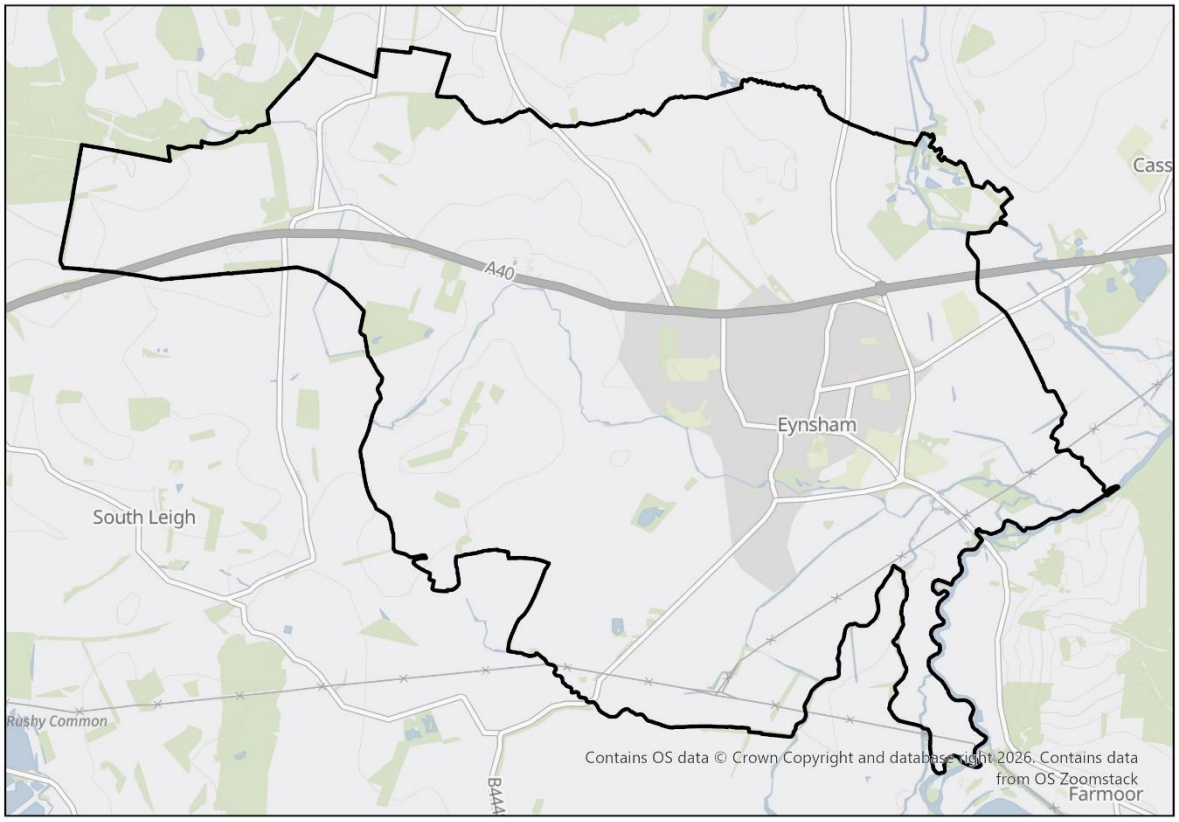


Figure 8.14 – Geographical Extent of Eynsham Area Strategy

The Eynsham Area today

8.7.1 Eynsham is a large and historically significant village located in the eastern part of West Oxfordshire, approximately 8km west of Oxford and south of the A40 corridor. With a population of around 5,300 residents, it is the fourth largest settlement in the District and performs a key role in supporting surrounding rural communities.

8.7.2 Despite its designation as a village, Eynsham functions in many respects as a small town, with secondary education provision, a strong employment base and a wide range of local services. Its scale, accessibility and role in accommodating growth, including unmet needs arising from Oxford, highlight its strategic importance within the settlement hierarchy and is categorised as a Tier 2 settlement.

8.7.3 The village is characterised by a compact and nucleated form, shaped by clear environmental and infrastructure constraints, including the River Thames floodplain to the south and east and the A40 to the north. These features have helped retain a well-defined settlement boundary and strong relationship with the surrounding countryside.

8.7.4 Eynsham has a rich historic legacy, originating as a Saxon settlement and monastic centre. Its historic core, including the Church of St Leonard and associated heritage assets, contributes strongly to its identity and sense of place.

8.7.5 The local economy is relatively strong, supported by major employers such as Siemens and employment areas to the south of the village. However, there are concerns that continued housing growth and commuting patterns could undermine local economic self-sufficiency if not carefully managed.

8.7.6 Transport plays a defining role in the functioning of Eynsham. The A40 provides strategic connectivity but experiences severe congestion, particularly at peak times. This is exacerbated by constraints at the Swinford Toll Bridge and congestion within the village which impact on environmental quality.

8.7.7 While public transport provision is relatively strong, including bus services to Oxford, car dependency remains high. Planned A40 improvements, including bus priority infrastructure, enhanced walking, wheeling and cycling routes and park and ride provision, represent critical infrastructure required to support future growth. However, delivery of these improvements has been subject to delay and uncertainty, raising concerns regarding the timing and capacity of infrastructure to support development.

8.7.8 Eynsham has experienced relatively modest development in recent years. However, it is now expected to accommodate significant growth, including the West Eynsham Strategic Development Area (SDA) – a planned sustainable urban extension to the west of the village and Salt Cross Garden Village, a planned new community to the north of the A40. These developments will have a transformative effect on the area.

8.7.9 Whilst this growth presents opportunities, it also raises important concerns regarding infrastructure capacity, environmental constraints, flood risk and the ability to maintain the distinct character and cohesion of the existing village.

8.7.10 Community infrastructure is under pressure, with schools, healthcare and other services experiencing capacity constraints. There is strong support for retaining key services, including GP provision and library facilities, within the existing village centre to maintain accessibility and community cohesion.

8.7.11 Retail provision within the village centre has also been identified as vulnerable, with a need to ensure that new development does not undermine its viability.

8.7.12 Flood risk remains a significant constraint, particularly in areas to the west of recent development and within the Thames floodplain. Surface water and drainage issues have also been identified locally.

8.7.13 Overall, Eynsham faces the challenge of accommodating substantial strategic growth while addressing infrastructure limitations, protecting its identity and ensuring that development is phased and coordinated in a way that supports long-term sustainability.

Statement of Ambition - The Eynsham Area in 2043

8.7.14 The Eynsham Area will continue to develop as one of West Oxfordshire's most important and strategically significant service centres, supporting both local needs and wider growth requirements associated with Oxford.

8.7.15 Future development will be substantial but carefully managed, ensuring that growth is infrastructure-led, coordinated and responsive to identified constraints. Development will support, rather than overwhelm, the existing village and will maintain its compact form, historic character and strong sense of community.

8.7.16 Eynsham will retain its distinct identity, avoiding coalescence with neighbouring settlements and ensuring clear separation from Witney and surrounding villages.

8.7.17 The West Eynsham Strategic Development Area and Salt Cross Garden Village will be delivered in a coordinated manner, ensuring that each function effectively and that infrastructure is shared where appropriate, while maintaining distinct roles and identities.

8.7.18 Development will be supported by the timely delivery of infrastructure, including improvements to the A40 corridor and sustainable transport provision. The occupation of new development will be aligned with the delivery of these improvements.

8.7.19 The village centre will remain the focus for community life, with key services including healthcare, library provision and retail safeguarded and enhanced.

8.7.20 A balanced mix of housing will be delivered to meet a range of needs, supporting a diverse and inclusive community. The area will support a strong and resilient local economy, including employment provision, innovation and home working.

8.7.21 Eynsham's economic role within the A40 science and technology corridor will be strengthened, offering job opportunities at a range of skill levels and sustaining a diverse and resilient economy. Local shops and services will continue to support everyday needs, while residents and visitors alike will benefit from improved access to the countryside, expanded green infrastructure, and an enhanced public realm.

8.7.22 Environmental sustainability will underpin future development, with a focus on climate resilience, flood risk management, biodiversity enhancement and high-quality green infrastructure. Through coordinated planning and investment, Eynsham will remain a vibrant, well-connected and sustainable community.

Strategic Development Framework for the Eynsham Area

8.7.23 Building on the area profile and statement of ambition above, Policy EYN1 provides a framework for managing growth and development within the Eynsham area to 2043. The framework recognises Eynsham's dual role as both a service centre and a key location for accommodating strategic growth. It also acknowledges the significant constraints affecting the area, including transport infrastructure limitations, flood risk, environmental sensitivities and the need to maintain settlement identity.

8.7.24 A central principle of the framework is that development must be infrastructure-led and phased, particularly in relation to the A40 corridor. The delivery of planned transport improvements is critical to supporting growth, and there is a clear expectation that development will not outpace infrastructure provision.

8.7.25 The framework also emphasises the importance of:

1) avoiding coalescence between Eynsham, Witney and surrounding villages;
2) maintaining the role and vitality of the existing village centre;
3) ensuring that Salt Cross Garden Village complements rather than competes with Eynsham;
4) supporting a balanced housing market and local economy;
5) protecting environmental assets and managing flood risk.

8.7.26 The Council will work collaboratively with Oxfordshire County Council, Eynsham Parish Council, developers and infrastructure providers to ensure coordinated delivery.

Policy EYN1 – Strategic Development Framework for the Eynsham Area

Eynsham will continue to play a central role in the district as a Tier 2 service centre, providing homes, services, and infrastructure to meet local and strategic needs while retaining its historic village character and strong sense of community.

The Council will support proposals that contribute to a high-quality, sustainable, and inclusive future for the parish of Eynsham, in line with the objectives of the Eynsham Neighbourhood Plan. Development proposals will be supported where they:

1. **Support Eynsham's role as a key service centre by:**
    a. Maintaining and enhancing community facilities including education, healthcare, cultural venues, and open spaces
    b. Improving access to local services and ensuring that new development is integrated into and well connected with the wider village structure;
    c. Encouraging community uses and small-scale retail that enhance village life and local identity.

2. **Enable infrastructure-led, sustainable growth that meets local and strategic needs by:**
    a. Delivering a balanced mix of housing types and tenures, with a strong emphasis on affordability and lifetime adaptability;
    b. Ensuring that new development is of high design quality and responds positively to local heritage, setting, and landscape character;
    c. Coordinating infrastructure delivery, including schools, health services, and utilities, in parallel with housing growth.

3. **Ensure Salt Cross Garden Village complements rather than competes with Eynsham by:**
    a. Providing shared infrastructure, green space, and services where mutually beneficial;
    b. Ensuring new development avoids harm to the distinct identity and setting of Eynsham village.

4. **Strengthen climate resilience and environmental sustainability by:**
    a. Promoting energy-efficient and zero and low-carbon building standards in line with national climate objectives and the Eynsham CAPZero Community Action Plan;
    b. Incorporating sustainable drainage systems (SuDS), water-sensitive design, and nature based solutions;
    c. Enhancing biodiversity, tree cover, and habitat connectivity across the parish.

5. **Improve transport and digital connectivity by:**
    a. Supporting delivery of current proposed and potential future A40 improvements, mass rapid transit (MRT) solutions and active travel links;
    b. Creating safe, direct routes for walking, cycling, and mobility users across Eynsham including effective integration with the West Eynsham SDA and to Salt Cross and Oxford;
    c. Expanding digital infrastructure to support remote working, education, and innovation.

6. **Promote economic vitality and inclusive access to employment by:**
    a. Encouraging a diverse local economy including innovation, light industry, and home based enterprises;
    b. Supporting the continued vitality of Eynsham's shops, markets, and hospitality sector;
    c. Enabling flexible and accessible employment space suited to local skills, education and enterprise needs.

7. **Enhance quality of life, green infrastructure and access to nature by:**
    a. Protecting and enhancing Eynsham's network of green spaces, footpaths, and countryside access;
    b. Providing inclusive and accessible play, leisure, and recreational facilities in line with population growth;
    c. Supporting cultural, community and wellbeing initiatives that bring people together and reinforce a strong village identity.

The Council will work in partnership with Eynsham Parish Council, local communities, developers and infrastructure providers to ensure that growth is coordinated, sustainable, and reflective of Eynsham's unique qualities.

Eynsham Priority Growth Locations

8.7.27 Priority growth locations at Eynsham include:

- Major existing commitments of 10+ homes and 1,000 sqm+ commercial floorspace;
- West Eynsham Strategic Development Area (SDA)

Major Existing Planning Commitments (10 or more homes)

8.7.28 Major existing commitments are sites that as of 1st April 2026, have planning permission or a resolution to grant planning permission for more than 10 homes or 1,000 sqm of commercial floorspace. These are effectively already in the development 'pipeline' and are expected to make an important contribution towards meeting local and wider housing, employment and infrastructure needs.

8.7.29 There are no major existing commitments with planning permission or resolution to grant planning permission in the Eynsham Area as of 1st April 2026.

West Eynsham Strategic Development Area (SDA)

8.7.30 The West Eynsham SDA is allocated in the adopted Local Plan 2031 under Policy EW2 for the provision of a sustainable urban extension of around 1,000 homes supported by a range of facilities including a new primary school, western spine road and public open space.

8.7.31 To date, two parts of the SDA have already been completed, delivering a total of 237 homes including Thornbury Green (160 homes) and the former Eynsham Nursery and Plant centre (77 homes).

8.7.32 In accordance with Policy EW2, to guide the delivery of the remainder of the site, the main landowners jointly prepared a site-wide masterplan which was formally endorsed by the District Council as a material planning consideration in March 2022.

8.7.33 Since then, there have been a number of delays, primarily due to changing land ownerships but also because of uncertainty around the scope of improvement works to the A40 being progressed by Oxfordshire County Council.

8.7.34 In essence, because of inflationary cost pressures and associated funding difficulties, the scope of the A40 improvement works has had to be reconsidered which, in turn, had a knock-on effect on decisions around the most appropriate point of access into the West Eynsham SDA from the A40.

8.7.35 An independent study carried out by Pell Frischmann in 2025 considered a number of different access options in light of the re-scoped A40 improvement works and, in turn, identified a preferred solution.

8.7.36 The additional clarity provided by the Pell Frischmann report has given the site promoters and landowners greater confidence to bring forward planning applications for their parts of the site and a regular developer forum is taking place with officers from both the District Council and Oxfordshire County Council.

8.7.37 Officers anticipate a total of around 950 new homes being brought forward in line with the site-wide masterplan endorsed 2022. As indicated in the housing trajectory at Appendix 2, first completions are expected to take place in 2030/31 with the whole scheme completed in the period to 2043.

8.7.38 As with Salt Cross, it is anticipated that a proportion of any affordable homes completed will be made available to those on Oxford City Council's waiting list to assist with their unmet housing need in accordance with Core Policy 2 – Delivering New Homes.

8.7.39 Because the West Eynsham SDA is being actively progressed, Policy EW2 of the adopted Local Plan 2031 will not be superseded by the policies of this Plan and will therefore remain extant for the purposes of decision-making, alongside the site-wide masterplan endorsed as a material planning consideration by the District Council in 2022.

8.7.40 It is however proposed that a very minor adjustment is made to the site boundary of the West Eynsham SDA as shown on Figures 9.5d and 9.5e of the adopted Local Plan 2031. This minor change is proposed to exclude a small parcel of land in the north-east corner of the site which comprises a residential curtilage that the landowner has requested to be removed from the SDA.

8.7.41 The proposed change is so minor in nature that it is considered to have no material impact on the continued application of Policy EW2 of the adopted Local Plan 2031.

Key Infrastructure Requirements

8.7.42 The Local Plan makes provision for approximately 2,200 new homes, together with about 40 hectares of business land at Salt Cross and an additional 1,000 homes at West Eynsham. Infrastructure issues in the village must be addressed in order to accommodate this strategic scale growth.

8.7.43 Transport is consistently identified as the most significant infrastructure challenge for Eynsham due to its relationship with Oxford, the A40 corridor and existing congestion constraints. Key requirements include:

- Delivery of major A40 corridor improvements, including junction upgrades and enhanced capacity where required.
- Expansion of high-quality bus-based public transport linking Eynsham, Salt Cross, Witney and Oxford.
- Provision of dedicated bus priority measures along the A40 corridor.
- Enhanced Park and Ride capacity serving Oxford-bound trips.
- Delivery of comprehensive walking and cycling routes connecting:
  - Eynsham village;
  - Salt Cross Garden Village;
  - Oxford;
  - Hanborough Station; and
  - surrounding settlements.
- Improvements to public rights of way and active travel networks.
- Measures to reduce car dependency and support modal shift in accordance with Oxfordshire's transport strategy.
- Potential future rail-related enhancements linked to the Hanborough corridor and wider Oxfordshire transport initiatives.

8.7.44 Pressure for early education (nursery and pre-school) has been growing in Eynsham. Eynsham Primary School has already expanded to 2 form entry size and is not assessed as being able to expand further. The school would not be able to absorb the scale of development planned for Eynsham and therefore the new strategic sites in Eynsham will be expected to provide new primary schools.

8.7.45 The County Council has identified that Bartholomew School in Eynsham will experience rising demand over the next few years. It has recently expanded by one form of entry. Additional capacity will be needed to meet demand resulting from proposed additional development to the west of Eynsham and north of the A40 at Salt Cross Village. An additional secondary school site is required within the Salt Cross Garden Village, which (subject to the approval of the DfE Regional Director) may become a satellite site for Bartholomew School.

8.7.46 Electricity generation and distribution - The Eynsham IDP has suggested that previously estimated total load for planned strategic sites (all uses) was 9,000 kilo-volt-amperes (kVA). This would trigger a reinforcement of 2.1 km of 132 kV cable from Headington Grid towards Yarnton Grid. The project is listed in SSEN's reinforcement plans to 2030. Within the Salt Cross Garden Village, infrastructure to support the delivery of renewable energy generation will also be required.

Phasing

8.7.47 Strategic development to the west of Eynsham should be phased in accordance with the delivery of highways infrastructure, particularly the provision of the western spine road and connections to the A40. Significant growth is planned through the A40 corridor and necessary transport and highway improvements should be delivered in order to mitigate the impacts of development at West Eynsham and Salt Cross.

8.7.48 New development must also be phased in such a way to address pressures on sewage infrastructure capacity, to ensure water quality objectives can be met.

Long Hanborough Area Strategy

The Long Hanborough Area Today

8.8.1 The Long Hanborough Area, for the purposes of this Area Strategy, comprises the village of Long Hanborough and its immediate surroundings. Located approximately 6 kilometres north-east of Witney and 10 kilometres north-west of Oxford, Long Hanborough occupies a strategically important position within West Oxfordshire, benefiting from excellent rail connectivity, proximity to Oxford and access to the wider Cotswolds area.

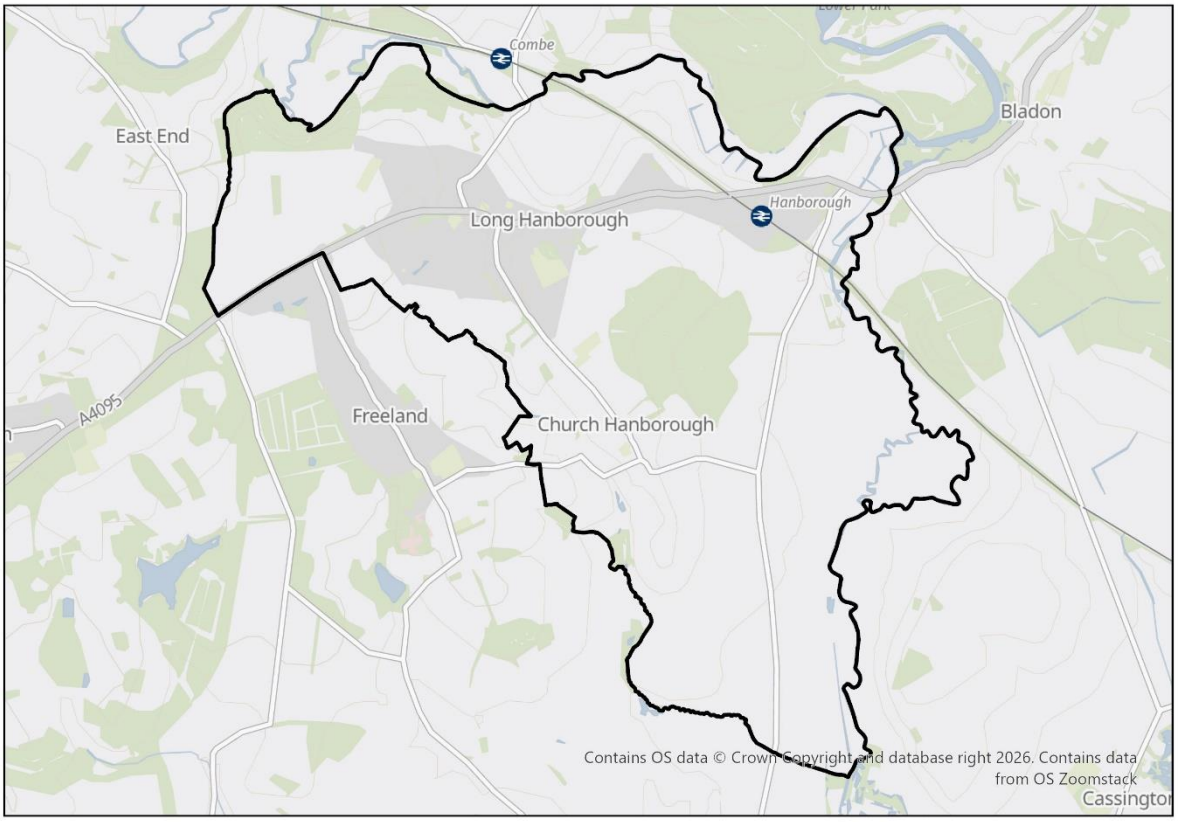


Figure 8.15 – Geographic Extent of Long Hanborough Area Strategy

8.8.2 Home to around 3,000 residents, Long Hanborough is one of the district's largest villages and performs an important role as a service centre, providing a range of facilities and services for local residents and surrounding communities. In recent years the village has experienced significant housing growth through a number of major residential developments which have strengthened its population base and helped support local services and facilities.

8.8.3 Whilst this growth has helped meet housing needs and reinforce Long Hanborough's role within the settlement hierarchy, it has also increased pressure on local infrastructure and highlighted the importance of ensuring that future development is proportionate to the scale and character of the village and supported by appropriate investment in services, facilities and infrastructure.

8.8.4 Long Hanborough benefits from a good range of local services and community facilities including a primary school, healthcare provision, local shops, public houses, recreational facilities and community organisations. These facilities contribute significantly to the village's strong sense of community and help support day-to-day needs. However, continued population growth is expected to place additional demands on existing infrastructure.

8.8.5 One of Long Hanborough's greatest strengths is its excellent connectivity. Hanborough railway station, located on the Cotswold Line, provides direct rail services to Oxford, Worcester, Reading and London Paddington and is one of the district's most important public transport assets. The station plays a significant role in supporting sustainable travel and access to employment opportunities. However, increasing passenger demand has created pressure on station access, parking provision and the surrounding road network, particularly along the A4095 corridor.

8.8.6 Despite the availability of rail and bus services, car ownership and commuting by private vehicle remain relatively high. There are opportunities to improve walking, wheeling and cycling connections within the village and between key destinations including the railway station, local facilities, schools and surrounding settlements, helping to reduce reliance on the private car and support healthier and more sustainable travel patterns.

8.8.7 The local economy is influenced by the village's proximity to Oxford, Witney and other employment centres, resulting in significant levels of out-commuting. Whilst Long Hanborough contains relatively limited employment land, local businesses, home working, rural enterprises and service-based employment make an important contribution to the local economy.

8.8.8 The historic environment forms an important part of the village's identity. Long Hanborough contains a number of listed buildings, historic churches and traditional village streetscapes, with the Millwood End Conservation Area reflecting the area's architectural and historic significance. The village's heritage assets, together with its varied building styles and historic settlement pattern, contribute strongly to local character and distinctiveness.

8.8.9 The surrounding landscape is equally important. Located close to the Cotswolds National Landscape and within the attractive Evenlode Valley, the area benefits from a rich network of river corridors, meadows, woodlands, hedgerows and agricultural land. These assets contribute to biodiversity, recreation, landscape character and local identity. They also provide important opportunities for nature recovery, green infrastructure enhancement and improved public access to the countryside.

8.8.10 Whilst most of the village lies within areas of low flood risk, parts of the surrounding area are affected by floodplain constraints associated with the River Evenlode, Caverswell Brook and other watercourses. Managing flood risk, improving climate resilience and ensuring that development incorporates sustainable drainage and environmental enhancement measures will therefore remain important considerations for future growth.

8.8.11 Long Hanborough also benefits from a number of visitor attractions and heritage assets including the Oxford Bus Museum, the Morris Motors Museum and its proximity to destinations such as Blenheim Palace and North Leigh Roman Villa.

8.8.12 Looking ahead, Long Hanborough is well placed to continue playing an important role within West Oxfordshire's settlement hierarchy. Its strong transport connections, range of local services, attractive environment and proximity to Oxford provide significant opportunities for sustainable development. However, future change will need to be carefully managed to ensure that growth remains proportionate, infrastructure keeps pace with development and the village's distinctive character, heritage assets, landscape setting and environmental quality are conserved and enhanced.

Statement of Ambition - The Long Hanborough Area in 2043

8.8.13 By 2043, the Long Hanborough Area will continue to be a thriving and sustainable rural community, building on its strong sense of place, excellent transport connectivity, rich historic character and attractive environmental setting.

8.8.14 As one of West Oxfordshire's larger villages and a Tier 2 Service Centre, Long Hanborough will continue to play an important role in meeting local housing, employment and service needs. Future growth will be carefully managed and proportionate to the scale and character of the village, ensuring that development supports rather than undermines the qualities that make the area an attractive place to live, work and visit.

8.8.15 A key ambition for the area will be to maximise the benefits of its strategic transport connections. Hanborough Station will continue to develop as an important public transport gateway for West Oxfordshire, supported by improvements to station accessibility, public transport integration, walking, wheeling and cycling infrastructure and the potential development of a mobility hub.

8.8.16 Growth will be aligned with the timely provision of infrastructure and services. New development will be expected to contribute positively towards addressing existing infrastructure pressures and ensuring that local facilities continue to meet the needs of residents.

8.8.17 The area's historic environment, landscape setting and environmental assets will be protected and enhanced. The character of Long Hanborough, its conservation area, listed buildings, important green spaces, wildlife habitats and wider countryside setting will continue to define the identity of the area. Particular emphasis will be placed on protecting biodiversity, strengthening ecological networks and conserving valued assets such as Pinsley Wood, the Evenlode Valley and other important landscape features.

8.8.18 Opportunities will be taken to improve access to nature, enhance local green infrastructure and support the health and wellbeing of residents of all ages.

8.8.19 Through a combination of carefully managed growth, infrastructure investment, environmental enhancement and sustainable transport improvements, the Long Hanborough Area will continue to evolve as a well-connected, resilient and attractive rural community.

Strategic Development Framework for the Long Hanborough Area

8.8.20 Building on the area profile and statement of ambition above, Policy LH1 provides a framework for managing change and development within the Long Hanborough Area to 2043.

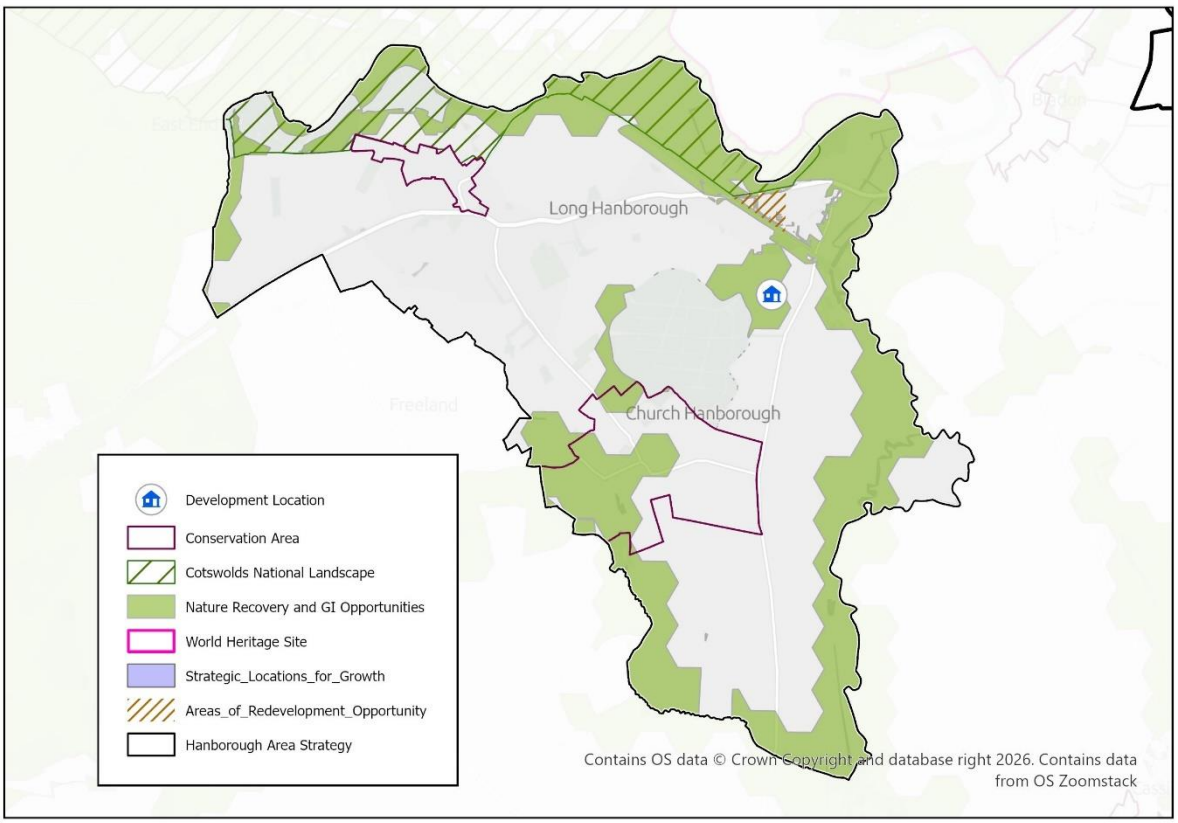


Figure 8.16 – Strategic Framework for the Hanborough Area

8.8.21 The framework recognises Long Hanborough's role as one of West Oxfordshire's larger villages and an important Tier 2 Service Centre. Benefiting from excellent rail connectivity, proximity to Oxford and Witney and a range of local services and facilities, the area is well placed to accommodate carefully planned and proportionate growth in sustainable locations.

8.8.22 The framework seeks to ensure that future development supports the long-term sustainability of the village whilst responding positively to local concerns regarding infrastructure capacity, village character and environmental quality. Particular emphasis is placed on ensuring that growth is aligned with infrastructure delivery, strengthening sustainable transport connections, enhancing access to Hanborough Station, protecting the area's historic and environmental assets and maintaining the distinctive identity of the village.

8.8.23 The Council will work proactively with Oxfordshire County Council, Network Rail, train operating companies, infrastructure providers, landowners, developers, local communities and other partners to secure the coordinated delivery of development, transport improvements, infrastructure investment and environmental enhancement in accordance with this framework.

Policy LH1 - Strategic Development Framework for the Long Hanborough Area

Development proposals within the Long Hanborough Area will be supported where they contribute positively towards the delivery of the following objectives, having regard to their scale, nature and location:

1. Delivering proportionate and infrastructure-led growth

a. Supporting development that is proportionate to the scale, character and role of Long Hanborough as a Tier 2 Service Centre;
b. Ensuring that growth is aligned with the timely provision of transport, education, healthcare, utilities, wastewater, digital and community infrastructure;
c. Delivering a range of homes that meet identified local needs, including affordable housing, homes for younger households, families and older people;
d. Prioritising the efficient use of previously developed, underutilised and sustainably located land where appropriate;
e. Ensuring that new development contributes positively towards maintaining and enhancing local services, facilities and community infrastructure.

2. Maximising the benefits of Hanborough Station and sustainable transport

a. Supporting the continued enhancement of Hanborough Station as a strategic public transport gateway serving Long Hanborough and the wider district;
b. Supporting measures to improve station accessibility, integration with other modes of transport and the potential development of a mobility hub;
c. Delivering improvements to walking, wheeling and cycling networks, particularly where they improve access between the station, village centre, schools, employment areas, community facilities and surrounding settlements;
d. Supporting enhancements to public transport services and infrastructure, including improved bus, rail and community transport provision;
e. Supporting measures to address parking pressures, traffic congestion and highway safety issues associated with station activity and growth within the area;

3. Protecting village character, heritage and local distinctiveness

a. Conserving and enhancing the historic character of Long Hanborough, including the Millwood End Conservation Area, listed buildings and other heritage assets;

b. Ensuring that development responds positively to local character, landscape setting and village identity, creating attractive and distinctive places;

c. Maintaining the separate identity of Long Hanborough and preventing inappropriate coalescence with neighbouring settlements;
d. Protecting important views, settlement edges and areas of open countryside that contribute to local character and sense of place;
e. Supporting high-quality design that reflects local distinctiveness and reinforces the area's rural character.

4. Protecting and enhancing the natural environment

a. Conserving and enhancing biodiversity assets, ecological networks, green infrastructure and landscape features within and around the village;
b. Protecting and enhancing the Evenlode Valley, Pinsley Wood and other important habitats, wildlife corridors and environmental assets;
c. Conserving the setting of the Cotswolds National Landscape and minimising adverse impacts on its special qualities where relevant.

Priority Growth Locations

8.8.24 Long Hanborough has accommodated a significant amount of new development in recent years including land to the west of the village and on land adjacent to Hanborough Station.

8.8.25 The adopted Local Plan 2031 identified two site allocations at Long Hanborough, one of which (Oliver's Garage) has now been completed, whilst in relation to the other site (Land at Myrtle Farm) the landowner has confirmed in writing that they do not intend to bring the site forward for development and wish it to be 'de-allocated'.

8.8.26 As a result, it is proposed that Policy EW6 – Myrtle Farm, Long Hanborough is superseded by the policies of this Plan.

8.8.27 Moving forward, future growth at Long Hanborough is anticipated to comprise the following:

- Major existing commitments of 10+ homes and 1,000 sqm+ commercial floorspace;
- Hanborough Station Area of Redevelopment Opportunity (ARO)
- Land south-west of Hanborough Station

8.8.28 Major existing commitments are sites that as of 1st April 2026, have planning permission or a resolution to grant planning permission for more than 10 homes or 1,000 sqm of commercial floorspace.

8.8.29 These are effectively already in the development 'pipeline' and are expected to make an important contribution towards meeting local and wider housing, employment and infrastructure needs. They are included below for information with the residential permissions reflected in the housing trajectory at Appendix 2.

It seeks to coordinate transport investment and complementary development in a way that strengthens Hanborough Station's role as a key gateway to West Oxfordshire, improves integration between different modes of travel and supports wider economic, environmental and accessibility objectives.

8.8.30 Land south west of Hanborough Station is a proposed site allocation of up to 300 homes including affordable housing, public open space, green infrastructure, biodiversity enhancements and associated infrastructure.

Major Existing Planning Commitments (10 or more homes)

8.8.31 Major existing commitments with planning permission or resolution to grant planning permission in the Long Hanborough Area as of 1st April 2026 include the following:

- 150 dwellings – Land North of Witney Road, Long Hanborough

8.8.32 As reflected in the housing trajectory at Appendix 2, all of these units are expected to be completed by 2031.

Hanborough Station Area of Redevelopment Opportunity (ARO)

8.8.33 Hanborough Station occupies a strategically important position within West Oxfordshire and the wider Oxfordshire transport network. Located on the North Cotswold Line, it provides direct rail connections to Oxford, London Paddington and destinations across the Midlands and South East.

8.8.34 The station serves a wide catchment extending beyond Long Hanborough to include Woodstock, Bladon, Eynsham, Salt Cross, Witney, Carterton and surrounding rural communities. It plays an important role in supporting access to employment, education, services, tourism and leisure opportunities across the district and beyond.

8.8.35 Passenger demand has increased significantly in recent decades and is expected to continue growing as planned development comes forward across West Oxfordshire. In particular, growth at Salt Cross Garden Village, Eynsham, Witney and other locations is likely to increase demand for rail services and strengthen Hanborough's role as a key transport gateway.

8.8.36 The Area of Redevelopment Opportunity (ARO) recognises the potential for Hanborough Station and the surrounding land to evolve into a strategically important transport interchange and mobility hub. This would integrate rail services with bus services, walking and cycling infrastructure, cycle parking, electric vehicle charging, shared mobility services and associated passenger facilities, creating a more accessible and attractive transport gateway for West Oxfordshire.

8.8.37 The Council will support the safeguarding of land and the coordinated planning of development necessary to facilitate the long-term delivery of transport infrastructure, mobility hub facilities and associated improvements, recognising that the precise form and extent of these proposals will evolve over time.

8.8.38 Existing challenges include constrained station facilities, pressure on parking provision, congestion within the station forecourt, poor quality walking and cycling connections and operational constraints associated with the single-track section of railway between Wolvercote Junction and Hanborough. These issues currently limit the station's ability to accommodate future growth and function effectively as a sustainable transport hub.

8.8.39 The Council supports measures to improve passenger experience, accessibility, rail capacity and sustainable transport integration. Potential improvements include enhanced station facilities, improved waiting environments, upgraded accessibility, expanded cycle parking, improved public transport interchange arrangements and enhanced walking and cycling connections to surrounding settlements.

8.8.40 Strategic studies, including the North Cotswold Line Taskforce work, Oxfordshire Rail Corridor Study and OxRail 2040 programme, identify the reinstatement of double tracking between Wolvercote Junction and Hanborough as a key long-term infrastructure priority. Associated improvements could include a second platform, new footbridge and lifts, additional track infrastructure and revised station access arrangements, helping to improve service frequency, reliability and capacity.

8.8.41 Given the strategic significance of these proposals, it is important that future development does not prejudice opportunities for rail infrastructure improvements, station expansion or mobility hub delivery. The ARO therefore provides a framework for safeguarding land, coordinating investment and supporting complementary forms of development that contribute positively towards sustainable transport objectives.

8.8.42 Parking will continue to play an important role in the operation of the station given its extensive catchment area. However, the longer-term objective is to create a more balanced transport offer that supports greater use of walking, cycling, bus services and shared mobility options. Future parking provision should therefore form part of an integrated transport strategy for the wider station area.

8.8.43 Hanborough Station also plays an important role in supporting the visitor economy as the nearest rail station to Blenheim Palace World Heritage Site. Improved rail services and onward travel connections have the potential to increase the proportion of visitors arriving by sustainable modes whilst supporting wider economic benefits across the district.

8.8.44 The delivery of the ARO is likely to take place over an extended period and involve a range of public and private sector organisations. The designation therefore provides a flexible and enabling framework rather than a fixed development proposal.

8.8.45 To support its long-term delivery, the Council will encourage the preparation of a Hanborough Station Strategic Framework. Prepared collaboratively with key stakeholders, the Framework should help coordinate transport improvements, mobility hub facilities, active travel infrastructure, parking provision, complementary development and environmental enhancement, whilst safeguarding land requirements and maintaining flexibility to respond to future transport and rail industry priorities.

8.8.46 Through this approach, Hanborough Station has the potential to evolve into one of Oxfordshire's principal strategic transport interchanges, providing a high-quality gateway to West Oxfordshire and supporting a more sustainable, connected and integrated transport network.

Policy LH2 - Hanborough Station Area of Redevelopment Opportunity

The Hanborough Station Area of Redevelopment Opportunity, as identified on the Policies Map, is designated as a strategic location for the enhancement of rail infrastructure, sustainable transport connectivity and associated redevelopment opportunities.

The Council will support the comprehensive or phased redevelopment, enhancement and intensification of land within the Area of Redevelopment Opportunity where proposals contribute towards the delivery of an integrated transport interchange and West Oxfordshire Mobility Hub serving the district and wider Oxfordshire area.

Proposals within the Area of Redevelopment Opportunity should seek to:

a. support the long-term enhancement of Hanborough Station as a strategic rail gateway and transport interchange serving West Oxfordshire;

b. facilitate improvements to rail infrastructure and station facilities, including safeguarding land where necessary for future rail capacity enhancements, station expansion, additional platforms, improved accessibility and associated operational requirements;

c. support the delivery of a high-quality West Oxfordshire Mobility Hub incorporating appropriate provision for bus services, rail replacement services, cycling facilities, walking routes, taxi provision, shared mobility services, electric vehicle infrastructure and other sustainable transport measures;

d. improve integration between rail, bus, walking, cycling and other modes of transport to encourage modal shift and reduce reliance on private car travel;

e. provide enhanced walking and cycling connections to Long Hanborough, Bladon, Woodstock, Eynsham, Salt Cross, Witney and other surrounding settlements where appropriate;

f. ensure that parking provision is appropriately managed and designed to support the role of the station whilst encouraging greater use of sustainable transport modes;

g. support development that contributes positively towards the viability, delivery and operation of transport infrastructure and mobility hub facilities;

h. make efficient use of land through high-quality design, place-making and sustainable development principles;

i. incorporate green infrastructure, biodiversity enhancements, sustainable drainage measures and climate resilience measures;

j. demonstrate that development would not prejudice the delivery of planned rail infrastructure improvements, transport interchange facilities or wider strategic transport objectives; and

k. safeguard land, where necessary, for the future delivery and operation of a West Oxfordshire Mobility Hub and associated rail, interchange, parking, active travel and transport infrastructure improvements.

The Council will support the preparation of a Hanborough Station Strategic Framework, jointly prepared with relevant stakeholders, to coordinate investment, safeguard land requirements and guide the long-term delivery of transport infrastructure, mobility hub facilities and complementary development opportunities.

Land South-West of Hanborough Station

8.8.47 Policy LH1 allocates land west of Hanborough Station for a residential-led development of up to 300 dwellings, including affordable housing, public open space, green infrastructure, biodiversity enhancements and associated infrastructure.

8.8.48 The allocation reflects the site's highly sustainable location adjacent to Hanborough Station and its proximity to local services and facilities. It provides an opportunity to deliver new homes in a location well connected by public transport whilst supporting the long-term role of Hanborough Station as a strategic transport gateway and mobility hub serving West Oxfordshire.

8.8.49 The policy seeks to ensure that development is comprehensively planned and integrated with Long Hanborough village, Hanborough Station and the wider Area of Redevelopment Opportunity. Particular emphasis is placed on securing high-quality design, sustainable transport connectivity, landscape and heritage protection, nature recovery, green infrastructure and the timely delivery of supporting infrastructure.

8.8.50 Development will be expected to contribute towards improvements to station accessibility, walking and cycling connectivity and wider transport infrastructure, whilst protecting important environmental assets including Pinsley Wood, nearby heritage assets and the setting of Blenheim Palace World Heritage Site.

8.8.51 Together, these requirements will help ensure that the site delivers a sustainable and well-connected new neighbourhood that meets local housing needs, supports the long-term enhancement of Hanborough Station and respects the distinctive landscape, environmental and heritage qualities of the area.

Policy LH3 – Land West of Hanborough Station

Site area: 35 Hectares

Developable area: 13 Hectares

Current use: Agricultural land

Landowner/site promoter: CEG / Blenheim Estate

Allocation:

Residential development of up to 300 dwellings to include 40% affordable housing, public open space and informal recreation areas, green infrastructure and biodiversity enhancements and supporting infrastructure including access, drainage and utilities.

In addition to the general policy requirements of this Local Plan, development proposals will be expected to accord with the site-specific development requirements set out

1. Comprehensive masterplanning

a. Development proposals shall be informed by a comprehensive site-wide masterplan, prepared in consultation with the Council, relevant infrastructure providers, statutory consultees and the local community.
b. The masterplan shall show the developable area, access arrangements, pedestrian and cycle links, structural landscaping, open space, drainage, ecological buffers, phasing and any necessary infrastructure.
c. The masterplan shall demonstrate how the site will relate positively to Hanborough Station, Long Hanborough village, the surrounding countryside and the wider Hanborough Station Area of Redevelopment Opportunity.

2. Relationship with Hanborough Station

a. The site layout shall respond positively to the site's proximity to Hanborough Station and shall support the role of the station as a sustainable transport hub.
b. Development shall be coordinated with Policy LH2 – Hanborough Station Area of Redevelopment Opportunity, including where relevant meaningful contributions towards station access, interchange, mobility hub, public realm and parking management improvements.
c. Development shall avoid worsening station-related parking, congestion or highway safety issues, including through appropriate on-site parking, cycle parking, electric vehicle charging and parking management measures.

3. Access and movement

a. Vehicular access shall be provided from the local highway network, supported by a transport assessment addressing impacts on Lower Road, the A4095 and the wider local highway network.
b. Direct, safe and attractive pedestrian and cycle connections shall be provided to Hanborough Station, Long Hanborough village, local services and the wider public rights of way network.
c. Development shall provide or contribute towards any necessary active travel, public transport, highway safety and parking management measures required to mitigate its impacts.

4. Design and landscape character

a. The layout, form, scale and design of development shall respond sensitively to the rural edge of Long Hanborough, the setting of Hanborough Station and the proximity of the Cotswolds National Landscape.

b. A structural landscape framework shall be provided, including retention and reinforcement of existing trees, hedgerows and field boundaries, and a strong landscaped edge to the south and west of the site.

c. Development shall avoid unacceptable harm to tranquillity, dark skies, sensitive views and the rural character of the surrounding area, including through appropriate lighting controls.

5. Heritage

a. Development shall conserve and, where possible, enhance the significance of nearby heritage assets and their settings, informed by a heritage impact assessment.

b. The heritage impact assessment shall include consideration of the setting and Outstanding Universal Value of Blenheim Palace World Heritage Site, including the role of Pinsley Wood and the surrounding landscape in that setting.

6. Nature Recovery

a. Development shall protect Pinsley Wood ancient woodland, the adjacent Local Wildlife Site and any priority habitat within or adjoining the site, supported by ecological assessment, appropriate buffers, biodiversity net gain and long-term management measures.

b. Contribute to nature recovery by delivering priority measures identified in the Local Nature Recovery Strategy including woodland creation, as part of the GI framework for the site.

c. Potential effects on Cothill Fen SAC, Oxford Meadows SAC and any relevant SSSI Impact Risk Zones shall be assessed and mitigated, with Natural England consulted where required.

7. Flood risk, drainage and utilities

a. An appropriate surface water drainage strategy shall be provided, incorporating sustainable drainage systems as part of the site's green and blue infrastructure network.

b. Wastewater treatment capacity and other necessary utilities infrastructure shall be confirmed and delivered in step with development.

c. Attenuated discharge to a watercourse or a sewer will also need to be considered as part of a site-specific FRA.

8. Minerals safeguarding

a. Minerals safeguarding considerations shall be addressed, including whether prior extraction is necessary, practicable and environmentally acceptable.

9. Open space and long-term management

a. Public open space, children's play space and informal recreation shall be provided on-site, with long-term management arrangements secured.

b. Long-term management arrangements shall be secured for open space, green infrastructure, drainage features, biodiversity mitigation and landscape buffers.

10. Infrastructure and contributions

a.	Contributions shall be provided to mitigate the impact of development in accordance with the relevant infrastructure and developer contributions policies of the Local Plan.

Key Infrastructure Requirements

8.8.52 Hanborough Station is a focus for investment and there is a strong opportunity to align new residential development with wider plans for a mobility hub at Hanborough Station. Plans include both to improve the frequency of rail services operating from the station and to improve connectivity to it, including providing onward bus and active travel links to key settlements such as Salt Cross, Eynsham and Witney.

8.8.53 It is recognised that the rail infrastructure as it is today could not accommodate the improved service pattern for Hanborough. Included within a second phase of the OxRail 2040 plan, is the reinstatement of a second track on the North Cotswold Line between Hanborough and Wolvercote, including construction of a second platform at Hanborough station.

8.8.54 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. Wastewater treatment capacity therefore needs to be increased to accommodate new development.

8.8.55 As set out in the Infrastructure Delivery Plan, Hanborough Primary School has been expanded to 1.5 form entry, and to facilitate this additional land has been secured for the school. If required, due to population growth, it is expected that the school could be expanded again to 2 forms of entry.

8.8.56 Freeland and Hanborough is one of the district's wards identified as having poor accessibility to greenspace. Development must support the provision of green spaces, such as allotments, orchards and formal and informal green space.

Phasing

8.8.57 It is recognised 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.

8.8.58 New development must also be phased in such a way to address pressures on sewage infrastructure capacity, to ensure water quality objectives can be met.

8.8 Woodstock Area Strategy

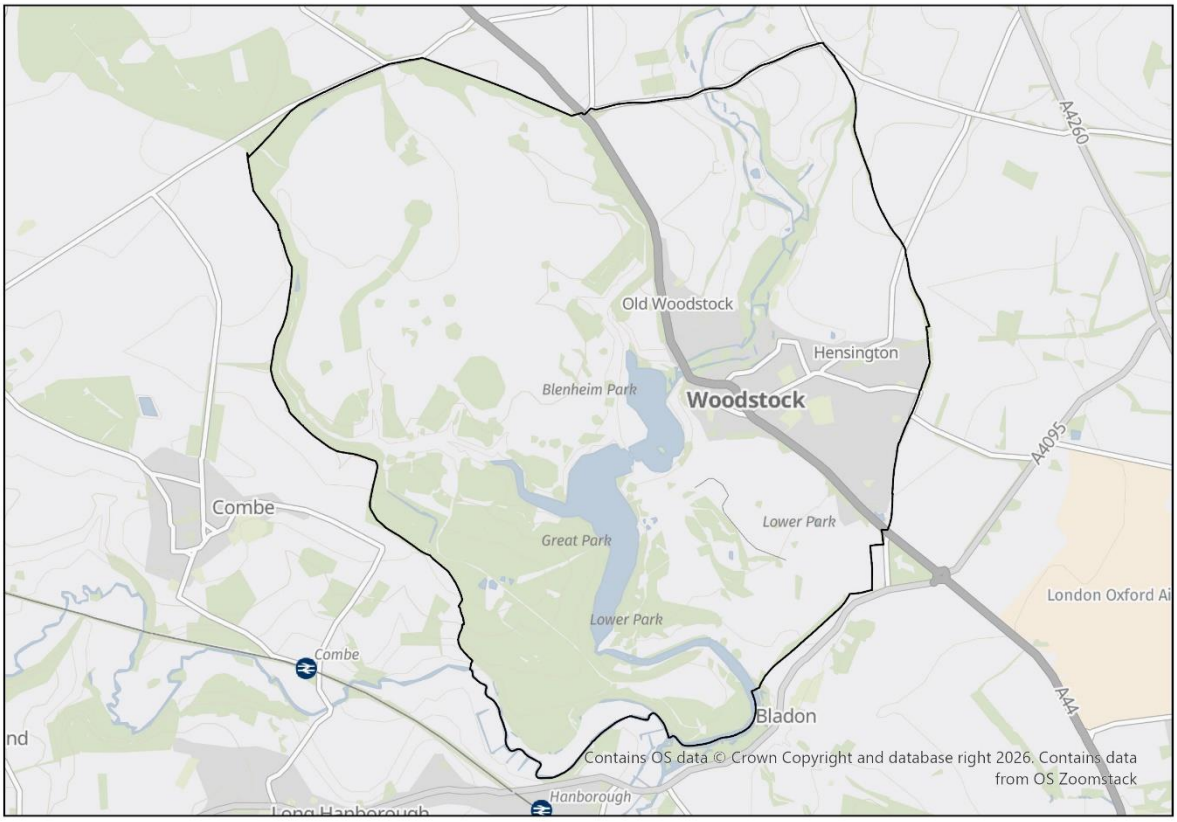


Figure 8.18 – Geographic Extent of Woodstock Area Strategy

The Woodstock Area Today

8.9.1 Woodstock is an historic market town located in the eastern part of West Oxfordshire, with a population of approximately 3,000 residents. The town performs a role that extends well beyond its size, functioning both as a local service centre for surrounding rural communities and as a nationally and internationally recognised visitor destination due to its close relationship with the Blenheim Palace World Heritage Site (WHS).

8.9.2 The town is characterised by its high-quality historic environment, with a large conservation area encompassing a significant number of listed buildings and a well-preserved medieval street pattern centred around Market Place, High Street and Oxford Street. This heritage, combined with its attractive townscape and setting, contributes strongly to Woodstock's distinct identity and sense of place.

8.9.3 Woodstock benefits from a strong independent retail, hospitality and tourism offer, supported by visitor activity associated with Blenheim Palace and a wide range of cultural events. This visitor economy plays a significant role in supporting local businesses and employment, helping sustain a diverse range of services that might not otherwise be viable in a town of its size.

8.9.4 The town is relatively well connected, located on the A44 corridor between Oxford and Chipping Norton, and served by frequent bus services linking it to Oxford, surrounding settlements and nearby rail stations at Long Hanborough and Charlbury. Recent and planned investment in public transport infrastructure and active travel routes reinforces Woodstock's accessibility and sustainability credentials.

8.9.5 However, Woodstock faces a number of important challenges. Planned housing growth through allocations in the adopted Local Plan 2031 represents a significant increase in the town's size, with a large proportion of development yet to be delivered. This has raised concerns regarding the capacity of local infrastructure, including healthcare provision, education, parking and transport networks

8.9.6 Traffic congestion, particularly associated with through-traffic along the A44 and wider road network pressures, affects environmental quality and the functioning of the town centre. At the same time, opportunities exist to improve walking, wheeling and cycling infrastructure and strengthen sustainable transport connections, including through the Woodstock Local Cycling and Walking Infrastructure Plan (LCWIP).

8.9.7 Woodstock's environmental setting is of exceptional importance. The town lies adjacent to Blenheim Palace and Park, a UNESCO World Heritage Site of international significance, as well as designated ecological and landscape assets. These sensitivities place important constraints on future development and require a carefully managed approach to growth that protects the Outstanding Universal Value (OUV) of the WHS, including through its setting.

8.9.8 Overall, Woodstock's combination of historic character, environmental quality, strong visitor economy and community identity underpins its importance within West Oxfordshire. Future change will need to balance the delivery of housing, infrastructure and economic vitality with the protection of the town's heritage, landscape setting and quality of life for residents.

Statement of Ambition - The Woodstock Area in 2043

8.9.9 By 2043, Woodstock will have successfully accommodated a period of significant change, evolving as a thriving, resilient and well-supported historic market town that continues to play a key role within West Oxfordshire and the wider region.

8.9.10 The priority over the plan period will be the successful integration of committed development and the delivery of essential infrastructure. The town will be supported by improved healthcare provision, sufficient school capacity, enhanced public spaces, and better managed parking and transport networks, ensuring that the needs of a growing population are met and that quality of life for residents is maintained and enhanced.

8.9.11 Woodstock's exceptional historic environment and its unique relationship with the Blenheim Palace World Heritage Site will be conserved and enhanced. Development and change will be carefully managed to protect the Outstanding Universal Value of the WHS, including through the safeguarding of those elements of its setting which contribute to its significance. The town will continue to be recognised as a place of national and international importance.

8.9.12 The town centre will remain vibrant and attractive, with a strong independent retail, hospitality and cultural offer that supports both residents and visitors. Tourism will continue to play a vital role in the local economy, supported by a balanced and sustainable approach that enhances the visitor experience while managing pressures on the town and its infrastructure.

8.9.13 Woodstock will benefit from improved connectivity, with greater emphasis on sustainable transport. Walking, wheeling and cycling will be safer, more attractive and more widely used, supported by the delivery of measures identified through the Local Cycling and Walking Infrastructure Plan. Public transport connections to Oxford and surrounding areas will continue to provide a realistic alternative to private car travel.

8.9.14 The natural environment will be protected and enhanced, with strengthened green infrastructure, improved biodiversity and better integration of development with the surrounding landscape. The River Glyme, Watermeadows and wider ecological networks will play an increasingly important role in supporting climate resilience, environmental quality and wellbeing.

8.9.15 Economic activity within Woodstock will be supported in a way that reflects the town's character and strengths. A diverse local economy will be sustained through tourism, independent businesses, small-scale enterprise and flexible working, supported by strong digital connectivity and appropriate workspace provision.

8.9.16 Overall, Woodstock will be a well-managed, inclusive and sustainable community, where growth has been aligned with infrastructure, heritage has been safeguarded, and the town's distinctive character and quality of life have been preserved for future generations.

Strategic Development Framework for the Woodstock Area

8.9.17 Building on the area profile and statement of ambition above, Policy WO1 provides a framework for managing change and development within the Woodstock Area to 2043.

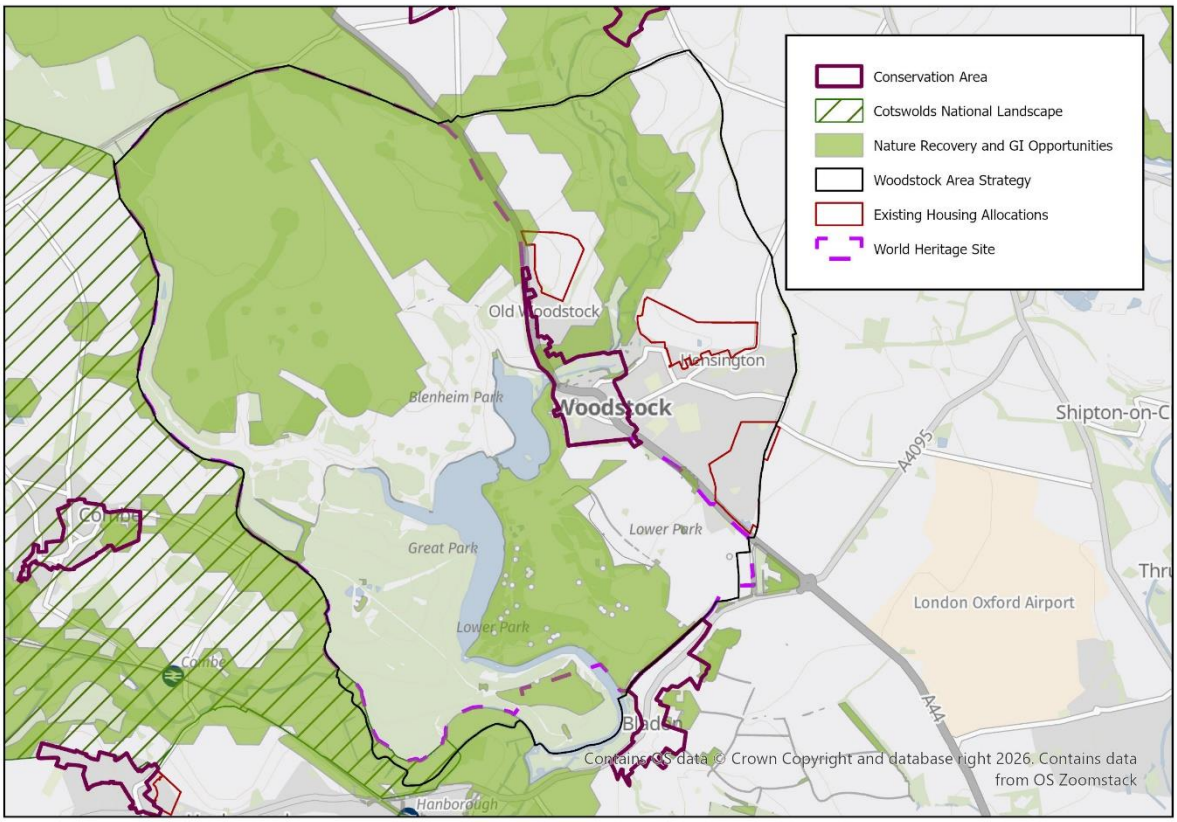


Figure 8.19 – Strategic Development Framework for the Woodstock Area

8.9.18 The framework recognises Woodstock's role as a historic market town, an important Tier 2 Service Centre and a key visitor destination associated with the Blenheim Palace World Heritage Site. The town benefits from a strong range of services and facilities, a vibrant local economy and an exceptional historic environment that contributes significantly to its identity, attractiveness and sense of place.

8.9.19 The framework seeks to ensure that future development supports the long-term vitality and sustainability of Woodstock whilst safeguarding its unique historic character, environmental assets and relationship with the Blenheim Palace World Heritage Site. Particular emphasis is placed on conserving and enhancing the town's rich heritage, supporting a thriving local economy and visitor offer, addressing infrastructure needs, protecting and enhancing the natural environment, and improving opportunities for walking, cycling and public transport in order to reduce reliance on the private car.

8.9.20 The framework also recognises the need to address existing challenges including traffic congestion, visitor pressures and infrastructure capacity constraints. Future development will therefore be expected to be proportionate to the scale and character of the town and supported by the timely provision of infrastructure and services, including healthcare, education, public open space and sustainable transport improvements.

8.9.21 The Council will work proactively with Oxfordshire County Council, the Blenheim Estate, infrastructure providers, landowners, developers, local communities and other stakeholders to secure the coordinated delivery of development, infrastructure investment, environmental enhancement and transport improvements in accordance with this framework.

Policy WO1 - Strategic Development Framework for the Woodstock Area

Woodstock will continue to function as a distinctive historic market town, rural service centre and visitor destination, valued for its exceptional heritage, strong community identity and its relationship with the Blenheim Palace World Heritage Site (WHS). Development will be supported where it sustains and enhances the town's social, economic and environmental wellbeing in accordance with the following objectives.

Development proposals within the Woodstock Area will be supported where they contribute positively towards the delivery of the following objectives, having regard to their scale, nature and location:

1. **Conserving Woodstock's Historic Character and World Heritage Setting**

    a. Conserve and enhance the significance, special character and setting of Woodstock's Conservation Area, listed buildings and other heritage assets;
    b. Avoid adverse impacts on the Outstanding Universal Value (OUV) of the Blenheim Palace World Heritage Site, including through effects on those elements of its setting which contribute to its significance;
    c. Respect the town's historic street pattern, built form, scale and architectural character, ensuring new development responds positively to local distinctiveness;
    d. Safeguard key views to and from Blenheim Palace and its wider landscape setting, as well as important views within the town;
    e. Support the sensitive reuse and adaptation of historic buildings where this secures their long-term viable use;
    f. Deliver high-quality design that reinforces Woodstock's sense of place and historic environment.

2. **Supporting a Thriving Local Economy and Visitor Destination**

    a. Support Woodstock's role as a visitor destination linked to Blenheim Palace and the wider Oxfordshire economy;
    b. Promote a balanced and sustainable approach to tourism that supports the local economy whilst protecting residential amenity and environmental quality;
    c. Support independent businesses, cultural activity, creative industries and home-working opportunities;
    d. Retain and enhance town centre uses including retail, hospitality, cultural and community facilities;
    e. Support economic activity appropriate to the town's scale and character, including flexible and small-scale employment space.

3. Homes, Growth and Infrastructure

a. Provide limited, proportionate and well-designed development appropriate to the scale, character and infrastructure capacity of the town;
b. Prioritise the effective use of previously developed land and suitably located infill sites;
c. Contribute towards meeting identified local housing needs, including affordable housing and a mix of tenures and dwelling types;
d. Ensure new development is well integrated with the existing settlement and historic fabric;
e. Be supported by the timely provision of infrastructure, services and utilities necessary to mitigate development impacts;
f. Contribute towards the delivery of key infrastructure, including healthcare provision (such as a new or expanded GP facility), education capacity and public open space;
g. Demonstrate that adequate infrastructure can be delivered in a timely manner, with priority given to addressing existing deficiencies. Proposals that fail to do so will not be supported.

4. Protecting and Enhancing the Natural Environment and Green Infrastructure

a. Protect and enhance Woodstock's natural environment, including the River Glyme, Watermeadows and surrounding countryside;
b. Conserve biodiversity assets, ecological networks and green infrastructure;
c. Avoid harm to designated sites including those associated with Blenheim Park;
d. Deliver net gains in biodiversity and contribute to nature recovery where appropriate;
e. Incorporate sustainable drainage systems and respond positively to flood risk considerations.

5. Improving Movement, Accessibility and Climate Resilience

a. Support measures to address traffic congestion and the impacts of through-traffic, particularly along the A44 corridor;
b. Deliver and enhance safe, attractive and convenient walking, wheeling and cycling infrastructure, including proposals identified in the Woodstock Local Cycling and Walking Infrastructure Plan (LCWIP) and Strategic Active Travel Network;
c. Improve connectivity to public transport services, including bus corridors and nearby rail stations;
d. Promote an integrated approach to movement, mobility and access, reducing reliance on the private car;
e. Incorporate high standards of sustainable design, energy efficiency and low-carbon development;
f. Support climate resilience through sustainable construction, urban greening and environmental design.

Woodstock Town Centre

8.9.22 Woodstock Town Centre is a small but highly distinctive market town centre that performs an important role as a local service centre, visitor destination and cultural hub. Closely associated with the Blenheim Palace World Heritage Site, the town attracts visitors from across the UK and internationally and contributes significantly to the local economy. Its historic streets, attractive Market Place, independent businesses, restaurants, cafés, hotels and cultural attractions combine to create a vibrant and distinctive destination with a strong sense of place.

8.9.23 The town centre is characterised by a predominantly independent retail, leisure and hospitality offer, centred on Oxford Street, High Street, Market Place and Market Street. A wide range of small-scale shops, galleries, restaurants, pubs and visitor-focused businesses operate from attractive historic buildings, contributing to the town's unique character and appeal. Despite its relatively small size, the centre performs strongly, benefiting from low vacancy rates, a high-quality environment and a thriving visitor economy.

8.9.24 Woodstock's cultural and visitor offer is closely linked to the Blenheim Palace World Heritage Site, the Oxfordshire Museum and a range of markets, festivals and community events that take place throughout the year. These attractions help support local businesses, reinforce the town's identity and contribute to a vibrant daytime and evening economy.

8.9.25 Whilst Woodstock benefits from excellent environmental quality and a strong visitor economy, it also faces a number of challenges. Traffic congestion, parking pressures and the impacts of through-traffic along the A44 can affect the quality of the town centre environment. Changing patterns of retailing, visitor behaviour and town centre activity also require the centre to continue evolving in order to remain vibrant, resilient and attractive to residents, businesses and visitors alike.

8.9.26 Opportunities exist to enhance the public realm, improve accessibility, strengthen walking and cycling connections, support the reuse of underutilised buildings and further diversify the town centre offer. There is also potential to improve wayfinding and strengthen connections between the town centre, Blenheim Palace and other local attractions, helping to encourage longer visitor stays and greater economic benefits for the town.

Key Priorities

8.9.27 Key priorities for Woodstock Town Centre include:

- Maintaining and strengthening Woodstock's role as a distinctive historic market town centre and visitor destination;
- Supporting a diverse and resilient mix of independent retail, hospitality, leisure, cultural, community and service uses;
- Protecting and enhancing the vitality and viability of Oxford Street, High Street, Market Place and Market Street as the focus of town centre activity;

- Supporting the reuse of vacant, underutilised and upper-floor spaces through high-quality and sensitive development;

- Conserving and enhancing the historic environment, including the Conservation Area, listed buildings, historic shopfronts and the setting of the Blenheim Palace World Heritage Site;

- Improving the quality of the public realm through enhanced landscaping, seating, wayfinding, heritage interpretation and public spaces;

- Improving walking, wheeling and cycling access and strengthening connections between the town centre, Blenheim Palace, surrounding areas and public transport services including Hanborough Station;

- Supporting a vibrant programme of events, cultural activities and community initiatives that contribute to year-round vitality;

- Supporting local businesses and the visitor economy whilst ensuring that visitor impacts are appropriately managed; and

- Supporting climate resilience through urban greening, biodiversity enhancement, sustainable drainage and high-quality design.

A Strategy for Woodstock Town Centre

8.9.28 Building on the Strategic Development Framework for the Woodstock Area (Policy WO1), the purpose of Policy WO2 is to maintain and enhance Woodstock Town Centre as a vibrant historic market town centre and visitor destination, ensuring that it continues to serve the needs of residents, businesses and visitors whilst safeguarding its unique heritage and character.

8.9.29 The policy seeks to support a thriving, diverse and resilient town centre that responds positively to changing economic, retail and social trends whilst reinforcing the qualities that make Woodstock distinctive. It promotes investment in the historic environment, public realm and community infrastructure whilst supporting a broad mix of retail, hospitality, cultural, community, leisure and service uses that contribute to activity throughout the day and evening.

8.9.30 A key priority will be to enhance the quality, accessibility and attractiveness of the town centre through public realm improvements, better walking, wheeling and cycling connections, improved wayfinding and stronger links between the town centre and the Blenheim Palace World Heritage Site. Together, these measures will help create a more attractive, accessible and welcoming environment that supports local businesses, residents and visitors whilst respecting Woodstock's historic character.

8.9.31 The policy also seeks to strengthen Woodstock's role as a visitor destination and cultural centre by building on its exceptional heritage, independent business offer, markets, events and community initiatives. Opportunities for heritage-led regeneration, the sensitive reuse of historic buildings, the enhancement of key public spaces and the promotion of cultural activity will be

supported where they contribute positively to the vitality, viability and attractiveness of the town centre.

Policy WO2 – Woodstock Town Centre

Woodstock Town Centre will continue to serve as a distinctive historic market town centre and visitor destination, closely linked to the Blenheim Palace World Heritage Site and the wider West Oxfordshire visitor economy. Development will be supported where it enhances vitality, viability, environmental quality and accessibility, while conserving the town's unique historic character.

Development proposals within Woodstock Town Centre will be supported where they:

1. **Support vitality and viability by:**

    a. Maintaining and enhancing a diverse mix of uses, including independent retail, hospitality, cultural, leisure, community and service uses;
    b. Protecting and promoting active ground floor uses in key commercial frontages;
    c. Supporting the reuse of vacant or underused buildings and upper floors for flexible uses, including commercial, cultural, community, workspace and residential uses where appropriate;
    d. Supporting small businesses, start-ups and creative industries through the provision of adaptable commercial space;
    e. Supporting appropriate day and evening uses that contribute positively to vitality and local character, without causing unacceptable impacts on residential amenity.

2. **Improve movement, accessibility and public realm by:**

    a. Improving the quality, coherence and usability of key public spaces, including Market Place and High Street, through high-quality design and the use of appropriate materials;
    b. Enhancing pedestrian, wheeling and cycling environments, including improving safety, accessibility and connectivity for all users;
    c. Improving wayfinding and connections between the town centre, Blenheim Palace, parking areas and other key destinations;
    d. Addressing the impacts of congestion, traffic and parking pressures on the town centre environment;
    e. Supporting public realm improvements that encourage social interaction, events and increased dwell time.

3. **Conserve and enhance the historic environment by:**

    a. Conserving and enhancing the significance of the Conservation Area, listed buildings, historic shopfronts and the wider townscape;
    b. Ensuring that development respects local character, scale, materials and architectural detailing;
    c. Supporting the maintenance, repair and sensitive enhancement of historic buildings and spaces;
    d. Promoting heritage interpretation and initiatives that enhance understanding and appreciation of Woodstock's historic environment.

4. **Support a sustainable visitor economy and cultural activity by:**

a. Supporting Woodstock's role as a high-quality visitor destination linked to Blenheim Palace and the wider district;
b. Encouraging cultural activity, events, markets, exhibitions and community initiatives that enhance the attractiveness and vibrancy of the town centre;
c. Supporting coordinated promotion, partnership working and tourism initiatives where these enhance the visitor experience;
d. Managing visitor impacts to ensure that residential amenity and environmental quality are protected.

Blenheim Palace World Heritage Site

8.9.32 Following international evaluation, in 1987 the Blenheim Palace World Heritage Site was inscribed by the UNESCO World Heritage Committee onto the World Heritage List. UNESCO's Operational Guidelines state that World Heritage Sites are places of Outstanding Universal Value (OUV) to humanity and represent cultural and/or natural heritage of such significance that their conservation is considered to be of importance to present and future generations across the world.

8.9.33 Outstanding universal value means cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity. As such, the permanent protection of this heritage is of the highest importance to the international community as a whole'.

8.9.34 Blenheim Palace was inscribed on the World Heritage List under criteria (ii) and (iv), recognising both its architectural significance and its influence on the development of architecture and landscape design. UNESCO recognised that the Palace and its surrounding landscape represented an important and influential new approach to planning, architecture and landscape composition. The Palace is set within a landscape substantially remodelled by Lancelot 'Capability' Brown and is widely regarded as one of the finest surviving examples of an English landscape park. Together, the Palace, Park and wider designed landscape form a heritage asset of exceptional international significance.

8.9.35 The significance of the World Heritage Site extends beyond the physical fabric of the Palace and Park itself. Its Outstanding Universal Value is derived from a range of attributes including its designed landscape, historic relationship with the surrounding countryside and settlements, key views and vistas, spatial composition, and the visual and functional relationships that contribute to its authenticity and integrity. Consequently, development proposals both within and beyond the designated boundary can have the potential to affect the significance of the World Heritage Site.

8.9.36 National planning policy requires local planning authorities to identify, protect, conserve and enhance World Heritage Sites and their settings in a manner appropriate to their significance. The NPPF makes clear that World Heritage Sites are designated heritage assets of the highest significance and that great weight should be given to their conservation. Development proposals should therefore demonstrate a clear understanding of the significance of the World Heritage Site and the contribution made by its setting to its Outstanding Universal Value.

8.9.37 In line with the NPPF, the Outstanding Universal Value, authenticity, integrity and significance of the Blenheim Palace World Heritage Site and those elements of its setting that contribute to its significance will be protected, conserved and, where appropriate, enhanced. Particular regard will be given to the protection of important views, landscape character, designed landscapes, tranquillity and the wider environmental qualities that contribute to the appreciation and understanding of the Site.

8.9.38 The site is a valuable asset of local, national and international significance, providing a wide variety of benefits including opportunities for conservation, biodiversity enhancement, recreation, education, public access and the promotion of local identity and sense of place. Blenheim Palace also makes a substantial contribution to the local and regional economy, attracting significant visitor numbers each year, supporting local businesses and employment opportunities and acting as a major destination within Oxfordshire's visitor economy. The Estate itself is one of the largest employers in West Oxfordshire.

8.9.39 The Council recognises that pressures for growth and development within West Oxfordshire and neighbouring areas have the potential to affect the significance of the World Heritage Site, particularly through incremental and cumulative impacts on its setting. It is therefore important that development proposals are informed by a robust understanding of the Site's significance and, where necessary, are supported by proportionate Heritage Impact Assessments and Landscape and Visual Impact Assessments to ensure that potential impacts are fully understood and appropriately addressed.

8.9.40 A World Heritage Site Management Plan has been prepared for Blenheim Palace to guide the long-term conservation, management and enhancement of the Site and its Outstanding Universal Value. The Management Plan seeks to sustain the significance of the Site whilst recognising the wide range of social, environmental, cultural and economic benefits that can be achieved through positive management. The Management Plan is a material planning consideration and will be taken into account in the determination of planning applications and the preparation of development proposals affecting the World Heritage Site and its setting.

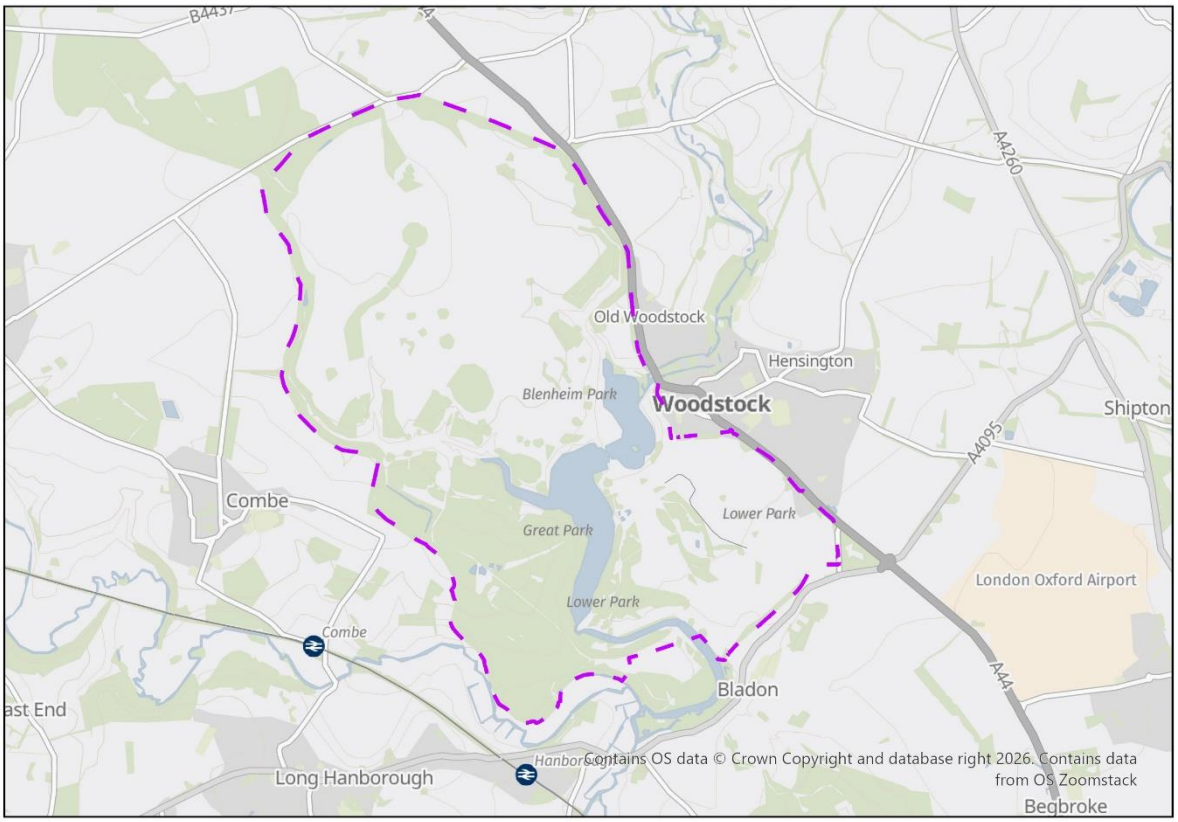


Figure 8.20 – Blenheim Palace World Heritage Site

Policy WO3 – Blenheim Palace World Heritage Site (WHS)

1. **Strategic Objective**
   a. The exceptional cultural significance and Outstanding Universal Value (OUV) of the Blenheim Palace World Heritage Site (WHS) will be conserved and, where appropriate, enhanced for current and future generations. Development proposals must demonstrate how they conserve and, where appropriate, enhance the WHS's OUV, including its attributes, authenticity and integrity.

2. **Protection of Outstanding Universal Value**
   a. All proposals within or affecting the WHS must conserve and, where appropriate, enhance the attributes that contribute to its OUV as defined in the Statement of Outstanding Universal Value and the WHS Management Plan.
   b. Great weight will be given to the conservation of the OUV, integrity and authenticity of the WHS. Any harm to its significance must be clearly and convincingly justified, in line with the National Planning Policy Framework (NPPF).
   c. Development leading to substantial harm or loss of significance (including attributes that contribute to OUV) will only be permitted in wholly exceptional circumstances, in accordance with national policy, where it can be demonstrated that the harm is necessary to achieve substantial public benefits that significantly outweigh that harm.
   d. Where proposals would cause less than substantial harm, such harm will be weighed against the public benefits of the development in accordance with national policy.

3. **Protection of the Setting**
   a. Development within or affecting the setting of the WHS must conserve and, where appropriate, enhance its OUV, including through effects on those elements of its setting that contribute to its significance, such as landscape character, key views, vistas, skylines and spatial and visual relationships.
   b. Proposals must demonstrate a detailed understanding of the contribution made by the site to the setting of the WHS and provide sufficient information, proportionate to the scale and nature of the proposal, to enable its impact on that contribution to be understood.
   c. Proposals must avoid impacts such as visual intrusion, inappropriate scale or form, cumulative landscape harm, noise and light pollution where these would adversely affect the significance or OUV of the WHS, including through its setting.
   d. Development proposals must have particular regard to areas identified in the WHS Management Plan as having heightened sensitivity or value for long-distance views to and from the Site.
   e. The design, materials, layout and scale of development must be appropriate to the historic and natural character of the WHS and its setting, having regard to their contribution to OUV.

4. **Assessment Requirements**
   a. Development proposals that could impact the significance and OUV of the WHS, including those arising from development within its setting, must be accompanied by a proportionate and robust Heritage Impact Assessment and Landscape and Visual Impact Assessment, prepared in accordance with relevant guidance and best practice and in consultation with appropriate bodies.

b. Assessments must clearly identify the specific attributes of OUV affected, potential direct and indirect impacts, explain how impacts have been avoided and minimised, and propose mitigation and enhancement measures.
c. Where appropriate, proposals should contribute positively to the conservation of the WHS, including through improved access, interpretation and landscape restoration.

5. **Major and Cumulative Development**
   a. Proposals for major development that could impact the significance and OUV of the WHS within its setting (including large-scale residential schemes or infrastructure such as solar farms) will be subject to the most rigorous assessment and will only be supported where exceptional circumstances are demonstrated, consistent with national policy, and where:

      i. The need for the development and potential alternative options have been appropriately considered, where relevant;
      ii. ii. The public benefits clearly and substantially outweigh the harm to the significance and/or OUV of the WHS;
      iii. iii. All practicable steps have been taken to avoid, minimise and mitigate harm; and
      iv. iv. Proposals include a clear strategy to deliver long-term enhancements to the WHS, including to those elements of its setting which contribute to its significance.

   b. The cumulative impacts of existing, committed and proposed development will be carefully considered, particularly where there is a risk of incremental degradation of the WHS's significance and OUV, including through effects on its setting where it contributes to OUV.

6. **Stakeholder Engagement**
   a. Developers will be expected to engage early and proactively with the District Council, Historic England, the WHS Steering Group and local communities to ensure alignment with the WHS's protection objectives and to inform the design, scale and layout of proposals.

7. **Blenheim Palace WHS Management Plan**
   a. The Blenheim Palace WHS Management Plan is a material planning consideration. Development proposals should support its aims and objectives and demonstrate consistency with its policies and guidance.

Priority Growth Locations

8.9.41 Woodstock has accommodated a reasonably significant amount of new growth in recent years with 487 new homes completed since 2011.

8.9.42 Recognising its key role as a service centre and its strategic location on the A44 corridor, the adopted Local Plan 2031 allocated three sites at Woodstock including:

- Land east of Woodstock (300 homes)
- Land north of Hill Rise, Woodstock (120 homes)
- Land north of Banbury Road, Woodstock (180 homes)

8.9.43 All three sites are owned by the Blenheim Estate and the largest of them, the land east of Woodstock (now known as 'Park View') is well under construction with only 40 dwellings still to be completed. As set out in the housing trajectory at Appendix 2, these will all be completed in the next five years.

8.9.44 Land north of Hill Rise now has detailed planning permission for the provision of up to 180 homes (higher than the original allocation of 120) and the development is now under construction through Pye Homes. As set out in the trajectory at Appendix 2, these are all expected to be completed by 2031.

8.9.45 The land north of Banbury Road has outline planning permission for the provision of 235 homes (higher than the original allocation of 180). The developer, Pye Homes has confirmed that they expect to start on-site in 2029/30. As set out in the trajectory at Appendix 2, all of these dwellings will be completed within the period to 2043.

8.9.46 As part of its Housing and Economic Land Availability Assessment (HELAA) the Council has considered the potential suitability of other parcels of land at Woodstock including further land to the north of Banbury Road, however no sites have been found to be suitable.

8.9.47 As such, no additional sites are proposed to be allocated at Woodstock as part of this Plan – rather the focus is on supporting the successful delivery of the three adopted Local Plan 2031 site allocations.

8.9.48 Further land to the south-east of Woodstock is the subject of a draft site allocation for around 450 homes within the emerging Cherwell draft Local Plan. As the allocation is subject to a number of significant outstanding objections (including from West Oxfordshire District Council) it carries little weight in planning terms at the present time.

Key Infrastructure Requirements

8.9.49 The volume of traffic on the A44 south of Woodstock to Oxford has been identified as among the highest on the primary route network. Continued investment in active and public transport infrastructure. The County Council have been working with a number of stakeholders to develop an improved, safe and joined up cycling and walking network from the Strategic Development Areas in the north and north-east of the town to the nearby school, town centre and beyond.

8.9.50 Despite the town's cultural and recreational offerings, it has limited accessible public open space beyond institutional playing fields. The Watermeadows, located in the heart of the town, offer valuable biodiversity and community amenity, but further enhancements to green infrastructure are needed to support a growing population.

8.9.51 In addition, the need for a new GP surgery has long been identified as a priority for the town and discussions are currently ongoing to identify an appropriate solution.

8.9.52 The Marlborough School in Woodstock is experiencing rising demand and expansion by one form of entry is planned. In terms of primary education, Woodstock Primary School has already expanded to 2 form entry size to meet the needs of permitted and committed development and

as its site area is below that required for a larger school, it is not assessed as being able to expand further. Should future development require expanded school capacity land availability will need to be addressed.

8.9.53 Infrastructure funding has been secured through S106 agreements entered into by landowners of the Local Plan 2031 allocations. In addition to affordable housing and biodiversity net gain provision as appropriate, financial contributions include provision of healthcare facilities, outdoor playing pitches and a swimming pool.

Phasing

8.9.54 Further development at Woodstock should be carefully phased to align with the timely delivery of critical infrastructure required to support a growing population and maintain the town's character, accessibility and quality of life. Development proposals will be expected to demonstrate how they contribute to and are coordinated with infrastructure provision.

8.9 Salt Cross Garden Village Area Strategy

8.11.1 Salt Cross Garden Village (formerly known as the Oxfordshire Cotswolds Garden Village) is a planned new community to the north of the A40 near Eynsham. The site is allocated as a Strategic Location for Growth (SLG) in the adopted Local Plan 2031 under Policy EW1.

8.11.2 It was first introduced as a potential location for strategic-scale growth in response to the need for West Oxfordshire to assist Oxford City with a proportion of their unmet housing need – the idea being that a proportion of any affordable homes built would be offered to those on Oxford City Council's affordable housing waiting list.

8.11.3 The allocation is based on the creation of a free-standing, exemplar Garden Village, the comprehensive development of which will be led by an Area Action Plan (AAP). The allocation envisages a mixed-use development of about 2,200 homes, a 40-hectare science park and a range of supporting facilities including new schools, transport improvements, green space and community facilities.

8.11.4 In accordance with the requirements of Policy EW1, the Council has prepared an Area Action Plan (AAP) for Salt Cross Garden Village which was formally adopted in February 2026.

8.11.5 It is proposed as part of this Plan, that the AAP formally supersedes Policy EW1 of the adopted Local Plan 2031.

8.11.6 The AAP's primary purpose is to ensure that Salt Cross becomes a high-quality, landscape-led garden village with a strong focus on sustainability, biodiversity, affordable housing, active travel and economic growth. It establishes the policies and requirements that will guide future planning applications and infrastructure delivery, helping to create a self-contained settlement that meets housing and employment needs while protecting and enhancing the natural environment.

8.11.7 Good progress is being made with bringing the site forward to the delivery stage. The site promoter is Grosvenor Developments who are acting on behalf of a collective pool of landowners to secure outline planning permission.

8.11.8 An outline planning application for the site was submitted in 2020 but has been delayed because of the examination and adoption of the Salt Cross AAP. With the AAP having now been formally adopted, the Council and Grosvenor are working collaboratively to 'refresh and update' the outline application so that it can be determined as soon as possible.

8.11.9 Based on the anticipated timescales for the outline application being determined and subsequent stages including detailed reserved matters application, the expectation is that construction will begin on site in 2030/31 with around 2,125 homes completed in the period up to 2043 and the remainder to follow beyond the end of the plan period.

8.11.10 Having regard to the overall size of the Salt Cross site, Officers consider that there is a good prospect of being able to increase the number of new homes beyond 2,200 through the efficient use of all available land and the use of higher densities in appropriate locations.

8.11.11 This is particularly likely if further work on the development of a Mass Rapid Transit solution (see Policy SP5) concludes that there is potential to serve the site e.g. a new mobility hub linked to the existing park and ride.

8.11.12 Policy 22 of the AAP allows for an increase beyond 2,200 homes if it can be demonstrated that any such increase would accord with the overall vision, objectives and relevant policies of the AAP and relevant policies of the Local Plan 2031 and Eynsham Neighbourhood Plan.

8.11.13 Officers will therefore continue to work with the site promoter and other relevant stakeholders to explore the possibility of further land within the AAP boundary being brought forward for development along with consideration of the most appropriate density and form of development in key parts of the site.

8.11.14 For the purposes of this Plan however, as set out in the housing trajectory at Appendix 2, the assumption is that 2,125 new homes will be completed by 2043.

8.10 Rural Area Strategy

The Rural Area Today

8.11.1 West Oxfordshire's rural area comprises a diverse network of villages of varying sizes, hamlets and open countryside which together make a significant contribution to the district's character, identity and economy. They are home to a substantial proportion of the district's population and encompass a rich variety of landscapes, heritage assets, agricultural land, river valleys and environmental designations, including extensive areas within the Cotswolds National Landscape.

8.11.2 The district's larger villages perform an important role in supporting local communities, providing homes, employment opportunities, schools, shops, community facilities and other services that serve both local residents and the surrounding rural hinterland. Smaller villages and hamlets make an equally important contribution to the district's social fabric, maintaining distinct identities, strong community networks and a close relationship with the surrounding countryside.

8.11.3 Agriculture and other land-based industries continue to play a vital role in shaping the rural environment and supporting the local economy. The rural area also supports a diverse range of businesses including tourism, hospitality, rural enterprise, home-working and small-scale employment activities. Increasingly, digital connectivity is enabling people and businesses to operate successfully from rural locations, helping to support local economic resilience.

8.11.4 West Oxfordshire's rural areas contain a rich historic environment including conservation areas, listed buildings, scheduled monuments, historic parks and gardens and traditional settlement patterns that contribute significantly to local distinctiveness and sense of place. The natural environment is equally important, with extensive networks of habitats, rivers, woodlands, hedgerows and green spaces supporting biodiversity and providing opportunities for recreation, health and wellbeing.

8.11.5 Whilst rural communities possess many strengths, they also face a number of challenges. Access to services and facilities can be limited, public transport provision is often constrained and many communities remain highly dependent on the private car. Concerns have also been raised regarding the capacity of infrastructure, including wastewater networks, drainage systems, roads, schools and healthcare facilities, as well as the cumulative impacts of development on village character, environmental quality and community cohesion.

8.11.6 Climate change, biodiversity loss and increasing pressure on natural resources present further challenges. Flood risk, water management, habitat fragmentation and the need to reduce carbon emissions are increasingly important considerations in planning for the future of West Oxfordshire's rural communities.

8.11.7 These opportunities and challenges reinforce the need for a balanced approach to rural development - one that supports thriving communities and local needs whilst safeguarding the environmental, landscape and heritage assets that make West Oxfordshire's rural areas distinctive.

Statement of Ambition – The Rural Area in 2043

8.11.8 West Oxfordshire's rural areas will continue to play a vital role in the life and identity of the district. By 2043, the villages, hamlets and countryside of West Oxfordshire will remain distinctive, thriving and resilient, supporting strong local communities, farming and land-based industries, small-scale enterprise, and rich cultural and environmental assets.

8.11.9 The district's rural communities will continue to evolve in a way that reflects their differing roles, characteristics and capacity for change. Whilst the majority of new development will be directed towards West Oxfordshire's principal towns and service centres, proportionate growth will help sustain rural communities, support local services and facilities, and contribute towards meeting identified local needs without undermining the distinctive character, identity and setting of villages and the wider countryside.

8.11.10 Development in rural areas will be modest in scale and carefully managed to respect local character, landscape sensitivity, infrastructure capacity and environmental constraints. Housing and other forms of development will respond directly to local needs, particularly for affordable and accessible homes, helping younger people, families and older residents to remain within their communities and supporting the long-term sustainability of rural settlements.

8.11.11 Rural sustainability will be enhanced through improved digital connectivity, support for local facilities and businesses, investment in active travel and public transport, and opportunities for nature recovery. The built and natural heritage of West Oxfordshire's countryside, including its historic villages, agricultural landscapes, river valleys and the Cotswolds National Landscape, will be protected and enhanced for future generations.

8.11.12 Nature recovery, climate resilience and environmental stewardship will be integral to the future of the rural areas. Biodiversity enhancement, habitat creation, sustainable land management, improved water management and the delivery of multifunctional green infrastructure will help create healthier, more resilient places for people and wildlife.

8.11.13 Through carefully managed growth, investment in infrastructure, environmental enhancement and community-led planning, West Oxfordshire's rural areas will remain attractive, inclusive and sustainable places that continue to support the needs of residents, businesses and future generations whilst safeguarding the qualities that make them distinctive.

Strategic Development Framework for the Rural Area

8.11.14 Building on the settlement hierarchy (SP1) spatial strategy (SP2) and statement of ambition above, Policy RA1 provides a framework for managing change and development across West Oxfordshire's rural areas to 2043.

8.11.15 The framework applies to Tier 3 Large Villages, Tier 4 Medium Villages and Tier 5 Small Villages, Hamlets and Open Countryside. It recognises the important role that rural communities play in supporting the social, economic, environmental and cultural wellbeing of the district whilst acknowledging that the capacity of settlements to accommodate growth varies considerably.

8.11.16 Consistent with the spatial strategy of this Plan, the majority of future growth will be focused on the district's principal towns and service centres. Within rural areas, development will be expected to be proportionate to the scale, character, function and infrastructure capacity of individual settlements and should demonstrably contribute towards meeting local needs and supporting community sustainability.

8.11.17 Particular emphasis is placed on ensuring that development is infrastructure-led, protects and enhances rural character, safeguards important environmental and heritage assets, supports nature recovery and climate resilience, and contributes positively to the long-term vitality of rural communities. The framework also seeks to support rural enterprise, community facilities and appropriate opportunities for affordable housing and small-scale growth where these help sustain local communities.

8.11.18 The Council will work proactively with Parish Councils, local communities, neighbourhood plan groups, infrastructure providers, landowners, developers and other stakeholders to ensure that future change reflects local circumstances and community aspirations and contributes positively to the long-term sustainability and resilience of West Oxfordshire's rural areas.

Policy RA1 – Strategic Development Framework for the Rural Area

Development proposals within the Rural Areas of West Oxfordshire (Tier 3, Tier 4 and Tier 5 settlements and the open countryside) will be supported where they contribute positively towards the delivery of the following objectives, having regard to their scale, nature and location:

1. Supporting Sustainable Rural Communities

a. Supporting the long-term vitality and resilience of rural communities through the retention and enhancement of local services, facilities, employment opportunities and community infrastructure;
b. Supporting development that responds to local needs identified by the local community and contributes positively to community wellbeing and sustainability;
c. Supporting the sensitive reuse and adaptation of existing buildings, including heritage assets, where this secures their long-term viable use.
d. meeting the needs of the travelling community

2. Delivering Proportionate and Infrastructure-Led Growth

a. Ensuring that development is proportionate to the scale, character, role and infrastructure capacity of the settlement concerned;
b. Ensuring that development does not result in unacceptable pressure on infrastructure, services or environmental assets and is supported by appropriate mitigation where required;

c. Prioritising the effective use of previously developed land and existing buildings where appropriate.

3. Conserving Rural Character, Landscape and Heritage

a. Conserving and enhancing the distinctive character, identity and setting of villages, hamlets and the wider countryside;
b. Protecting and enhancing landscape character, important views, settlement separation and local distinctiveness;
c. Conserving and enhancing the significance and setting of heritage assets and their contribution to local character and sense of place.

4. Supporting the Rural Economy and Environment

a. Supporting sustainable rural businesses, farming and land-based industries, tourism, home-working and other forms of rural enterprise appropriate to their location;
b. Protecting and enhancing biodiversity, green infrastructure, ecological networks and opportunities for nature recovery;
c. Supporting measures that improve climate resilience, environmental quality and sustainable management of natural resources.

5. Improving Connectivity and Accessibility

a. Supporting opportunities to improve walking, wheeling and cycling connections within and between settlements;
b. Supporting improvements to public and community transport, digital connectivity and access to services where opportunities arise;
c. Reducing the need to travel by private car wherever practicable and promoting more sustainable patterns of development.

Priority Growth Locations

8.11.19 A significant amount of development has been delivered in the rural parts of West Oxfordshire since 2011, with particular concentrations of growth at Aston, North Leigh, Enstone, Tackley and Stonesfield due to their relative sustainability as Tier 3 settlements.

8.11.20 No allocations for new development were made in the rural areas in the adopted Local Plan 2031. All development has been delivered via speculative planning applications determined by the district council and in some cases, via planning appeals.

8.11.21 Moving forward, growth within the rural areas is anticipated to comprise the following:

- Major existing commitments of 10+ homes and 1,000 sqm+ commercial floorspace;
- Enstone Airfield Area of Redevelopment Opportunity (ARO)
- Land north of Aston
- Land at Kingham Station
- Land at the Downs, Standlake,
- Land at Rousham Road, Tackley

8.11.22 Major existing commitments are sites that as of 1st April 2026, have planning permission or a resolution to grant planning permission for more than 10 homes or 1,000 sqm of commercial floorspace.

8.11.23 These are effectively already in the development 'pipeline' and are expected to make an important contribution towards meeting local and wider housing, employment and infrastructure needs. They are included below for information with the residential permissions reflected in the housing trajectory at Appendix 2.

8.11.24 The Enstone Airfield Area of Redevelopment Opportunity (ARO) identifies the Enstone Airfield area as a strategic opportunity for redevelopment and regeneration to enhance employment provision in the northern part of the district and to deliver synergistic development focused on aviation and tourism.

8.11.25 The four proposed site allocations for residential development at Aston, Kingham Station, Standlake and Tackley are expected to deliver up to 380 homes including affordable housing, retail provision, public open space, green infrastructure, biodiversity enhancements and associated infrastructure.

Major Existing Planning Commitments (10 or more homes)

8.11.26 Major existing commitments with planning permission or resolution to grant planning permission in the Rural Area as of 1st April 2026 include the following:

- 80 dwellings – Land north of Holliers Crescent, Middle Barton
- 60 dwellings – Land east of Wroslyn Road, Freeland
- 55 dwellings – Land north of the A4095 North Leigh
- 43 dwellings – Land south of New Yatt Road, North Leigh
- 11 dwellings – Land west of Greenwich Lane, Leafield

8.11.27 As reflected in the housing trajectory at Appendix 2, all of these units are expected to be completed by 2031.

Enstone Airfield Area of Regeneration Opportunity (ARO)

8.11.28 Enstone Airfield is an important rural economic asset located in the north of West Oxfordshire. The site accommodates a diverse range of activities including an active aerodrome, flying club and flight training school, business park, animal feed manufacture and a variety of light industrial and commercial uses.

8.11.29 The site occupies a strategically accessible location within the district, lying in relative proximity to Chipping Norton, Woodstock, Banbury and Oxford. It also benefits from access to rail services at Charlbury and Tackley, providing connections to Oxford, Reading, London and the wider rail network.

8.11.30 Enstone Airfield has evolved incrementally over many decades and contains a wide range of buildings and operational areas associated with aviation, employment and commercial activity. Many of the existing buildings date from the post-war period and, whilst continuing to serve a useful purpose, are increasingly outdated and present opportunities for renewal, modernisation and more efficient use of land.

8.11.31 The site also sits within a wider area of economic activity and investment, including the nearby Alpine Formula One facility, Soho Farmhouse, Heythrop Park and the consented museum development on part of the airfield. Together these assets contribute to the area's growing importance as a focus for employment, tourism, hospitality, engineering and innovation.

8.11.32 The Enstone Airfield Area of Redevelopment Opportunity (ARO) recognises the long-term potential of the site to support economic growth, skills development, aviation activities and investment. The ARO does not allocate the site for a specific form, scale or quantum of development. Instead, it establishes a positive policy framework to support future redevelopment, regeneration and intensification proposals where these are consistent with the operational requirements of the airfield, infrastructure capacity and the principles of sustainable development.

8.11.33 The site offers significant opportunities to support the Government's economic growth agenda through the delivery of modern employment space, business investment, education and training facilities, and enhanced aviation-related activities. In particular, there is potential to strengthen links between the area's tourism, hospitality, engineering and aviation sectors, supporting skills development, apprenticeships and workforce training.

8.11.34 At present, the site's future development potential is constrained by a number of factors including fragmented land ownership, the absence of a coordinated long-term development strategy, infrastructure limitations, landscape sensitivities and the capacity of parts of the local highway network. A coordinated approach to future planning and investment will therefore be essential.

8.11.35 Redevelopment and intensification may provide opportunities to improve the quality and efficiency of existing employment areas, modernise aviation facilities, enhance environmental performance, strengthen landscape structure, improve biodiversity and deliver transport and infrastructure improvements that support the long-term sustainability of the site.

8.11.36 Given the scale, complexity and potential duration of redevelopment and investment opportunities across the site, the Council will support the preparation of a comprehensive masterplan, development framework or other agreed planning mechanism developed in partnership with landowners, airfield operators, Oxfordshire County Council, infrastructure providers and other relevant stakeholders.

8.11.37 Such a framework should establish a long-term vision for the future evolution of Enstone Airfield, addressing economic development, aviation operations, education and training opportunities, transport and movement, infrastructure requirements, environmental enhancement, landscape mitigation, nature recovery, climate resilience and sustainable energy generation.

8.11.38 A coordinated framework-led approach will help ensure that redevelopment proposals come forward in a comprehensive manner, make efficient use of previously developed land, safeguard the operational role of the airfield and deliver lasting economic, social and environmental benefits for West Oxfordshire.

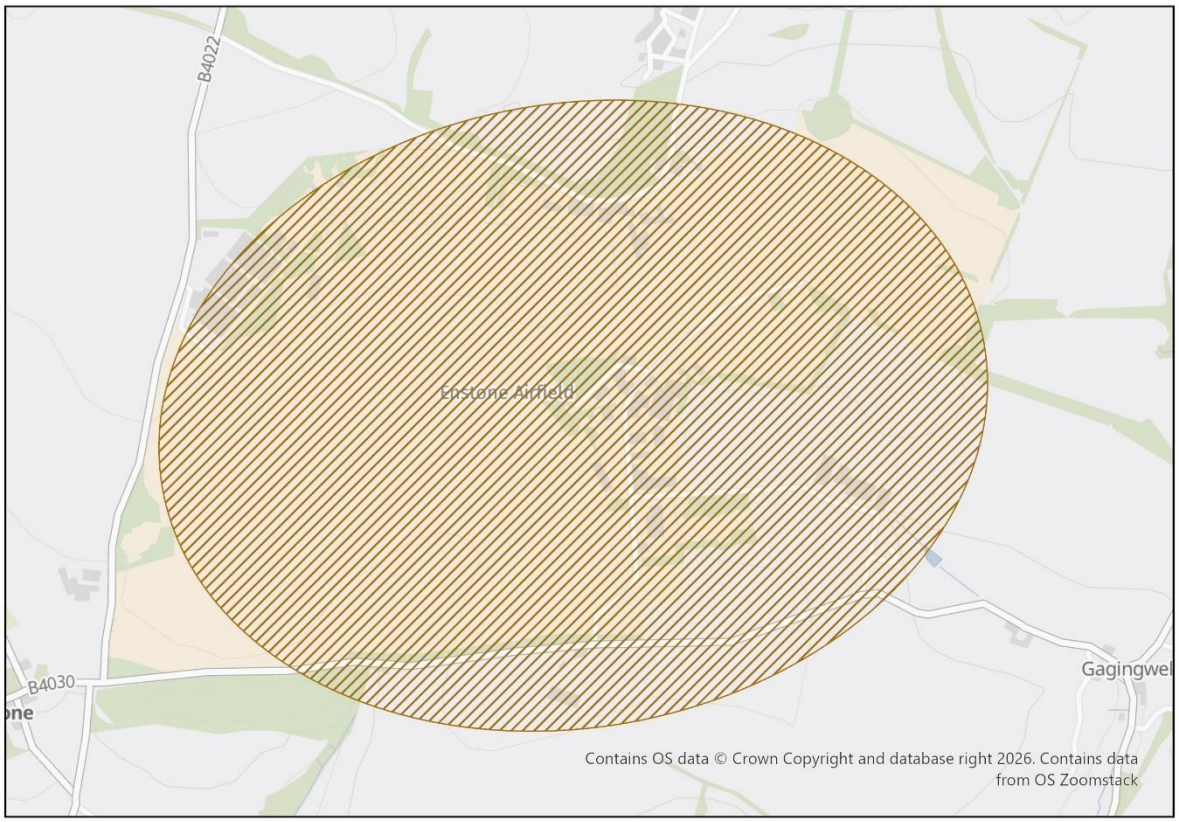


Figure 8.x – Enstone Area of Regeneration Opportunity

Policy RA2 – Enstone Airfield Area of Redevelopment Opportunity (ARO)

The Enstone Airfield Area of Redevelopment Opportunity, as identified on the Policies Map, is designated as a location for the enhancement of economic development, aviation activities and education and training provision.

The Council will support the comprehensive or phased redevelopment, regeneration, enhancement and intensification of land within the Area of Redevelopment Opportunity where proposals contribute towards the long-term sustainability and economic success of Enstone Airfield and its surrounding area.

Proposals within the Area of Redevelopment Opportunity should seek to:

a. Support the long-term enhancement of Enstone Airfield as a focal point for economic development, aviation activities and education and training provision;

b. Facilitate improvements to aviation facilities, including the provision of modern and flexible operational, employment and business accommodation and the co-location of related activities;

c. Provide modern employment space, including office, research, industrial, manufacturing, education, training and other employment-generating uses appropriate to the location;

d. Support the delivery of a high-quality West Oxfordshire Mobility Hub incorporating appropriate provision for bus services, cycling facilities, walking routes, taxi provision, shared mobility services, electric vehicle infrastructure and other sustainable transport measures;

e. Provide enhanced walking and cycling connections to Enstone, Middle Barton and other surrounding settlements where appropriate;

f. Support development that contributes positively towards the viability, delivery and operation of Enstone Airfield and does not prejudice its ongoing operation;

g. Make efficient use of land through high-quality design, place-making and sustainable development principles;

h. Incorporate strategic landscaping, green infrastructure, biodiversity enhancements, ecological networks, sustainable drainage and climate resilience measures;

i. Demonstrate that development would not prejudice the delivery of planned development, infrastructure or operational requirements elsewhere within the Area of Redevelopment Opportunity;

j. Safeguard land, where necessary, for the future delivery and operation of aviation activities and supporting infrastructure.

k. Make provision to meet the needs of the travelling community.

The Council will support the preparation of a comprehensive masterplan, development framework or other agreed planning mechanism to guide the coordinated redevelopment and enhancement of the Area of Redevelopment Opportunity. Any such framework should address economic development, aviation activities, education and training provision, transport and movement, supporting infrastructure, environmental enhancement, landscape mitigation, nature recovery, climate resilience and sustainable energy objectives.

Rural Area Site Allocations

8.11.39 As outlined above to help meet identified needs, this Plan proposes four modest site allocations within the Rural Area of the District including:

- Land at Aston (up to 25 homes)
- Land at Kingham Station (up to 70 homes)
- Land at the Downs, Standlake (up to 200 homes)
- Land at Rousham Road, Tackley (up to 70 homes).

8.11.40 These sites have all been evaluated through the Council's Housing and Economic Land Availability Assessment (HELAA) and found to be suitable in principle for development.

8.11.41 Policies for each site are set out below together with an illustrative concept plan intended to guide the overall form and nature of any subsequent planning applications for these sites.

Policy RA3 – Land north of Aston

8.11.42 Policy RA3 allocates land north of Aston to support sustainable rural growth over the plan period. The site has been selected through assessment of alternatives, taking into account accessibility, landscape sensitivity and environmental constraints. Its location adjacent to the existing village offers an opportunity for well-integrated development that supports the vitality of the community.

8.11.43 Development should be of an appropriate scale and design, respecting the rural character of Aston and its setting. Proposals are expected to achieve high-quality place-making, integrate with the existing settlement, and safeguard important landscape features and views, with careful treatment of the transition to open countryside.

8.11.44 The allocation will contribute to meeting local housing needs, including affordable housing, while ensuring necessary infrastructure is provided. Development must address environmental considerations, including biodiversity, flood risk, and sustainable drainage, and maximise opportunities for green infrastructure and open space.

Policy RA3 - Land north of Aston

Site area: 2 hectares
Developable area: 1.2 hectares

Current use: Agricultural- pasture

Landowner/site promoter: OCC & The Land Studio Ltd.

Allocation: Residential development of up to 25 dwellings (40)% affordable housing, public open space and informal recreation areas, green infrastructure and biodiversity enhancements and supporting infrastructure including access, drainage, and utilities.

In addition to the general policies of this Local Plan, development proposals will be expected to accord with the following site-specific requirements:

6. Key Design Principles

Development should:

a. Be guided by a comprehensive masterplan prepared with the local community in general accordance with an indicative concept plan.
b. Positively integrate with existing development to the west, taking into account the presence of established landscape buffers.
c. Respond positively to the context and pattern of development, creating a contextually appropriate form of infill development.
d. Establish a clear sense of place with legible street hierarchy and distinct character areas.
e. Create clear layout and active frontages providing overlooking and natural surveillance of streets and open spaces.
f. Provide meaningful physical and visual connections between the sites which adjoin from the north, potential linkage into the newly developed site to the east.
g. Respect existing landscape features such as hedgerows and trees where possible.
h. Provide onsite area of land for community use

7. Transport and Movement

a. Primary vehicular access to be taken from the existing highway network, with detailed access arrangements subject to transport assessment.
b. Safe and direct pedestrian and cycle connections towards the centre of Aston.
c. Successful integration with and, where necessary, contributions towards enhancements to public transport services and infrastructure.
d. Appropriate parking provision in accordance with local standards, incorporating EV charging.
e. The alignment of the existing public right of way (including any bridleway) shall be retained, enhanced or where necessary sensitively diverted, provided that:

    i. the resulting route is safe, direct, attractive and well-integrated within the development and overlooked by active frontages;
    ii. the alignment facilitates the delivery of a comprehensive and coherent layout, avoiding the creation of small, isolated or poorly related parcels of land;

iii. development makes efficient use of the site, ensuring that land crossed by the existing route is capable of being integrated into the overall scheme; and
iv. any diversion results in a route of equal or improved quality and accessibility for users.

8. Heritage

a. Development must conserve and, where possible, enhance the significance of nearby heritage assets, including the wider historic landscape setting of the Aston Conservation Area.
b. Proposals should be informed by a heritage impact assessment and archaeological assessment.

9. Landscape

a. A landscape-led approach shall be taken to the design, layout and massing of development.
b. Retention and reinforcement of existing hedgerows and field patterns where appropriate.
c. Creation of a strong landscaped edge to the countryside particularly along the eastern and northern boundaries, to minimise visual impact and provide long-term containment.
d. Create a successful relationship to existing landscape buffers to the west.
e. Sensitive treatment of site boundaries, particularly to the north and east.

10. Housing

a. Provide 40% on site affordable housing in accordance with Policy XX.
b. The development shall provide a balanced mix of housing types and tenures to meet identified local needs. (2 bed, 3 bed with some 4 beds).

11. Green Infrastructure and Biodiversity

a. Delivery of a multifunctional green infrastructure network, including public open space, play areas and ecological corridors.
b. Achievement of measurable biodiversity net gain in line with national policy.
c. Protection and enhancement of existing habitats.
d. Integration of SuDS features as ecological assets.

12. Flood Risk and Drainage

a. Development to be informed by a site-specific flood risk assessment.
b. Use of sustainable drainage systems (SuDS) to manage surface water runoff.
c. Runoff rates to be restricted to greenfield levels.
d. Incorporation of attenuation features such as swales and basins.

13. Climate change and sustainability

a. Development shall demonstrate the use of:
b. renewable and low-carbon energy sources;
c. sustainable design and construction methods; and
d. high standards of energy efficiency in new buildings.

14. Infrastructure Requirements

a. Address the identified wastewater capacity constraints at Bampton Sewage Treatment Works (STW)
b. Provide contributions towards education healthcare services and local community facilities.
c. Delivery of on-site open space and play provision.

15. Phasing and Delivery

a. Be supported by an Infrastructure Delivery Plan.
b. Development will only be permitted where it can be clearly demonstrated that sufficient wastewater treatment capacity is available; or necessary upgrades to the wastewater treatment network have been secured and will be delivered in advance of development.
c. Development shall be brought forward in a comprehensive and coordinated manner.
d. Phasing to ensure timely provision of infrastructure and early delivery of key access routes and green infrastructure.

Policy RA4 – Land at Kingham Station

8.11.45 Policy RA3 allocates land at Kingham Station to support sustainable development in a highly accessible location. The site's proximity to the railway station and its connections to wider services and employment centres make it well suited to accommodating growth in a manner that reduces reliance on private car travel and promotes sustainable transport choices.

8.11.46 Development is expected to be of a high design quality, reflecting local distinctiveness and ensuring a sympathetic relationship with the surrounding countryside. Particular attention should be given to addressing flood risk, and the landscape setting of the Cotswolds National Landscape.

8.11.47 The site will contribute towards meeting identified housing needs, including affordable housing, while supporting enhancements to Kingham station as a key rural transport hub. Proposals must address infrastructure requirements and incorporate appropriate measures relating to biodiversity, flood risk, and sustainable drainage, alongside the provision of green infrastructure and open space.

Policy RA4 – Land at Kingham Station

Site area: Approx. 17.47 hectares (gross).

Developable area: Approx. 4.38ha built development and 3.58ha public open space/green infrastructure, with meadowland retained for biodiversity enhancements.

Current use: Agricultural land and meadow adjoining Kingham Station.

Landowner/site promoter: Mr & Mrs Ambler

Allocation: Residential-led mixed-use development of up to 70 dwellings including 40% affordable housing, commercial/business units (Use Class E), public open space, mobility hub, biodiversity enhancements and supporting infrastructure including access, drainage and utilities.

In addition to the general policy requirements of this Local Plan, development proposals will be expected to accord with the following site-specific requirements:

1. **Key Design Principles**

Development should:

a. Be informed by a comprehensive masterplan and landscape-led approach developed in consultation with the local community and relevant stakeholders.
b. Respond positively to the site's relationship with Kingham Station whilst maintaining a sensitive transition to the surrounding rural landscape and Cotswolds National Landscape.
c. Create a distinct sense of place with high quality public realm and legible movement hierarchy.
d. Incorporate frontage development along key routes, particularly towards the station approach.
e. Incorporate high-quality sustainable and energy efficient design, seeking net-zero operational carbon and Passivhaus principles where feasible.
f. Provide overlooking and natural surveillance of streets and open spaces.
g. Retain and reinforce existing landscape features including hedgerows, trees and the river meadow character.
h. Ensure development conserves and enhances dark skies through sensitive lighting design.

2. Transport and movement

a. Primary vehicular access to be taken from the B4450 with detailed arrangements informed by a transport assessment and highway safety requirements.
b. Provide safe and direct pedestrian and cycle links to Kingham Station and surrounding footpath and cycle networks.
c. Deliver a mobility hub integrating rail, bus, walking and cycling facilities and supporting sustainable travel choices.
d. Provide appropriate parking provision including electric vehicle charging infrastructure and secure cycle parking.
e. Contribute towards improvements to local sustainable transport and public transport services where required.

f. Enhance Kingham Station and associated facilities, including public realm improvements, passenger facilities, improved accessibility, active travel and sustainable transport integration.

3. Heritage

a. Development must conserve the significance and setting of nearby heritage assets including the conservation areas of Kingham and Bledington, and the wider historic landscape setting.
b. Layout, scale, materials and design shall respond positively to local vernacular and rural character and respect key views.
c. Proposals should be informed by an appropriate heritage assessment.

4. Landscape

a. Development shall be landscape-led and demonstrate conservation and enhancement of the Cotswolds National Landscape.
b. Proposals shall be informed by a Landscape and Visual Impact Assessment (LVIA).
c. Built development shall be confined to the less sensitive parts of the site and take into account key views into and out of the site identified within the LVIA.
d. Structural planting and green infrastructure shall be provided to mitigate visual impacts and reinforce landscape containment.

5. Green Infrastructure (GI) and Biodiversity

a. Delivery of a multifunctional green infrastructure network including areas of public open space, allotments, orchards, ecological corridors and informal recreation space.
b. Provide measurable biodiversity net gain in accordance with national policy, including the enhancement of the River Evenlode meadow landscape.
c. Protect and enhance existing habitats and species through appropriate mitigation and management measures.
d. Integration of SuDS features as part of the ecological and landscape strategy.

6. Flood risk / drainage

a. Development shall avoid areas at risk of flooding and be informed by a site-specific Flood Risk Assessment.
b. Sustainable drainage systems shall be incorporated to manage surface water runoff and achieve greenfield runoff rates.
c. The development shall not increase flood risk elsewhere.
d. Incorporation of attenuation features such as swales and basins.

7. Housing and Economy

a. Provide up to 70 dwellings, including 40% affordable housing with an appropriate mix of dwelling types and sizes to address local need.
b. Provide small-scale commercial and business space to support the rural economy and sustainable local employment, and provide future residents of the development access to local services.
c. Support opportunities for home working and high-quality digital connectivity.

8. Infrastructure

a. Provide or contribute towards necessary education, healthcare, community, transport and utility infrastructure arising from the development.
b. Deliver on-site open space, play provision and associated maintenance arrangements.
c. Ensure provision of high-speed broadband and supporting utilities infrastructure.

Policy RA5 – Land at the Downs, Standlake

8.11.48 Policy RA5 allocates land at The Downs, Standlake to support the sustainable growth of the village, with particular emphasis on additional local retail provision. In addition to making a significant contribution of 200 new homes towards meeting identified housing needs, the site offers an excellent opportunity to provide additional small-scale retail provision. This will significantly improve day-to-day convenience for residents, support the local economy, and reduce the need to travel to nearby centres.

8.11.49 Development should be well integrated with the existing settlement and reflect the character of Standlake, delivering a high-quality and accessible local centre. New retail provision is expected to complement the scale and needs of the village, helping to maintain its vitality and viability.

8.11.50 The allocation will also contribute to meeting local housing needs and supporting infrastructure, while ensuring environmental considerations such as landscape, biodiversity, and drainage are appropriately addressed.

Policy RA5– Land at the Downs, Standlake

Site area: Approximately 29 hectares (gross)
Developable area: Approximately 10.5 hectares (excluding necessary infrastructure, retained hedgerows and trees and proposed landscaping)

Current use: Agricultural

Landowner/site promoter: Mactaggart and Mickel

Allocation: Residential development of up to 200 dwellings to include a range of residential accommodation to meet identified needs including a minimum of 40% affordable housing, public open space and informal recreation areas, green infrastructure and biodiversity enhancements and supporting infrastructure including retail provision, access, drainage, and utilities.

In addition to the general policy requirements of this Local Plan, development proposals will be expected to accord with the following site-specific requirements:

1. **Key Design Principles**

   Development should:

   a. Be informed by a comprehensive masterplan prepared with the local community in general accordance with the indicative concept plan.
   b. Respond positively to the location of the site, with development relating well to existing built form and the surrounding rural environment.
   c. Establish a clear sense of place with legible street hierarchy and distinct character areas.
   d. Be consistent with the character of nearby settlements.
   e. Incorporate frontage development along key routes.
   f. Provide overlooking and natural surveillance of streets and open spaces.
   g. Respect existing landscape features such as hedgerows and trees where possible.

2. **Transport and movement**

   a. Primary vehicular access to be taken from Downs Road, with detailed access arrangements subject to transport assessment.
   b. Mitigate the impact of traffic associated with the development.
   c. Safe and direct pedestrian and cycle connections to bus stops along Downs Road and to local services and facilities to encourage sustainable travel.
   d. Integration with existing and proposed public transport services.
   e. Provision of active travel routes linking the site to local services and facilities and surrounding areas.
   f. Appropriate parking provision in accordance with local standards, incorporating EV charging.

3. **Heritage**
   a. Development must conserve and, where possible, enhance the significance of nearby heritage assets, including the wider historic landscape setting and archaeology.
   b. Proposals should be informed by a heritage impact assessment.
   c. Layout and scale should respect key views and settlement character.

4. **Landscape**

a. Retention and reinforcement of existing hedgerows and field patterns where appropriate.
b. Creation of a strong landscaped edge to the southern boundary.
c. Provision of structural planting to mitigate visual impacts and create a high-quality design.
d. Sensitive treatment of site boundaries, particularly to the south and west.

5. Green Infrastructure (GI) and Biodiversity

a. Delivery of a multifunctional green infrastructure network, including public open space, play areas and ecological corridors.
b. Achievement of measurable biodiversity net gain in line with national policy.
c. Protection and enhancement of existing habitats, nearby local wildlife sites, and nearby Sites of Special Scientific Interest.
d. Integration of SuDS features as ecological assets.

6. Flood risk / drainage

a. Development to be informed by a site-specific flood risk assessment.
b. Use of sustainable drainage systems (SuDS) to manage surface water runoff.
c. Runoff rates to be restricted to greenfield levels.
d. Incorporation of attenuation features such as swales and basins.

7. Minerals

a. Demonstrate how it meets the requirements of Oxfordshire County Council's adopted Minerals and Waste Plan which designates the site as a 'mineral strategic resource area' for sharp sand and gravel.

8. Infrastructure

a. Delivery of on-site infrastructure, or contributions towards off-site infrastructure in the local area, in accordance with the adopted West Oxfordshire Developer Contributions SPD Document.
b. Delivery of on site convenience retail store to serve site and local community
c. Utilities infrastructure (water, electricity, broadband) to be provided/upgraded as necessary.
d. Include improvements to public transport infrastructure and the adjoining public right of way to improve the relative sustainability of the site and connectivity to local services and facilities.

9. Phasing / Delivery

a. Development to be brought forward in a comprehensive and coordinated manner.
b. Phasing to ensure timely provision of infrastructure and early delivery of key access routes and green infrastructure.
c. Indicative delivery over 3-10 years, subject to market conditions and phasing arrangements.

Policy RA6 – Rousham Road, Tackley

8.11.51 Policy RA6 allocates land at Rousham Road, Tackley to support the sustainable growth of the village over the plan period. The site's location within a Tier 3 settlement, in close proximity to a railway station, makes it a sustainable location for development, enabling convenient access to a range of services and employment opportunities while reducing reliance on private car travel.

8.11.52 The site has been identified through the assessment of reasonable alternatives, having regard to its relationship with the existing built-up area, accessibility to local services, and environmental and infrastructure constraints. It provides an opportunity to deliver well-integrated development that reinforces the village form and supports the vitality of the community.

8.11.53 Development is expected to be of an appropriate scale and design, respecting the character of Tackley and its surrounding countryside, and ensuring a sensitive transition to the rural edge. The allocation will contribute to meeting local housing needs, including affordable housing, alongside the provision of necessary infrastructure.

8.11.54 Proposals must address key considerations such as landscape impact, biodiversity, flood risk, and drainage, while incorporating opportunities for green infrastructure and open space.

Policy RA6 – Rousham Road, Tackley

Site area: 17.4 Hectares

Developable area:

Current use: Agricultural

Landowner/site promoter: Oxfordshire County Council

Allocation: Residential development of up to 70 dwellings to include a range of residential accommodation to meet identified needs including a minimum of 40% affordable housing, public open space and informal recreation areas, green infrastructure and biodiversity enhancements and supporting infrastructure including access, drainage, and utilities.

In addition to the general policy requirements of this Local Plan, development proposals will be expected to accord with the following site-specific requirements:

1. **Key Design Principles**

   Development should:

   a. be informed by site constraints including topography and the surface water flow route along the eastern boundary, which should form part of the site's green infrastructure framework.

   b. Respond positively to the edge-of-settlement location, retaining and incorporating existing landscape features including hedgerows and trees, and providing a sensitive transition to the open countryside.

   c. Create a clear sense of place through a legible street hierarchy, active frontages to key routes with access onto Rousham Road including well-overlooked streets and spaces.

   d. The layout should take a landscape-led approach, with built development focused in the most suitable areas of Flood Zone 1 and avoiding areas of surface water risk.

   e. Green infrastructure and drainage corridors should be used to structure the layout and define character areas.

2. **Transport and movement**

   a. Primary vehicular access to be taken from the existing highway network on to Rousham Road, with detailed access arrangements subject to transport assessment.

   b. Provide safe and direct pedestrian and cycle connections to the village, Public Rights of Way, bus stops and Tackley Railway Station to encourage sustainable travel.

   c. Provide parking in accordance with local standards, incorporating electric vehicle charging and well-integrated design.

   d. Internal routes should align with green infrastructure corridors to provide attractive walking and cycling connections through the site

3. Heritage

a. Development must conserve and where possible enhance the significance and setting of nearby heritage assets, including the Tackley Conservation Area, through appropriate layout, scale and protection of key views.
b. Proposals should be informed by a heritage impact assessment.
c. Open space and landscape buffers should be used to provide separation and preserve the setting of the Tackley Conservation Area

4. Landscape

a. Landscape structure should reflect the site's topography, including the fall from west to east.
b. Provide a strong and well-structured landscaped edge to the countryside, including structural planting and sensitive treatment of site boundaries, particularly to the south and west.

c. The surface water flow route along the eastern boundary should be retained and incorporated as part of a wider multifunctional green corridor.

d. Public open space should be located to form a strong landscape setting and transition to the countryside, including along key site edges.

5. Green Infrastructure (GI) and Biodiversity

a. Delivery of a multifunctional green infrastructure network, including public open space, play areas and ecological corridors.

b. Protection and enhancement of existing habitats and delivery of measurable biodiversity net gain on site in line with national policy.

c. Green infrastructure should incorporate the drainage strategy, including swales, basins and biodiversity areas, and integrate sustainable drainage systems (SuDS) as ecological assets.

d. The surface water corridor should function as an ecological corridor linking habitats within and beyond the site.

e. Provision should include on-site play space and informal recreation areas integrated within the green infrastructure network.

6. Flood risk / drainage

a. A site-specific Flood Risk Assessment will be required to confirm the drainage strategy, including climate change allowances, exceedance flow routing, and demonstration that runoff rates are restricted to greenfield levels.

b. Sustainable drainage systems (SuDS) should be provided and designed to integrate with green infrastructure, including attenuation basins, swales and infiltration features where feasible.

c. Development layout must respond to the identified surface water flow route along the eastern boundary, which should be retained, kept free from built development, and incorporated within the site layout.

d. A sequential approach to layout must be applied, directing built development to areas of lowest flood risk within the site.

7. Infrastructure

a. Provide or contribute towards education, healthcare, open space, play provision and local community facilities.

b. Ensure that utilities infrastructure, including water supply, wastewater, electricity and broadband, is provided or upgraded as necessary.

c. Development must demonstrate that adequate wastewater treatment capacity is available, in accordance with the findings of the Water Cycle Study, and early engagement with Thames Water will be required to confirm capacity and infrastructure requirements.

d. Where necessary, occupation of development may need to be phased to align with upgrades to Tackley Sewage Treatment Works.

e. Support improvements to station accessibility and capacity, where required.

8. Phasing / Delivery

a. Development must be brought forward in a comprehensive and coordinated manner in accordance with an agreed phasing plan.

b. Phasing must take account of infrastructure constraints, particularly wastewater treatment capacity, and occupation of dwellings may be restricted until necessary upgrades to Tackley Sewage Treatment Works have been completed.

c. Phasing should ensure early delivery of key infrastructure, including site access, drainage infrastructure and green infrastructure corridors, including those associated with the surface water flow route.

Infrastructure Priorities

8.11.55 The primary form of deprivation in rural areas of West Oxfordshire relates to access to housing and services. A priority for delivery in rural areas should seek to address this deprivation domain either through the direct provision of new and enhanced services within rural communities or the provision of improved access, including public transport linking communities with service centres.

8.11.56 The Local Plan includes the addition of retail provision at Standlake to improve convenient access to shopping facilities, while financial contribution should be collected from rural developments to invest in improved public transport infrastructure and services.

8.11.57 The Water Cycle Study demonstrates that waste water treatment capacity is stretched across the rural parts of the district with sewage treatment works already operating beyond their permit levels and discharging to water courses at Tackley, Bampton and Church Hanborough. A priority for infrastructure delivery should be the delivery of upgrades to sewage treatment works to increase capacity and to improve the ecological status of watercourses across the district.

8.11.58 Electricity networks will require reinforcement to ensure sufficient capacity to accommodate additional growth, particularly as developments are planned to be fossil fuel free and dependant of the provision of sufficient electricity.

8.11.59 A key aspect of the Spatial Strategy is to focus development within sustainable transport corridors including in proximity to the railway network. Large scale residential developments are proposed at Tackley and Kingham, which should facilitate improvements to station access, including car parking where necessary to enhance accessibility to rail services for existing and new communities.

8.11.60 Opportunities should be sought throughout the rural areas to enhance Green Infrastructure in accordance with Catchment Management Plans for the Rivers Evenlode, Cherwell and Windrush, including natural floodrisk mitigation within upper catchments. Green Infrastructure enhancements that support Nature Recovery will be particularly encouraged.

Phasing

8.11.61 The proposed allocations for residential development in rural areas vary in scale and location; however, infrastructure constraints, most notably wastewater treatment capacity, will be the principal factor influencing the timing and sequencing of development.

8.11.62 Development will be phased to ensure that it is aligned with the delivery of infrastructure required to support growth, with particular regard to environmental capacity and access to services.

9. Development Management Policies

9.1 Development Management Policies play a critical role in delivering the spatial strategy and vision set out in this Local Plan. They provide the detailed criteria against which planning applications will be assessed, ensuring that development is sustainable, well-designed, and appropriate to its context.

9.2 These policies complement the strategic policies elsewhere in the Plan by guiding day-to-day decision-making on planning applications. Together, they ensure that development contributes positively to the economic, social and environmental objectives of the area, while protecting valued assets and mitigating adverse impacts.

9.3 The policies in this section apply to all development proposals unless otherwise stated. They should be read alongside relevant national policy, including the National Planning Policy Framework (NPPF), and any supplementary planning documents adopted by the Council.

9.4 Development proposals will be expected to demonstrate how they comply with the relevant Development Management Policies. Where proposals conflict with one or more policies, permission will only be granted where material considerations clearly indicate that the benefits of the development outweigh any harm.

9.5 The Development Management Policies are intended to:

- Provide a consistent and transparent framework for determining planning applications;
- Ensure that development is well-designed, inclusive and responsive to local character;
- Protect and enhance the natural, built and historic environment;
- Safeguard residential amenity and quality of life;
- Support sustainable patterns of development and address climate change;
- Manage the impacts of development on infrastructure, services and communities.

9.6 The policies reflect local priorities and evidence and have been prepared having regard to national policy and guidance. They will be used proactively to support sustainable development and to secure high standards in design, environmental performance and place-making.

9.7 Applicants should engage with the Council at an early stage to understand how the Development Management Policies apply to their proposals. Early engagement will help to identify potential issues and opportunities and support the delivery of high-quality outcomes.

9.8 All planning applications should be supported by proportionate and relevant information demonstrating compliance with the policies in this Plan. The level of detail required will vary depending on the nature, scale and location of the proposal.

Policy DM1 - Green Infrastructure

9.9 Policy DM1 seeks to ensure development in West Oxfordshire protects, enhances and extends the green infrastructure network, delivering multiple benefits for climate resilience, nature recovery, health and wellbeing and local character, supporting the creation of sustainable, high-quality places.

9.10 Green Infrastructure (GI) is a fundamental component of sustainable place-making, providing a wide range of environmental, social and economic benefits. It encompasses a network of natural and semi-natural assets, including parks, open spaces, rivers, woodlands, green corridors and other landscape features, which together support biodiversity, climate resilience and the health and wellbeing of communities.

9.11 In the context of West Oxfordshire, the quality and connectivity of green infrastructure is essential to maintaining the district's distinctive character, rural landscapes and ecological value. Planned growth presents both challenges and opportunities for GI. Without careful planning, development can lead to the loss, fragmentation or degradation of existing green assets. However, when properly integrated, new development can strengthen and expand the GI network, delivering multifunctional benefits for people and nature.

9.12 Policy DM1 ensures green infrastructure is considered at the earliest stages of the planning and design process and is treated as essential infrastructure. It promotes a landscape-led approach, where development responds positively to existing natural features and incorporates new high-quality, multifunctional green spaces that contribute to a coherent and connected network across the district contributing towards nature recovery and the delivery of on-site and off-site Biodiversity Net Gain.

Protection of Existing Green Infrastructure

9.13 Policy DM1 reflects national planning policy, which emphasises the importance of protecting and enhancing valued landscapes, recognising the wider benefits of ecosystem services, and securing measurable net gains for biodiversity. It also supports the Government's objectives for nature recovery, climate change adaptation and improved public health.

Climate Resilience, Health and Wellbeing

9.14 A key function of GI is to support climate resilience. Well-designed green spaces and features can help manage flood risk through sustainable drainage, reduce the urban heat island effect, improve air quality and contribute to carbon sequestration. In addition, GI plays a vital role in supporting nature recovery, enabling habitat creation, enhancement and connectivity, which are essential to reversing biodiversity decline and supporting priority species.

9.15 DM1 also recognises the importance of GI in promoting health and wellbeing. Access to high quality, safe and inclusive green spaces supports physical activity, mental health and social interaction. Protecting and enhancing publicly accessible open spaces and green routes, including those suitable for walking and cycling, helps create healthy, active communities and reduces reliance on car travel.

9.16 To ensure that these benefits are realised, the policy requires development to deliver new GI that is multifunctional, serving a range of purposes including recreation, biodiversity, water management and landscape enhancement, while also respecting local character and context. Connectivity is a central principle, ensuring that GI assets within and beyond the site are integrated into a wider network that functions effectively at both local and strategic scales.

Green Infrastructure Strategies

9.17 The requirement for a Green Infrastructure Strategy for major development ensures a comprehensive, evidence-based approach. By mapping existing assets, assessing opportunities and setting out delivery and management arrangements, these strategies help secure high-quality outcomes and ensure that GI is effectively integrated into the overall master planning of a site.

9.18 Any GI strategy prepared in support of strategic development proposals must demonstrate how the provision of GI contributes to the delivery of ecosystem services and wider benefits from nature.

Long-term Management and Maintenance

9.19 Long-term stewardship is critical to the success of green infrastructure, particularly within new developments. Without appropriate management and maintenance, the quality and functionality of GI can decline over time. The requirement for Landscape Management Plans and clear governance and funding arrangements ensures that GI assets remain safe, functional and attractive for future generations.

Policy DM1 – Green Infrastructure

1. Provision, protection and enhancement of the Green Infrastructure Network

Having regard to the nature, scale and location of a proposal, development must contribute to the provision, protection and enhancement of green infrastructure in West Oxfordshire.

Development proposals will be expected to address the following requirements where they are relevant and proportionate;

a. Protect existing publicly accessible open spaces from unnecessary loss or fragmentation.
b. Strengthen connectivity, integration and multifunctionality to deliver a coherent, high-quality network that benefits people, nature and climate resilience.
c. Provide new multifunctional GI that is safe, inclusive and accessible;
d. Support climate change adaptation and resilience, including flood risk management and heat island mitigation;
e. Enhance biodiversity, habitat connectivity and nature recovery including priority species;
f. Promote health and wellbeing through access to high-quality open spaces and opportunities for recreation, relaxation and active travel including the protection and enhancement of publicly accessible open spaces for informal recreation and community use;
g. Contribute to improved air quality and carbon sequestration.

h. Ensure that Green Infrastructure is designed to be capable of long term management and maintenance

2. Green Infrastructure Strategies

a. All major development proposals must be supported by a Green Infrastructure Strategy, proportionate to the scale and nature of the development. The Strategy must:

i. Identify and map existing green infrastructure assets and networks including those extending beyond the development site boundary;
ii. Demonstrate how these assets and networks will be protected, enhanced, integrated and connected;
iii. Set out arrangements for the delivery, long-term management and maintenance and monitoring of green and blue infrastructure, including governance and funding mechanisms in accordance with Policy CP4.

b. In addition, all strategic development sites of more than 300 homes, around 50% of the site area (including private garden space) should contribute to the overall green infrastructure network. The exact proportion of green infrastructure must be informed by site-specific constraints, masterplanning and viability considerations, provided the overall function, quality and connectivity of the network are not undermined.

3. **Green Infrastructure Management and Maintenance**

Proposals for major developments must be accompanied with a Landscape Management Plan (LMP) to ensure that the landscape elements of the development are properly managed and maintained over time.

Policy DM2 - Biodiversity Net Gain (BNG) and Nature Recovery

9.20 Many development types are now subject to statutory Biodiversity Net Gain (BNG) in accordance with national policy and legislation.

9.21 Beyond this, WODC continue to seek no net loss in biodiversity. Developments that are exempt from delivering statutory BNG must achieve at least no net loss of biodiversity, having regard to the existing (pre-development) biodiversity value of the site, and demonstrate biodiversity enhancement to achieve gains where possible.

9.22 Where no net loss of biodiversity cannot be demonstrated, and where this would not justify refusal of a planning application, appropriate compensation measures will be sought to offset the loss and achieve an overall gain in biodiversity, e.g. by contributing to appropriate local nature recovery projects.

No Net Loss of Biodiversity

9.23 The "no net loss of biodiversity" policy applies to all developments, including those that are exempt from the statutory requirement to deliver BNG under Schedule 7A of the Town and Country Planning Act 1990 (as amended), but excluding householder applications.

9.24 Development must demonstrate that it will result in no net loss of biodiversity, having regard to the existing biodiversity value of the site (the "baseline"). Proposals must be supported by information sufficient to demonstrate that biodiversity losses have been avoided, adequately minimised or compensated to achieve no net loss. The level of information submitted shall be proportionate to the scale and potential biodiversity impact of the development.

9.25 To demonstrate compliance with this policy, development proposals must be supported by a completed copy of the appropriate statutory biodiversity metric, or any successor in methodology, providing a quantitative assessment of the pre- (baseline) and post-development biodiversity values sufficient to demonstrate that no net loss would occur. The use of the statutory biodiversity metric in these circumstances is intended solely to provide a transparent and consistent quantitative assessment of biodiversity value and does not require the delivery of the statutory 10% Biodiversity Net Gain for exempt development. It is therefore accepted that metrics to demonstrate no net loss will show an error as they will not be demonstrating the 10% net gain objective.

9.26 Contributions towards local nature recovery projects would need to be quantified to ensure that the provision would result in no net loss of biodiversity and at least a like-for-like compensation approach has been applied.

9.27 Local nature recovery projects could be explored through the Trust for Oxfordshire's Environment (TOE) and the Council would support the use of this external organisation in delivering off-site compensation outside of the statutory BNG process. TOE are a recognised partner organisation for nature recovery and BNG in Oxfordshire and have a long track record of providing funding for environmental projects and setting up BNG habitat banks. They also offer grants specifically for the implementation of the Oxfordshire LNRS, including a species recovery fund (opened in 2026).

Application of the Mitigation Hierarchy

9.28 *The* mitigation hierarchy is a sequential approach to the consideration of ecological impact and what should be done to avoid harm, reduce impacts or compensate where loss is unavoidable or there are residual impacts.

9.29 *This* established and well-known approach to minimising ecological impact resulting from developments must be and applied as part of the Ecological Impact Assessment process, no matter how small the impact. It should be applied to habitats, species and other ecological features. The Ecological Impact Assessment report should outline how the hierarchy has been fully assessed in order to inform the final mitigation and compensation strategies. An Ecological Impact Assessment report prepared in accordance with the CIEEM best practice guidelines should be sufficient.

9.30 *The* UK Green Building Council Mitigation Hierarchy Factsheet[16] provides further detail about what is required to evidence that each of the steps have been fully considered.

High-quality BNG

9.31 In order to demonstrate that BNG habitat creation and enhancement will be delivered to a high standard, proposals must be informed by the following:

i. Delivery in accordance with good practice principles[17] and/or BS8683:2021 (as defined below).
j. Using native and locally appropriate species, reflecting local provenance and ecological character.
k. Increasing habitat diversity by creating/enhancing a range of different habitats and habitat mosaics
l. Incorporating structural diversity within habitats, e.g. varied age structure, microhabitats, deadwood and water features.
m. Applying appropriate soil preparation, hydrological design and biosecurity measures.
n. Avoiding generic seed mixes or artificial features unless these are ecologically justified and limiting the use of wildflower turf or other similar "off the shelf" products to where there is a demonstrable need.
o. Incorporating the specific needs of species that are known to be present within a 2km radius of the development site, particularly the provision of food plants for pollinating insects.

Habitat distinctiveness

9.32 'Habitat distinctiveness' is a measure based on the type of habitat and its distinguishing features, including a consideration of species richness and rarity, the extent to which the habitat is protected by designations and the degree to which a habitat supports species rarely found in other habitats (ref. Statutory Biodiversity Metric User Guide). Distinctiveness is one of the three core quality components that contribute towards the calculation of biodiversity units in the metric, the others are condition and strategic significance.

9.33 An over-reliance on low distinctiveness habitats will not make a meaningful difference for nature recovery in the district. Where developments can focus on higher distinctiveness habitats to fulfil their BNG requirements, then these must take precedence. This must be balanced against the likely anthropogenic pressures arising from the type of development being proposed as these may affect the ability of some habitats to establish and reach their full potential. Principle 7 of the biodiversity metric is that habitat interventions must be realistic and deliverable within a relevant project timeframe.

9.34 The Council's expectation is that developments should aim to create a high quality, biodiverse environment within the site as part of their green infrastructure approach and to provide

16 https://ukgbc.org/wp-content/uploads/2024/07/UKGBC-The-Mitigation-Hierarchy-Factsheet-v0.5.pdf

17 *Biodiversity Net Gain: Good Practice Principles for Development, A Practical Guide* / *Process for designing and implementing BNG*

semi-natural green spaces that provide for both people and nature. The policy encourages developers to aim for the highest distinctiveness habitats and the best target conditions for habitats within identified constraints and pressures and not just the quantum of biodiversity units. It is accepted BNG proposals must also be both realistic and achievable within the statutory 30-year period. However, in light of the timeframe for most developments, a longer-term vision and a commitment to ongoing management to maintain and enhance the quality of habitats is expected beyond the initial 30-years.

9.35 The process by which this longer-term vision can be realised is becoming known as "BNG Stacking" in the development industry, which treats habitat creation and enhancement as a staged, long-term process rather than a one-off intervention. By planning sequential improvements over time, stacking aligns infrastructure delivery with natural ecological processes. This fits in with the BNG good practice principles, which require development to leave biodiversity in a measurably better state than before. When habitats are created or restored, nature does not remain static. A species-rich grassland may progress to scrub, then woodland, and over time, support highly valuable features such as veteran trees. Stacking recognises the ecological succession and plans intentionally for how habitats change over decades, rather than attempting to realise a final outcome in a single intervention and in a single timeframe. In practical terms, this involves creating and enhancing habitats in stages. For example, a site that begins as modified grassland in poor condition might first be improved to neutral grassland in moderate condition, secured through a long-term management plan and generating biodiversity units. Once that target habitat and condition is achieved, the habitat becomes the baseline for a further stack of enhancement, potentially progressing toward good-condition grassland, and in time, lowland meadow priority habitat. This incremental approach mirrors natural processes and creates a more realistic, lower-risk pathway towards habitats that are otherwise, difficult, costly or uncertain to establish in one step. This mainly being applied to Nationally Significant Infrastructure Projects (source: https://www.mottmac.com/en-gb/insights/why-biodiversity-net-gain-is-a-strategic-asset-for-major-infrastructure-projects/) but it could still be used to inform long-term aspirational nature recovery outcomes for other development types. Developers are therefore encouraged to think beyond the statutory 30-year period required for statutory BNG and identify aspirational outcomes for nature that could be realised within the lifetime of the development through continual enhancement and an adaptive management approach.

9.36 The implementation of Habitat Management and Monitoring Plans (HMMP) for BNG "onsite significant enhancement" will be secured via planning condition and/or S106 agreement, including a BNG monitoring fee where relevant. S106 agreements are preferred in most cases due to the 30-year statutory period for monitoring. Although monitoring is only necessary for 30 years, ongoing management of habitats will still be required and this should be for the lifetime of the development (subject to an adaptive management approach).

Habitat Management Information

9.37 For all proposals that would result in onsite significant enhancements for BNG, an indication of how the habitats will be managed for the 30-year statutory period must be provided as part of the planning application. This ensures a higher level of certainty that the applicant has fully considered the implications arising from the creation/enhancement of certain habitats. A draft

Habitat Management and Monitoring Plan (HMMP) would be the ideal option, but an indicative statement with outline information of habitat management would be the minimum accepted. The draft management details should also include reference to monitoring by a competent ecologist(s) and adaptive management mechanisms to allow adjustments to achieve target habitat condition if monitoring identifies shortfalls.

Delivery of off-site BNG

9.38 Development in the district will require adequate open-space in order to create habitats to offset ecological impacts and provide BNG, and it is recognised that this cannot always be achieved in a realistic and achievable manner. In most cases, BNG must be integrated with green infrastructure to ensure a holistic approach is taken and can also be stacked with protected species mitigation measures (up to no net loss). However, there are several habitat banks in West Oxfordshire that contribute towards local nature recovery efforts and provide developers with a local option for the purchase of off-site units.

9.39 Where biodiversity units cannot be purchased from local habitat banks within the district in the first instance, evidence must be provided that demonstrates that these units were not available and the units that have been purchased are of higher quality and contribute significantly towards nature recovery in that location.

Biodiversity Protection

- Local Wildlife Sites and Proposed Local Wildlife Sites

9.40 Local authorities are required to identify, designate and protect Local Wildlife Sites through the planning system. In Oxfordshire, the identification and designation of LWS is administered by TVERC. A selection panel meets each year and includes representatives from TVERC, the local authorities, Natural England and BBOWT. TVERC maintain a living list of LWS in West Oxfordshire, which is updated annually.

9.41 Where the development has the potential to affect a Proposed Local Wildlife Site, the developer must undertake surveys and assessments to determine whether the site likely meets the criteria for Local Wildlife Site status. Proposed LWS are those awaiting survey and selection as part of the Oxfordshire Local Wildlife Sites Project, the process for which is led by the Thames Valley Environmental Records Centre (TVERC) on behalf of the local planning authorities in the county. Where a site is likely to meet the criteria for selection, the development will be determined on the basis that the site is a designated Local Wildlife Site.

- Ancient woodland, ancient trees and veteran trees

9.42 Where there are ancient woodland, ancient trees or veteran trees on or near a proposed development site, Natural England and the Forestry Commission's Standing Advice "Ancient Woodland, Ancient Trees and Veteran Trees: Advice for Making Planning Decisions" must be considered and evidence provided to justify the proposed approach.

- Priority habitats

9.43 Priority habitats are those listed under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006 (as amended), which are often referred to as 'Habitats of Principal Importance for Biodiversity', and identified as priorities for nature recovery in the Oxfordshire LNRS.

- Priority species

9.44 Priority species are those listed under Section 41 of the Natural Environment and Rural Communities (NERC) Act 2006 (as amended), which are often referred to as 'Species of Principal Importance for Biodiversity', and identified as priorities for nature recovery in the Oxfordshire LNRS.

General Ecological Enhancements

9.45 For general ecological enhancements, the Council's published Biodiversity Specification[18] series should be used as guidance for identifying which enhancements to implement and a written statement submitted to justify the choices made (via the Council's website[1]).

9.46 The Householder Biodiversity Specification gives basic advice about a range of enhancements that could be provided on a range of different development types.

9.47 "Integrated" wildlife boxes are preferred as these are permanent features that require no maintenance in comparison to externally mounted boxes. Integrated means that the boxes are fitted into the wall of a new building or extension rather than being externally mounted. It is therefore important that these boxes are installed during construction. There are numerous ready-made products available for this purpose, including bricks, tubes and roof tiles.

9.48 Swift bricks are specifically identified as a general enhancement for all new build developments and extensions to buildings, as these provide suitable nesting sites for swifts that rely solely on buildings for breeding, but can also be used by house sparrows and starlings, which are priority species.

9.49 Bat boxes (tubes, bricks or modified roof tiles) are also a simple way of providing roosting habitat within new buildings or extensions to buildings. These must be placed in suitable locations where foraging/commuting habitats that are not affected by artificial lighting are available for bats.

9.50 Hedgehogs are a priority species and require large territories to provide suitable foraging, breeding and hibernating habitats, so permeability through new developments is essential and can be facilitated by creating gaps underneath fences and holes through stone walls. These should be strategically located within a new development to ensure sufficient links between gardens and green spaces.

[18] https://www.westoxon.gov.uk/planning-and-building/wildlife-and-biodiversity/biodiversity-specifications/

9.51 Generally, the location and specification of ecological enhancements should be designed with input from a competent ecologist and informed by the most up to date research and guidance, responding to existing species that are known to be present on site or in the surrounding area, and potential opportunities for providing new habitat for other priority species.

Ecological Mitigation and Compensation

9.52 Mitigation and compensation measures must be ecologically sound, realistic and likely to succeed. Proposals must therefore be based on best practice guidance, including the Guidelines for Ecological Impact Assessment in the UK and Ireland (CIEEM, 2024).

9.53 The Priority Species Scheme (PSS) provides off-site compensatory habitat to offset impacts of development on priority species through an integrated approach to delivery by stacking a species element to off-site BNG provision but is also available separately where statutory BNG does not apply to the development. This is administered by the Council's delivery partner, NatureSpace Partnership and provides a more cost-effective approach to the provision of species compensation.

9.54 The scheme only covers certain priority species as it is being phased in, so full details would need to be obtained from NatureSpace. It is available for Hedgehog, Linnet, Skylark and Yellowhammer during the year January 2026-27.

Great Crested Newt District Licensing Scheme

9.55 District Licensing or DL is used to describe a new approach to authorising developments affecting great crested newts, by focusing conservation efforts where it will create maximum benefit for the species - whilst reducing delays, costs, risks and uncertainty for developers. West Oxfordshire District Council holds a Great Crested Newt Organisational (or "District") Licence granted by Natural England so in this authority an additional licensing option for developers is available that enables new sustainable development whilst also conserving great crested newts (and wider biodiversity). The scheme is administered by NatureSpace Partnership on behalf of the Council.

9.56 Developers wishing to engage with the District Licensing Scheme can do so during the planning application process, by submitting an enquiry to NatureSpace (an informal enquiry can be made for an initial quote); planning applications using the District Licensing Scheme do not need to be supported by great crested newt survey information: entry into the Scheme confirms all great crested newt requirements have been satisfactorily addressed for the proposed development and use of the Council's District Licence is authorised as part of the planning process. Where the traditional licensing route is being followed, full survey information will be required at application stage, with a detailed mitigation and compensation strategy as necessary for assessment by the council prior to determination of the planning application, and a separate licence application is made to Natural England following planning approval.

9.57 A clear justification for not using the DLS must be provided in an accompanying Ecological Impact Assessment or similar report by a competent ecologist, including evidence that the use of the scheme has been investigated thoroughly.

9.58 The DL is based on impact risk zones that accurately predict newt presence through the analysis of habitat suitability. They are remodelled by experts every five years to ensure that they are kept up to date. The maps are accepted statutory guidance as part of the licensed scheme that local planning authorities must take into account when considering the impacts of development on great crested newts. They also provide certainty to developers as they can quickly establish whether action needs to be taken for this species. Under the District Licence, each development is treated according to the highest risk zone within the site boundary. These are available to view on the NatureSpace website at low resolution. NatureSpace will confirm which impact risk zone is relevant when a developer contacts them for a free quotation and an eligibility check.

- ***Black impact risk zone:*** *nationally or regionally important site for great crested newts – these are excluded from the District Licence Scheme*
- ***Red impact risk zone:*** *highly suitable habitat – the most important areas for great crested newts and the zone where they are most likely to occur*
- ***Amber impact risk zone:*** *suitable habitat – great crested newts are likely to be present*
- ***Green impact risk zone:*** *moderate habitat suitability – great crested newts may be present*
- ***White impact risk zone:*** *low habitat suitability – there is a low probability of great crested newt presence*

Policy DM2 - Ecological Protection, Biodiversity Net Gain and Nature Recovery

1. No net loss of biodiversity

All development must achieve no net loss of biodiversity, having regard to the existing (pre-development) biodiversity value of the site, and demonstrate biodiversity enhancement to achieve gains where possible.

2. Application of mitigation hierarchy

a. All development will be expected to minimise ecological impacts in line with the mitigation hierarchy in reducing order of priority:

   i. Avoid impacts, e.g. through retention of habitats/features
   ii. Reduce through mitigation
   iii. Compensate as a last resort only

b. Development likely to result in any direct or indirect loss, deterioration or harm to the following ecological features will be refused unless there is a robust justification for a lack of reasonable alternative sites that would result in less or no harm or there are wholly exceptional reasons justifying the granting of planning permission, and a suitable compensation strategy exists.

i. Local Wildlife Sites and Proposed Local Wildlife Sites
ii. Local Nature Reserves
iii. Priority habitats
iv. Priority species
v. Local Geological Sites
vi. Important and/or ancient hedges and/or hedgerows
vii. Ancient woodland and/or ancient and/or veteran trees; and/or
viii. Rivers and streams.

3. **High-Quality Biodiversity Net Gain (BNG)**

a. Developments subject to statutory BNG must:
   i. Contribute in a meaningful way towards nature recovery by creating and enhancing habitats in accordance with Policy CP10.
   ii. Deliver BNG in accordance with good practice principles. .
   iii. Avoid reliance on low distinctiveness habitats unless these can be clearly justified and prioritise the creation and enhancement of a diversity of different medium and high distinctiveness habitats and habitat mosaics appropriate to the local characteristics of the site and the surrounding landscape.
   iv. Select habitat types and target conditions that are achievable and realistic for the location and type of development, and their likely management requirements.
   v. Demonstrate that habitat creation and enhancement will be delivered to a high standard.
   vi. Consider how an ongoing adaptive management approach would result in longer term aspirational outcomes for nature recovery beyond the statutory 30 year monitoring period.

b. Developments must submit information as to how sites will be managed by submitting either:

   i. a draft Habitat Management and Monitoring Plan (HMMP) for all onsite significant enhancements, or;
   ii. outline habitat management proposals or specifications as part of another relevant report.

c. Developments must submit an Ecological Impact Assessment report that explains their design approach to ensure high-quality outcomes by demonstrating compliance with the above criteria.

4. **Locational Requirements for Offsite BNG**

a. In accordance with the Biodiversity Gain Hierarchy, where delivery of BNG is not possible onsite, off-site gain must be implemented as guided by the potential measures in the LNRS and located where they can secure the greatest benefits to the recovery of nature as close to the development as possible, or at least within the district.

b. Developers will be expected to purchase biodiversity units from local habitat banks within the district in the first instance to contribute towards local nature recovery efforts.

5. **General Ecological Enhancements**

    a. Ecological enhancements are encouraged for all development types. These must be incorporated in accordance with the Council's Biodiversity Specifications according to the following specific thresholds wherever relevant and proportionate:

        i. Householder applications must commit to delivering at least one of the ecological enhancements from the Householder Biodiversity Specification.
        ii. All new build developments and extensions to existing buildings of 5 metres or more in height are required to incorporate two or more integrated swift bricks in accordance the Council's Biodiversity Specification #3 and/or BS42021:2022 where appropriate, and at least one integrated bat box in suitable location(s).
        iii. All new developments must incorporate gaps under fences and/or through stone walls to maintain permeability through the site for hedgehogs in accordance with the Council's biodiversity specifications

    b. Other enhancements relating to wildlife boxes, native planting and wildlife refuges (e.g. log piles) as relevant to the site context and at the Council's discretion.

6. **Ecological Mitigation and Compensation**

    a. Where the loss of ecological features cannot be prevented or adequately mitigated, appropriate compensation measures will be sought to offset the loss by contributing to appropriate local nature recovery projects to achieve an overall gain in biodiversity.

    b. Measures proposed to mitigate adverse ecological impacts to meet requirements for compensation above will be given weight proportionate to their likelihood of success. Where reasonable doubt exists as to the effectiveness of any such measures, weight afforded to those measures will be significantly reduced.

    c. Developers must consider using the NatureSpace Priority Species Scheme where impacts covered cannot be fully mitigated or compensated onsite for the species specifically covered by the scheme.

7. **Great Crested Newt District Licensing Scheme**

    a. All developments within the red impact risk zone will be required to apply to join the Great Crested Newt District Licensing Scheme (DLS) unless an Ecological Impact Assessment report provides an acceptable justification for not doing so. This applies to householder applications where a pond is present onsite or within 50 metres of the site.

    b. All major developments within the amber impact risk zone will be required to join the DLS. Justification for not taking this route must be clearly explained in an Ecological Impact Assessment report.

c. All non-householder development that directly or indirectly impact ponds within 500m of the site will be required to consider joining the District Licensing Scheme.

Policy DM3 - Conserving and Enhancing Landscape Character through New Development

9.59 Policy DM3 seeks to ensure development respects, conserves and enhances the landscape character of West Oxfordshire, reinforcing local distinctiveness and delivering high-quality, well-integrated places that respond positively to their environmental context.

9.60 Landscape character is a defining feature of West Oxfordshire, contributing to its identity, sense of place and environmental quality. The district contains a rich and varied landscape, including large areas within the Cotswolds National Landscape, alongside valued agricultural land, historic parklands, river valleys and rural settlements. These landscapes are not only visually important, but also support biodiversity, cultural heritage, recreation and local distinctiveness.

9.61 National planning policy places great importance on recognising and protecting the intrinsic character and beauty of the countryside, and on achieving well-designed places that respond to local character. National policy also affords great weight to conserving and enhancing landscape and scenic beauty in Areas of Outstanding Natural Beauty (now National Landscapes), such as the Cotswolds.

9.62 New development has the potential to significantly affect landscape character if it is poorly designed or inappropriately located. Without careful consideration, development can erode local distinctiveness, disrupt important views, and fragment key landscape features such as hedgerows, tree belts and watercourses. Conversely, well-designed development that responds positively to its landscape context can reinforce local character, restore degraded landscapes and enhance environmental quality.

9.63 DM3 ensures that development is informed by a thorough understanding of landscape character and sensitivity, and that the design process is grounded in a landscape-led approach. Recognising the importance of local context, proposals are expected to respond to the defining characteristics of the site and its surroundings, including landform, settlement pattern, building typology, materials and vegetation structure. This helps to ensure that development integrates successfully and appears as a natural extension of its setting.

Views and Visual Amenity

9.64 A key objective of DM3 is to protect important views and visual amenity, including both long-range views across the wider landscape and more immediate local views from public spaces, rights of way and settlements. The careful consideration of building height, massing, layout and siting is essential to avoiding visual intrusion and maintaining the integrity of skylines and key landscape features.

Historic Landscapes

9.65 DM3 also recognises the importance of historic landscapes, including traditional field patterns, historic parklands, gardens and other features that contribute to the district's heritage

significance. Development should conserve these assets where possible and, where appropriate, enhance their setting and appreciation.

Integrating New Development Within the Existing Landscape of West Oxfordshire

9.66 High-quality landscaping plays a central role in achieving successful integration of development with the existing landscape and historic character of West Oxfordshire. The retention of existing trees, hedgerows and other natural features is strongly encouraged, as these often form the backbone of local landscape character and ecological networks. New planting should complement and reinforce these features, using native or locally appropriate species to strengthen biodiversity and visual coherence. This approach aligns with the wider objectives of green infrastructure provision under Policy DM1, ensuring that landscape and ecological considerations are addressed holistically.

Landscape Character and Visual Impact Assessments

9.67 The requirement for proportionate Landscape Character Assessments (LCA) or Landscape and Visual Impact Assessments (LVIA) for major development reflects the need for robust, evidence-based design. These assessments enable applicants and decision-makers to understand the sensitivities of a site, evaluate potential impacts and identify appropriate mitigation measures. They also help demonstrate how proposals have evolved in response to landscape considerations.

Long-term Management and Maintenance

9.68 DM3 emphasises not only the design and delivery of landscaping, but also its long-term management and maintenance. Trees, hedgerows and planting schemes require appropriate establishment and ongoing care to ensure they fulfil their intended function. Securing management arrangements, including maintenance plans and responsibilities, is therefore essential to achieving lasting benefits.

9.69 Given the high quality and sensitivity of much of the West Oxfordshire landscape, including nationally designated areas, it is particularly important that development proposals are carefully assessed for their impact on landscape character and scenic beauty. This includes understanding cumulative impacts and ensuring that development contributes positively to the overall landscape framework.

9.70 An understanding of the landscape character and sensitivity of landscapes is key to developing proposals for sustainable development in West Oxfordshire.

9.71 Due to the quality and condition of the West Oxfordshire landscape, much of which is protected by the National Landscape designation, proposals for development should be informed by an understanding of the landscape character of the site and its surroundings and assess the sensitivity of the landscape in which they are located.

9.72 This includes evaluating the impact of the proposed development on the local landscape character, scenic views, and any protected or valued landscapes, including the Cotswold National Landscape

Policy DM3 - Conserving and Enhancing Landscape Character through New Development

1. **Design Integration and Landscape Context**

    a. New development must be designed to:

        i. integrate with the surrounding landscape, respecting its scale, form, and character. The design should take account of the existing landform, local building materials, landscape elements (such as trees, hedgerows, and water features), and traditional settlement patterns;

        ii. respect and reflect the landscape character through appropriate building heights, massing and layout. For example, buildings should avoid dominating or disrupting important views, skylines, or natural features, and should blend into the existing topography and built environment

        iii. conserve and enhance historic landscapes, including agricultural landscapes, parks, gardens, and other cultural landscapes. Development must be designed to respect the heritage value of the landscape and contribute to its continued preservation.

        iv. integrate high-quality landscaping to enhance the local character, mitigate the impact of built structures, and create a harmonious transition between the built and natural environment. This may include planting native species, retaining existing trees and hedgerows, and providing green infrastructure to enhance biodiversity in accordance with Policy DM2.

        v. minimise any adverse visual impact on the landscape and where appropriate enhances and restores degraded landscapes including on long-range and local views, particularly from public viewpoints. Assessment of visual impact should be proportionate to the scale and sensitivity of the site and its setting.

        vi. retain, protect, and enhance important landscape features, such as mature trees, hedgerows, watercourses, and historic boundaries, where practicable.

        vii. Mitigate, where necessary any landscape and visual impacts of development through appropriate screening including additional planting in accordance with Policy DM2

    b. Proposals for major development must be accompanied by a Landscape and Visual Character Assessment (LCA) or a detailed Landscape and Visual Impact Assessment (LVIA) to identify key features of the landscape, including topography, views and cultural heritage and to demonstrate how proposals have responded to such features.

2. **Landscaping in New Developments**

a. The provision of new trees and hedgerows must be considered as part of the broader green infrastructure strategy for the development in accordance with Policy DM1. This includes ensuring that planting schemes:

i. Increase connectivity between habitats, creating wildlife corridors and linking with existing natural features; and
ii. enhance biodiversity by planting a variety of native species that support local wildlife.

b. New tree planting and hedgerow creation should be designed with careful consideration of their long-term growth and environmental impact. Species selection should prioritise native or locally adapted species, taking into account soil conditions, water availability, and climate resilience.

c. Planting arrangements should allow for the full growth of trees and hedgerows and should be located in areas where they will not obstruct future development or create safety hazards.

d. Appropriate arrangements for the maintenance of new trees, hedgerows and other landscaping features will be secured for a minimum period of five years following planting. This includes ensuring proper watering, pruning, and protection from damage during the establishment phase.

e. *A long-term management plan will be required for the ongoing care of trees and hedgerows beyond the initial five years.*

Policy DM4 - Light Pollution and Dark Skies

9.73 Policy DM4 aims to ensure development in West Oxfordshire does not worsen light pollution and where possible enhances dark skies, while providing safe and appropriate levels of illumination. DM4 aims to balance the functional requirements of development with the need to conserve landscape character, biodiversity and residential amenity, in line with national policy.

9.74 Dark skies are a distinctive and valued characteristic of West Oxfordshire's landscape, particularly within its rural areas and the Cotswolds National Landscape. The absence of artificial light contributes to the area's tranquillity, scenic quality and sense of remoteness, as well as supporting biodiversity and ecological networks. Uncontrolled or excessive artificial lighting can erode these qualities, giving rise to light pollution, skyglow and visual intrusion, while also adversely affecting residential amenity and wildlife.

9.75 National planning policy recognises the importance of limiting light pollution. DM4 applies the requirements of national policy, ensuring the need for, and design of, lighting is carefully considered as part of the development process.

9.76 DM4 promotes a design-led approach to lighting, requiring applicants to demonstrate a clear and justified need for external lighting and to ensure that it is proportionate to its intended function. Lighting should not be treated as a standard or default component of development, particularly in rural areas where low ambient light levels are part of the area's character.

9.77 Poorly designed lighting can result in unnecessary light spill, glare and skyglow, harming both visual amenity and the wider environment. This is particularly important in sensitive locations such as the Cotswolds National Landscape, where the conservation of natural beauty includes the protection of dark skies. DM4 supports adherence to best practice guidance, including the Cotswolds National Landscape Dark Skies Position Statement, to ensure that lighting schemes minimise upward light and visual intrusion.

9.78 Artificial lighting can have significant ecological impacts, particularly on nocturnal species such as bats, invertebrates and other wildlife that rely on dark corridors for movement and foraging. River corridors, woodlands and hedgerows often function as important dark ecological networks, and excessive lighting can disrupt these habitats and species behaviour. In accordance with the requirements of national policy, DM4 requires development to avoid or minimise adverse impacts on wildlife through sensitive design, buffer zones and appropriate mitigation measures.

9.79 DM4 also recognises the importance of energy efficiency and climate considerations in accordance with policies CP1 and DM9. The use of modern lighting technologies, such as LED luminaires with appropriate colour temperature and programmable controls, can significantly reduce energy consumption and unnecessary illumination. Timers, motion sensors and dimming controls help ensure that lighting is only used when required. This limits environmental impacts but also contributes to carbon reduction objectives.

9.80 Lighting associated with certain uses, such as sports facilities, can be particularly intrusive if not carefully managed. DM4 requires that such schemes are designed to minimise impact on

surrounding receptors and are subject to operational controls to prevent unnecessary use outside active hours.

9.81 To support effective decision-making, development proposals that may give rise to significant lighting impacts should be accompanied by a Lighting Impact Assessment (LIA), proportionate to the scale and sensitivity of the site. This ensures that potential impacts on dark skies, local amenity and biodiversity are properly understood and addressed.

9.82 Lighting systems can change over time if not properly maintained or controlled. Securing commitments to the ongoing management, operation and maintenance of lighting ensures that installations continue to perform as intended and remain compliant with policy objectives.

9.83 All proposals for development that include external lighting must be sensitive to the surrounding environment, providing adequate illumination for the nature of the proposal without compromising dark skies, particularly in rural areas where intrusive lighting may contrasts with the natural, low-light character of the area.

Policy DM4 - Light Pollution and Dark Skies

The visual impact of lighting on the surrounding area must be considered as part of the design process for new development. This includes avoiding overly bright or obtrusive lighting features that dominate the landscape or obscure important natural or cultural features or impact on the amenity of local residents.

1. **All proposals that include external lighting should:**

    a. Have a clear need and justification;
    b. follow best practice in outdoor lighting design, reflecting, where relevant, the Cotswolds National Landscape Dark Skies Position Statement.
    c. Be designed and installed in a way that minimises light spill beyond the development site and prevents skyglow. Lighting should be directed downwards, shielded, and controlled to avoid upward light spill, glare, and light pollution.
    d. incorporate energy-efficient solutions and suitable timing and control systems to enable lighting to be switched off or dimmed when it is not needed, particularly in areas with low human activity at night (e.g., in rural or residential areas).
    e. be minimised and directed and controlled to avoid impacting dark skies and wildlife.
    f. be designed to ensure safety without excessive brightness. Where feasible, new developments should incorporate designs that integrate with the natural environment, utilising low-level, ground illuminating downcast lighting.

2. **Proposals involving sports facilities requiring floodlighting must;**

    a. demonstrate that lighting design minimises glare, skyglow, and light spill to surrounding areas, especially near residential properties, wildlife habitats, or designated dark sky areas.

    b. only be used during operational hours and should incorporate time controls to ensure it is switched off when not in use.

2. Minimising impact on wildlife

a. New development must consider the potential impact of lighting on wildlife habitats, especially where these areas are known to support protected species, including river corridors recognised as dark ecological networks.
b. Proposals must incorporate design features that minimise the effects of lighting on sensitive species, such as low-light zones, lighting shields, and light-curtaining techniques.
c. Where new development is proposed near sensitive habitats (such as wetlands, woodlands, or wildlife corridors), a buffer zone should be maintained that limits the use of lighting and reduces its impact on biodiversity.

Lighting Assessment and Management

For developments likely to generate significant light pollution, a lighting impact assessment should be submitted as part of the planning application. The assessment must demonstrate how the proposed lighting scheme will prevent adverse impacts on dark skies, sensitive habitats, and local amenity and incorporate appropriate mitigation.

A commitment to the long-term management and maintenance of lighting systems must be secured to ensure ongoing compliance with this policy.

Policy DM5 - Efficient Use of Land

9.84 Policy DM5 aims to support the effective and sustainable use of land in accordance with national policy, which requires planning policies and decisions to promote an effective use of land in meeting development needs.

9.85 The Council recognises that land is a finite resource and that making efficient use of suitable land is essential to meeting development needs, reducing pressure on undeveloped countryside and Green Belt land, supporting regeneration objectives, and contributing towards sustainable patterns of growth. DM5 therefore seeks to direct development towards previously developed land and accessible urban locations where infrastructure, public transport, services and employment opportunities already exist.

Re-use of Previously Developed Land

9.86 Policy DM5 reflects the national approach to reuse of previously developed land by strongly supporting proposals that bring previously developed land back into productive use where development can be accommodated sustainably and without unacceptable environmental harm.

9.87 The re-use of brownfield land can provide a range of planning, environmental and economic benefits. Such sites are often located within existing settlements and close to jobs, public transport and community facilities, making them inherently sustainable locations for growth.

Redevelopment can also assist in improving environmental quality, remediating contamination, supporting investment and regeneration, and reducing the need for development on greenfield land.

9.88 However, not all previously developed sites are suitable for redevelopment. Proposals must therefore avoid significant environmental harm, protect important natural and historic assets, and preserve or enhance local character and amenity, consistent with the wider national and local objectives.

Efficient Land Use, Density and Accessibility

9.89 The NPPF requires planning policies and decisions to support development that makes efficient use of land. It also promotes higher density development in locations that are well connected by public transport and provide good access to services and employment opportunities.

9.90 In accordance with national policy, Policy DM5 seeks to optimise development densities in sustainable locations while ensuring that development responds positively to local context and does not adversely affect the character, appearance or function of an area. The policy does not prescribe minimum densities across all locations; instead, it adopts a flexible approach which recognises that appropriate density levels will vary according to site characteristics, accessibility, urban form, environmental constraints and infrastructure capacity.

9.91 Higher-density development is particularly encouraged within urban areas, town centres and around key transport hubs where there is existing or planned access to high quality public transport, services and employment. This approach supports sustainable travel behaviour, reduces reliance on the private car and aligns with national and local objectives promoting sustainable transport and reducing carbon emissions.

9.92 DM5 emphasises that efficient use of land must not be pursued at the expense of good design or quality of life. Development proposals are therefore expected to provide high standards of residential amenity, green infrastructure, landscaping, open space and environmental quality. Well-designed higher density development can make a positive contribution to local character, vitality and sustainability where it is carefully integrated with surrounding development and supported by appropriate infrastructure.

Mixed-use Development and Sustainable Communities

9.93 In accordance with national policy DM5 encourages a mix of compatible uses where appropriate. Integrating residential, commercial, employment and community uses can help create active neighbourhoods, improve accessibility to services, reduce the need to travel and make more efficient use of land and infrastructure.

Integration with Transport Infrastructure

9.94 Finally, development proposals are also expected to integrate effectively with existing transport infrastructure and prioritise opportunities for walking, cycling and public transport use. This supports both local and national objectives promoting climate resilience, public health and sustainable patterns of movement.

Policy DM5 – Efficient Use of Land for development

1. Reuse of Previously Developed Land

The reuse of previously developed (brownfield) land will be strongly encouraged in order to make efficient use of land, support regeneration, and reduce pressure on greenfield sites.

Development on previously developed land will be supported where it:

a. Avoids significant environmental harm or the loss of important natural features;
b. Is sustainably located in accordance with the Spatial Strategy
c. Contributes positively to regeneration and the creation of sustainable communities; and
d. Preserves or enhances the character and appearance of the area.

2. Efficient Land Use, Density and Accessibility

New development should make the most efficient use of land by achieving appropriate and sustainable densities, having regard to the character of the area, infrastructure capacity, and the quality of the environment.

Higher-density development will be supported in urban areas and locations with good access to public transport, services and employment opportunities, including areas around key transport hubs, provided it would not result in harm to local character, amenity or the wider landscape.

Proposals for development should:

a. Optimise the use of land in a way that reflects the surrounding context and supports sustainable infrastructure;
b. Ensure that higher-density development provides high standards of design, residential amenity, open space and green infrastructure; and
c. Promote a mix of uses including residential, commercial, and community uses, where appropriate, to support vibrant and sustainable neighbourhoods.
d. Be designed to integrate with existing transport infrastructure and promote sustainable travel options, including walking, cycling, and public transport.

Policy DM6 - Trees and Hedgerows and Woodland

9.95 In accordance with national policy, Policy DM6 seeks to protect, retain and enhance trees, hedgerows and woodland as important components of green infrastructure, local character, climate resilience and biodiversity. Trees and hedgerows make a significant contribution to the environmental quality and distinctiveness of places, whilst also delivering important ecosystem services including carbon sequestration, flood mitigation, urban cooling, air quality improvement and habitat connectivity.

9.96 Policy DM6 also reflects the objectives of the Environment Act 2021, the England Trees Action Plan, biodiversity net gain requirements and wider green infrastructure and climate change initiatives, which collectively seek to increase tree canopy cover, strengthen ecological networks and improve environmental resilience.

Protection of Existing Trees and Hedgerows

9.97 Existing trees, hedgerows and woodland are among the most valuable natural assets within the built and rural environment. Mature trees, established hedgerows and Ancient Woodlands take many decades to replace and as irreplaceable habitats in some cases, provide substantially greater environmental, landscape and biodiversity benefits than new planting. Policy DM6 therefore prioritises the retention of these features.

9.98 Hedgerows are identified as a Habitat of Principal Importance for Biodiversity Conservation (i.e. priority habitat) under Section 41 of the Natural Environment and Rural Communities Act 2006. They are particularly important as wildlife corridors and ecological stepping stones which support habitat connectivity and species movement across landscapes. Trees and hedgerows also contribute strongly to local landscape character, settlement identity and visual amenity and are often integral to the setting and design of development.

9.99 Policy DM6 requires development proposals to retain and integrate existing trees and hedgerows and woodland within the design and layout of schemes wherever possible. This follows the design-led approach advocated by the NPPF and national design guidance, which emphasises the importance of incorporating natural features into development from the outset rather than treating them as constraints.

9.100 The loss of mature trees and hedgerows must be avoided unless justified by sound arboricultural, site layout or health and safety reasons. Early consideration of trees and hedgerows within the design process is critical to ensure that development responds positively to local context whilst maintaining green infrastructure networks and environmental quality.

Ancient and Veteran Trees

9.101 Ancient and Veteran trees are a valuable ecological resource and irreplaceable habitat. By virtue of their age, they have significant biological, aesthetic and cultural value and should be managed accordingly, and conserved to maximise their habitat value and life span. National Policy requires that development resulting in the loss or deterioration of irreplaceable habitats such as ancient woodland and ancient or veteran trees, should be refused unless there are

wholly exceptional reasons, and a suitable compensation strategy exists. Natural England/Forestry England Standing Advice[19] is a useful resource to guide development proposals affecting ancient woodland, ancient trees and veteran trees. Standing advice is a material planning consideration and should be taken into account when making decisions on planning applications.

Major Development Proposals

9.102 The requirement for major development proposals to provide a tree survey and hedgerow assessment ensures that decisions are informed by robust and up-to-date technical evidence. Surveys should be prepared in accordance with the relevant British Standards, including BS5837:2012 "Trees in Relation to Design, Demolition and Construction", which establishes nationally recognised methodologies for surveying and categorising trees, assessing impacts and informing site design.

9.103 The submission of arboricultural information at the application stage enables the Council to properly assess the quality, condition and value of trees and hedgerows both on and adjacent to development sites, together with the likely impacts of development proposals. It also assists in ensuring that retained trees can coexist successfully with proposed development over the long term.

9.104 Where removal is necessary, proposals must clearly justify the loss and set out appropriate mitigation and compensation measures. This reflects the mitigation hierarchy established through national planning and environmental policy, which seeks to avoid harm before considering mitigation or compensation.

Replacement Planting

9.105 Replacement planting is required where trees or hedgerows are lost as a result of development in order to maintain and enhance overall green infrastructure value, support biodiversity net gain objectives and contribute towards climate resilience and landscape enhancement. The replacement ratios set out in Policy DM6 recognise that newly planted trees and hedgerows will take considerable time to reach the ecological and visual value of established features. Replacement planting should therefore deliver a measurable enhancement wherever practicable.

9.106 Replacement planting should be located on-site wherever possible and utilise native or climate-resilient species appropriate to local landscape character and biodiversity objectives. Consideration should also be given to opportunities to strengthen habitat connectivity and urban greening through integrated planting strategies. This approach aligns with the England Trees Action Plan, which promotes the expansion and protection of trees and woodland, increased urban tree planting, and improved ecological connectivity as part of the transition to a more climate-resilient and nature-rich environment.

[19] Ancient woodland, ancient trees and veteran trees: advice for making planning decisions - GOV.UK

Protection During Construction

9.107 Development activity can result in significant damage to trees and hedgerows through soil compaction, root severance, changes in ground levels, storage of materials and construction traffic. Such damage may not become apparent until several years after development has been completed. Ensuring effective protection during construction helps secure the long-term health and longevity of retained landscape features and contributes to the creation of attractive, sustainable and resilient places.

9.108 Policy DM6 requires the submission of an Arboricultural Method Statement (AMS), Tree Protection Plan (TPP) and, where appropriate, Hedgerow Protection Plan (HPP) for development affecting retained trees or hedgerows. These documents provide details of root protection areas, protective fencing, site construction methods, service installation and long-term management measures in accordance with BS5837 standards and recognised arboricultural practice.

Policy DM6 – Trees and Hedgerows and Woodland

1. **Protection of Existing Trees, Hedgerows and Woodland**

    a. Proposals for development should:

        i. retain and incorporate existing trees and hedgerows. The loss of mature trees and hedgerows should be avoided unless necessary due to site constraints or health and safety risk.

        ii. demonstrate how the development respects and integrates existing tree and hedgerow features into the site layout and design.

        iii. Avoid impacts on ancient woodland, ancient trees and veteran trees in accordance with standing advice, implementing appropriate buffers where necessary.

        iv. Implement a 50 metre development free buffer to all Ancient Woodland in support of the Councils Nature Recovery objectives

2. **Major Development proposals**

    a. Planning applications for major development should be accompanied by a tree survey and hedgerow assessment, prepared in accordance with the most up to date quality management standards. This should identify the location, condition, and species of all trees and hedgerows on or near the site.

    b. Where it is necessary to remove trees or hedgerows, the reasons for removal must be clearly set out along with any compensatory planting proposals.

3. **Replacement Planting**

a. Where trees or hedgerows are lost as a result of development, developers will be required to provide replacement planting at a ratio of at least 2:1 for trees and 3:1 for hedgerows, unless this is not feasible due to site constraints. Replacement planting should be located on-site wherever possible and be of equivalent or greater biodiversity value.

Tree and Hedgerow Protection During Development

Where development is proposed in close proximity of an existing tree or hedgerow, an Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) and/or Hedgerow Protection Plan (HPP) must be submitted as part of the planning application demonstrating how trees and hedgerows and their root zones will be safeguarded during the construction phase.

Policy DM7 - Sport, Recreation and Play

9.109 Policy DM7 seeks to protect, enhance and deliver sport, recreation and play opportunities across the district in order to support healthy, active and inclusive communities. Access to high quality sport, recreation and play provision is essential to physical and mental wellbeing, social interaction, community cohesion, quality of life and forms a key component of sustainable development.

9.110 DM7 is consistent with national policy and guidance, Sport England guidance and the objectives of the West Oxfordshire Playing Pitch Strategy, all of which identify the importance of protecting existing facilities, addressing quantitative and qualitative deficiencies in provision, and ensuring that future growth is appropriately supported by new and enhanced recreational infrastructure.

Safeguarding Existing Facilities

9.111 Existing sport, play and open space facilities represent important community assets which contribute to health, wellbeing, social inclusion and placemaking. Facilities such as playing pitches, parks, recreation grounds, children's play areas, leisure centres and informal recreational spaces often perform multiple functions, including supporting biodiversity, climate resilience and opportunities for informal recreation and social interaction.

9.112 Policy DM7 reflects the approach in national policy which is clear that existing open space, sports and recreational buildings and land, including playing fields, should be protected unless robust evidence demonstrates that they are surplus to requirements, replacement provision of equal or greater value is secured, or the development is for alternative sports and recreational provision the benefits of which clearly outweigh the loss.

9.113 Existing sport, play and open space will be protected against loss, dilapidation and/or deliberate degradation. Facilities should be maintained to a reasonable standard to ensure they continue to meet the needs of residents in the local settlement and surrounding communities. The deterioration of facilities can lead to reduced participation, accessibility and community benefit and may undermine wider health and wellbeing objectives.

9.114 In considering proposals involving the loss of existing provision, the Council will require robust and up-to-date evidence of need prepared in accordance with recognised best practice guidance, including Sport England's Playing Fields Policy and associated assessment methodologies.

9.115 Particular weight will be given to safeguarding facilities in locations where the Council's evidence identifies existing or future quantitative or qualitative deficiencies. The West Oxfordshire Playing Pitch Strategy and Open Space Study identify areas where current provision is under pressure or where additional demand is expected as a result of planned growth. In such circumstances, retaining and improving existing facilities will form an important part of creating sustainable communities and supporting healthy lifestyles.

Provision to Meet the Needs of New Development

9.116 New residential and mixed-use development increases demand for sport, recreation and play facilities. Policy DM7 requires development proposals to make appropriate provision to meet needs arising from development, including the needs of children and young people, in accordance with national policy.

9.117 DM7 recognises that in rural areas and smaller settlements, smaller-scale, shared-use or multifunctional provision may be more appropriate to local context and patterns of use. Flexible and adaptable facilities can play an important role in sustaining rural communities whilst making efficient use of limited land and resources.

9.118 Provision should be made on-site, particularly for larger developments where opportunities exist to create integrated and accessible recreational infrastructure as part of wider place-making objectives. On-site provision can help create attractive neighbourhoods, support social interaction and encourage walking and cycling by ensuring facilities are close to where people live.

9.119 In some circumstances, off-site provision or financial contributions may represent the most effective and sustainable approach, particularly where existing facilities can be expanded or enhanced to serve new populations more effectively. Contributions will be secured in accordance with Policy CP4.

Supporting New and Enhanced Facilities

9.120 The Council will support proposals for new and improved sport, recreation and play facilities where they address identified needs and are appropriately located and designed. Accessible facilities located within or adjacent to settlements can help reduce reliance on private car travel and encourage active lifestyles through walking and cycling.

9.121 The policy supports facilities that are inclusive and accessible to all sections of the community, including children, older people, disabled people and groups currently underrepresented in participation. This aligns with Sport England's objectives for increasing participation and reducing inequalities in access to sport and recreation.

9.122 Facilities should provide safe, attractive and welcoming environments and be designed in accordance with recognised best practice guidance, including Sport England design guidance and relevant accessibility standards. Bets practice design will ensure facilities remain adaptable, resilient and capable of meeting long-term community needs.

Long-term Management and Maintenance

9.123 Long-term management and maintenance arrangements are important in ensuring that facilities remain functional, safe and financially sustainable over time. Policy DM7 therefore requires proposals to demonstrate how facilities will be managed and maintained in accordance with Core Policy CP4.

Managing Environmental Impacts

9.124 Finally, DM7 recognises that sport and recreation facilities can give rise to environmental impacts, including lighting, noise and traffic generation, particularly where facilities are located close to residential areas or sensitive landscapes. Proposals should therefore demonstrate that impacts beyond the immediate vicinity of the site have also been appropriately considered and mitigated where necessary.

Policy DM7 – Sport, Recreation and Play

1. Safeguarding Existing Facilities

a. Existing playing pitches and sport, recreation and play facilities, including formal and informal provision, leisure centres, parks, recreation grounds and playgrounds will be safeguarded against loss or deterioration.

b. Development proposals that would result in the loss or deterioration of such facilities, including associated infrastructure, will only be supported where:

i. An up-to-date and robust assessment of need, prepared in accordance with best practice guidance demonstrates that the facility is surplus to current and future requirements; or
ii. Equivalent or improved replacement provision is secured, in terms of quantity, quality, functionality and accessibility, in a suitable and convenient location serving the same settlement or catchment; or
iii. The proposal delivers alternative sport or recreational provision whose benefits clearly outweigh the loss of the existing facility.

c. Particular weight will be given to safeguarding facilities in locations where local evidence identifies existing or future shortfalls.

2. Provision to Meet the Needs of New Development

a. New residential and mixed-use development must make appropriate provision for sport, recreation and play to meet needs arising from the development, including the needs of children and young people.

b. Provision will be delivered through:

i. On-site facilities, designed in line with national and local standards;
ii. Off-site provision or financial contributions, where on-site provision is not appropriate or viable, and where this would deliver clear, timely and accessible benefits for the community.

c. In rural settlements and villages, provision may include smaller-scale, informal, shared-use or multifunctional facilities where this better reflects local character, access patterns and identified needs.

3. Supporting New and Enhanced Facilities

a. Subject to compliance with other relevant policies, the Council will support proposals for new or enhanced sport, recreation and play facilities where they:

i. Address identified needs and gaps in provision, as set out in the West Oxfordshire Playing Pitch Strategy, West Oxfordshire Open Space Study and successor studies;
ii. Are located within or adjacent to settlements and are accessible by walking, cycling and public transport;
iii. Are inclusive, safe and designed to accommodate all ages, genders and abilities, with particular regard to increasing participation for all;
iv. Secure long-term management and maintenance arrangements, in accordance with Policy CP4
v. Have regard to environmental impacts beyond the immediate vicinity of the site, e.g. lighting, noise and traffic impacts

b. Facilities should be designed in accordance with relevant best-practice guidance.

Policy DM8 - A Healthy Food Environment

9.125 Policy DM8 seeks to embed healthy, sustainable and resilient food environments into the design and delivery of new development. Promoting opportunities for local food production, community growing, access to nutritious food and stronger local food networks as part of the creation of healthy, inclusive and sustainable communities.

9.126 The built environment plays an important role in shaping food behaviours and dietary outcomes. Access to healthy, affordable and locally produced food, opportunities for food growing, and the concentration and location of unhealthy food outlets can all influence long-term health and wellbeing. Policy DM8 therefore seeks to ensure that development contributes positively towards healthier lifestyles and more sustainable food systems.

9.127 Fostering a healthy food environment is important to addressing current and emerging public health challenges, particularly rising levels of childhood obesity and diet-related ill health. Public health evidence demonstrates that poor diet is a major contributor to obesity, cardiovascular disease, diabetes and other long-term health conditions.

9.128 Data for Oxfordshire indicates that 18.6% of Reception year children (aged 4–5) were classified as overweight or obese in 2019/20, increasing to 29.4% of Year 6 children (aged 10–11). This reflects national trends showing significantly higher obesity levels by the end of primary school. Evidence also demonstrates a strong relationship between obesity and deprivation, with poorer communities often experiencing reduced access to affordable and nutritious food choices.

9.129 National policy recognises that planning policies and decisions should aim to achieve healthy, inclusive and safe places and should enable and support healthy lifestyles, particularly where this would address identified local health and well-being needs. National policy also supports access to healthier food, the retention and enhancement of green infrastructure, environmental sustainability, biodiversity enhancement and community resilience, all of which are closely linked to the creation of healthy food environments. This approach also aligns with the objectives of the Environment Act 2021, public health strategies, climate adaptation initiatives and sustainable placemaking principles.

Protecting Natural Resources for Food Production

9.130 Healthy food production depends upon the protection of finite environmental resources, particularly soil and water. Agricultural land, healthy soils and water resources are essential to food security, biodiversity and climate resilience. Development proposals are therefore expected to protect and maintain natural systems that support local food growing and sustainable land management.

9.131 DM8 supports development approaches that integrate biodiversity enhancement, sustainable drainage and climate-responsive design alongside opportunities for food production. Features such as orchards, hedgerows, wildflower planting and pollinator-friendly landscapes can provide multiple environmental benefits, including habitat creation, urban cooling, carbon storage and improved ecological connectivity, whilst also supporting productive landscapes.

Community Food Growing and Local Food Production

9.132 Policy DM8 encourages the provision of community food growing opportunities within residential developments and other appropriate locations, including schools, employment areas and community facilities. Community gardens, allotments, orchards and edible landscapes can support healthier diets, provide educational opportunities and strengthen social interaction and community cohesion.

9.133 Food growing spaces also contribute positively to mental health and wellbeing by encouraging outdoor activity, reducing isolation and fostering community participation. Integrating food production into the public realm can improve the quality and functionality of green infrastructure whilst helping to build more resilient and self-sustaining communities.

9.134 DM8 recognises that smaller-scale and informal food growing opportunities can often be successfully incorporated into development through landscaping schemes, shared spaces, green roofs, green walls and multifunctional public areas. Edible planting and productive landscaping can form part of a wider approach to sustainable placemaking and urban greening.

Allotments and Community Gardens

9.135 Larger residential developments generate increased demand for access to open space, recreation and community facilities, including food growing opportunities. Policy DM8 therefore expects developments of 50 or more dwellings to provide dedicated space for allotments and/or community gardens unless alternative provision can be robustly justified.

9.136 Where on-site provision is made, spaces should be accessible, attractive and integrated into the wider layout of the development to ensure that all residents, including those with mobility impairments, are able to benefit.

9.137 DM8 also seeks to ensure that growing spaces support sustainable food production through the use of healthy and uncontaminated soils, water-efficient practices, biodiversity enhancement and adaptable design capable of supporting a range of growing activities.

9.138 The provision of allotments and community gardens can also help address existing waiting lists and deficiencies in allotment provision identified through local open space evidence and community engagement.

Supporting Local Food Networks and Sustainable Supply Chains

9.139 Policy DM8 supports the establishment and growth of local food networks, market gardens and small-scale food enterprises that improve access to locally produced food and strengthen local supply chains. Shorter and more transparent food supply chains can reduce food miles, support local economic resilience and improve community awareness of sustainable food production.

9.140 Supporting local producers and community food initiatives can also contribute to rural diversification and the vitality of rural communities, whilst helping reduce carbon emissions associated with transportation and distribution.

Health Impacts and Hot Food Takeaways

9.141 Policy DM8 is also informed by growing national and local concern regarding the health impacts associated with the concentration of hot food takeaways and fast-food outlets, particularly near schools and places frequented by children and young people. National policy and public health guidance increasingly support the use of planning powers to promote healthier food environments and address health inequalities.

9.142 Limiting over-concentrations of unhealthy food outlets, particularly where there is evidence of adverse impacts on health, pollution, amenity or anti-social behaviour, forms part of a wider strategy to support healthier lifestyles and reduce long-term health inequalities across West Oxfordshire.

Community Participation and Long-Term Stewardship

9.143 Community involvement is an important component of successful food growing initiatives. Development proposals that include food-growing opportunities are therefore expected to demonstrate how local communities will be involved in their planning, design, use and long-term management. Community gardening programmes, workshops, edible trails and partnerships with local food organisations can help maximise participation, educational value and long-term success.

9.144 Finally, DM8 also recognises that effective stewardship and maintenance are essential to ensuring that food-growing spaces remain viable, safe and productive over time. Appropriate long-term management arrangements should therefore be secured as part of the development process.

9.145 Development will be supported where it enables households and communities to grow, cook and eat food collectively. This could include community food growing, processing and eating infrastructures and facilities, as well as less intensive features such as fruit trees. This could further include the facilities required for developments to produce foods for local groceries that are accessible to local communities.

Policy DM8 – A Healthy Food Environment

Having regard to the nature, scale and location of a proposal, development must contribute to a healthy food environment.

1. Development proposals will be expected to address the following requirements where they are relevant and proportionate;

    a. Protect existing natural resources that support the provision of healthy food environments including soil and water resources;

b. Provide community food growing opportunities as part of new housing developments and in other appropriate locations, such as employment sites, new schools and community centres.
c. Provide opportunities for local food production within the public realm including edible landscapes, allotments and community orchards;
d. Support the establishment and operation of market gardens and food networks for the benefit of local communities;
e. utilise biodiversity friendly climate-responsive design to enable food growing incorporating habitats and/or features for wildlife such as orchards, hedgerows, wildflowers, companion planting and shelter for pollinators.
f. include features such as green roofs or walls and passive design techniques that support year-round food production, including hedgerows as boundary treatments;

Allotments and Community Gardens

1. Larger residential developments (50 or more dwellings) will be expected to include dedicated space for community gardens and/or allotments on-site, unless it can be demonstrated that it is not feasible or necessary (e.g. expansion of an existing facility nearby would be preferable).

2. Where provided on-site, the design of these spaces should be integrated into the development's layout, ensuring easy access for all residents, including those with mobility issues. These spaces should support sustainable food production; use healthy uncontaminated soil; promote biodiversity; and be adaptable to different types of growing (e.g. vegetable patches, fruit trees, communal gardening spaces)

3. Proposals that support and strengthen short, transparent local food supply chains, including opportunities for local producers, growers and food enterprises to supply and serve the local community, will be encouraged subject to compliance with other relevant policies.

Where development provides food-growing spaces and initiatives, applicants should demonstrate how community participation and involvement will be supported in their planning, design, use, and ongoing management. This may include measures such as community gardening programmes, edible food walks, food workshops, and engagement with local food groups, urban farming networks, and community organisations.

Provision for the future long-term maintenance and management of community food growing opportunities must be agreed as part of the planning application.

Policy DM9 - Net Zero Carbon Development

9.146 Policy DM9 seeks to ensure that all new development contributes towards the transition to a net zero carbon future and supports the achievement of local and national climate change objectives.

9.147 The policy responds to the legally binding national target established under the Climate Change Act 2008 (as amended) to achieve net zero greenhouse gas emissions by 2050. It also reflects the objectives of the NPPF, which requires the planning system to support the transition to a low carbon future, take a proactive approach to mitigating and adapting to climate change, shape places in ways that contribute to radical reductions in greenhouse gas emissions and support the delivery of renewable and low carbon energy generation.

9.148 DM9 is further informed by the National Design Guide, Planning Practice Guidance (PPG) on climate change and energy efficiency, the UK Net Zero Strategy, the Future Homes Standard, and local climate emergency declarations and carbon reduction commitments. Collectively, these national and local policy drivers establish a clear direction towards highly energy efficient, fossil fuel free buildings and substantial reductions in operational and embodied carbon emissions.

Responding to the Climate Emergency

9.149 The built environment is a major contributor to greenhouse gas emissions at both the national and local level. Operational emissions associated with heating, cooling, lighting and powering buildings account for a significant proportion of the UK's carbon output. In addition, whilst embodied carbon arising from the extraction, manufacture, transport and assembly of construction materials is becoming an increasingly important component of whole-life carbon emissions.

9.150 Reducing emissions from new and existing development is essential in achieving national and local carbon reduction targets and ensuring communities become more resilient to future climate and energy challenges. Buildings constructed today will remain in use for many decades and will influence energy consumption and carbon emissions throughout their lifetime. There is consequently a strong imperative to ensure development is designed and constructed to high environmental standards from the outset, avoiding the need for costly future retrofitting and reducing the risk of long-term carbon lock-in.

9.151 Policy DM9 adopts a "fabric first" approach, prioritising the reduction of energy demand through high-performance building envelopes, effective insulation, airtight construction, and passive design measures before the incorporation of low-carbon or renewable energy technologies. By minimising energy requirements at source, this approach delivers lasting carbon savings, improves occupant comfort, reduces energy costs and enhances resilience to climate and energy prices.

9.152 The fabric first principle is supported by national policy and industry best practice and is widely recognised as the most effective and cost-efficient pathway towards achieving net zero operational carbon development. DM9 therefore seeks to ensure that all new development

maximises energy efficiency as a fundamental component of sustainable design and contributes positively to the transition to a low-carbon built environment.

Building Fabric and Energy Demand Standards

9.153 Space heating demand is a key measure of building energy performance and an important indicator of operational carbon emissions, DM9 requires development to achieve demanding energy efficiency standards through the delivery of highly insulated, airtight and thermally efficient buildings. The requirement for to achieve a space heating demand of less than 15 kWh/m²/yr (or < 20 kWh/m2 /year for bungalows where site-specific design constraints may apply) reflects recognised best practice associated with ultra-low energy and Passivhaus-informed development and supports the transition towards net zero operational carbon buildings.

9.154 Achieving low space heating demand through appropriate building orientation, high-performance insulation, minimisation of thermal bridging, enhanced airtightness and passive solar design can significantly reduce energy consumption throughout the life of a building. These measures not only reduce operational carbon emissions but also improve resilience to future energy price fluctuations and contribute to greater occupant comfort and wellbeing.

9.155 Highly energy efficient buildings place less demand on energy infrastructure and enable renewable and low-carbon energy technologies to operate more effectively. By reducing overall energy requirements before considering energy generation measures, development can achieve the most cost-effective and durable carbon reductions. Improving the thermal performance of buildings can also contribute to wider social and economic objectives. Lower energy consumption can help reduce household energy costs, mitigate fuel poverty and improve indoor environmental quality through more consistent internal temperatures and reduced risks associated with cold and damp conditions. DM9 therefore places strong emphasis on reducing energy demand as the foundation of sustainable and resilient development.

Energy Efficiency and Energy Use Intensity

9.156 Energy Use Intensity (EUI) is an increasingly recognised measure for building performance, providing a more robust and measurable indicator of actual building performance than traditional compliance-based metrics. Expressed as energy use per square metre of floor area, EUI enables the overall energy efficiency of a building to be assessed and compared across different building types and operational contexts. DM9 therefore establishes EUI targets for major development to ensure that energy performance is considered holistically throughout the design, construction and occupation stages of development.

9.157 The use of EUI targets supports a performance-led approach to carbon reduction by focusing on the actual energy demand of buildings rather than solely the compliance with notional building regulations standards. This approach reflects emerging best practice guidance in sustainable design, building performance modelling and net zero carbon development and is

increasingly being adopted by local planning authorities, industry organisations and professional bodies.

9.158 Requiring developments to demonstrate predicted energy demand and anticipated operational performance helps address the widely recognised "performance gap" between design-stage calculations and the energy consumption of completed buildings in use. By encouraging greater attention to building fabric, services, controls and occupant outcomes, EUI targets can improve confidence that carbon reduction objectives will be achieved in practice.

9.159 The EUI targets contained within DM9 have been informed by recognised net zero carbon benchmarks, low-energy building standards and industry guidance. These targets provide a clear framework for achieving significant reductions in operational energy demand while allowing flexibility to respond to different building types and operational requirements. For development types where established benchmarks are not available or where building functions vary significantly, applicants may be required to provide bespoke assessments and evidence demonstrating that energy demand has been minimised as far as reasonably practicable.

9.160 By embedding EUI within the policy framework, DM9 seeks to promote a culture of measured building performance, support the delivery of genuinely low-energy development and contribute to the wider transition towards a net zero carbon built environment.

Fossil Fuel Free Development and Renewable Energy

9.161 Policy DM9 requires all new development to be designed and constructed without reliance on fossil fuel-based heating systems and to be capable of operating using renewable and low-carbon energy sources. This reflects the urgent need to decarbonise the built environment in support of national and local net zero commitments and recognises that the continued installation of fossil fuel infrastructure risks locking developments into long-term carbon emissions and future retrofit costs.

9.162 The transition away from natural gas and other fossil fuels is a fundamental component of achieving net zero operational carbon development. Advances in building fabric performance, heat pump technology, renewable electricity generation and energy storage systems now enable a wide range of development types to be delivered without reliance on fossil fuel heating. Fossil fuel-free buildings are also better positioned to respond to future changes in energy markets, carbon regulation and technological innovation.

9.163 DM9 adopts a sequential approach to renewable and low-carbon energy provision. Applicants are expected to first minimise energy demand through a fabric-first approach and high standards of energy efficiency before maximising opportunities for on-site renewable energy generation. Priority should be given to the integration of technologies such as rooftop solar photovoltaic panels, solar thermal systems, battery storage, heat pumps and other appropriate renewable energy technologies as part of the overall design of buildings and development sites.

9.164 Where it can be robustly demonstrated that on-site renewable energy generation cannot reasonably meet total operational energy demand, applicants may utilise appropriately evidenced off-site renewable energy provision or direct renewable electricity procurement arrangements. Any such measures should demonstrate a clear and verifiable contribution towards achieving net zero operational carbon outcomes and should only be considered after all reasonable opportunities for on-site energy generation have been fully explored.

9.165 The policy supports the sensitive integration of renewable and low-carbon energy technologies into development, recognising that design quality, townscape character, heritage significance, landscape considerations and environmental impacts must also be considered. Renewable energy infrastructure should therefore be incorporated in a manner that complements the architectural design of buildings and contributes positively to the quality, functionality and sustainability of places.

9.166 By requiring fossil fuel-free development and prioritising renewable energy generation, DM9 seeks to accelerate the transition to a low-carbon energy system, reduce operational emissions and ensure that new development is resilient to future environmental and economic challenges.

Embodied Carbon

9.167 As operational carbon emissions reduce over time through improvements in energy efficiency, the decarbonisation of the electricity grid and the transition to renewable energy sources, embodied carbon is becoming an increasingly significant component of the overall climate impacts associated with development. Embodied carbon arises from the extraction, manufacture and transport of construction materials, as well as the processes of construction, maintenance, refurbishment, demolition and end-of-life disposal or reuse. In many new developments, embodied emissions can account for a substantial proportion of whole-life carbon impacts.

9.168 DM9 therefore requires major development proposals to demonstrate how embodied carbon emissions have been assessed and reduced through the preparation of proportionate Life Cycle Assessments and embodied carbon calculations. This approach supports a more comprehensive understanding of the environmental impacts of development and ensures that carbon reduction measures are considered throughout the entire life cycle of a building rather than solely during its operational phase.

9.169 The assessment and reduction of embodied carbon can be achieved through a range of design and construction measures, including the retention and reuse of existing buildings and structures, the specification of low-carbon and responsibly sourced materials, efficient structural design, the minimisation of material use, and the adoption of construction methods that reduce waste and resource consumption. Early consideration of embodied carbon during the design process can often deliver significant carbon savings at relatively low cost while improving overall resource efficiency.

9.170 DM9 also supports the application of circular economy principles, which seek to maximise the lifespan and value of materials and buildings by promoting adaptability, durability, repair, reuse and recycling. Applicants are encouraged to explore opportunities for material recovery, modular construction, design for disassembly, off-site manufacturing and other innovative approaches that minimise waste and reduce lifecycle emissions.

9.171 By requiring embodied carbon to be considered alongside operational energy performance, the policy seeks to encourage a whole-life carbon approach to development and support the delivery of buildings that are both resource-efficient and aligned with the transition to a net zero carbon future.

Energy Strategy and Post-Occupancy Evaluation

9.172 DM9 requires the submission of an Energy Strategy to ensure that energy efficiency, carbon reduction and renewable energy measures are embedded within development proposals from the earliest stages of design. The Energy Strategy provides a clear framework for demonstrating how the development will meet the requirements of the policy and enables energy and carbon reduction measures to be considered as an integral component of the overall design process rather than as a retrospective exercise.

9.173 The Energy Strategy will allow the Council to assess whether development proposals can achieve the required standards through robust, transparent and evidence-based methodologies. By requiring the strategy to be updated at key stages, including prior to commencement and prior to occupation where appropriate, the policy ensures that assessments reflect the final as-built development and account for any detailed design changes that may occur during the delivery process.

9.174 The requirement for Post-Occupancy Evaluation (POE) reflects growing recognition that the actual performance of buildings can differ significantly from design-stage predictions. Research has consistently identified a performance gap between anticipated and measured energy consumption, often resulting in higher operational emissions than originally forecast. Monitoring building performance after occupation provides an important mechanism for understanding whether intended energy and carbon outcomes are being achieved in practice.

9.175 POE enables developers, building owners and occupiers to identify operational issues, optimise building systems and improve overall energy efficiency. It also promotes greater accountability in the delivery of sustainable development by ensuring that environmental performance claims can be tested against actual outcomes. This performance-led approach supports the wider objective of delivering genuinely low-carbon buildings rather than relying solely on theoretical modelling.

9.176 The information generated through post-occupancy monitoring can also provide valuable evidence to inform future policy development, improve design and construction practices, and enhance understanding of building performance within the local area. Lessons learned from completed developments can contribute to continuous improvement across the development industry and help ensure that future schemes deliver increasingly effective carbon reductions.

9.177 By combining upfront energy planning with post-occupancy performance monitoring, DM9 seeks to establish a comprehensive and transparent framework for delivering net zero carbon development and ensuring that projected environmental benefits are realised throughout the operational life of buildings.

Policy DM9 – Net Zero Carbon Development

Development proposals must contribute to the achievement of net zero operational carbon and support the transition to a low-carbon and climate resilient built environment.

Proposals will be expected to minimise energy demand through a fabric-first approach, achieve high standards of energy efficiency, avoid the use of fossil fuel heating systems, and maximise the use of renewable and low-carbon energy technologies.

The requirements set out below should be met unless it can be robustly demonstrated that compliance is not feasible or viable having regard to the nature, scale, location and characteristics of the development, and that the proposal achieves the maximum reasonable reduction in carbon emissions.

1. Building Fabric and Energy Demand Standards

a. Development proposals must be designed to achieve the following space heating demand standards:

- Residential development: ≤15 kWh/m²/year.
- Bungalows: ≤20 kWh/m²/year.

Applicants must demonstrate how building orientation, insulation, airtightness, thermal bridge reduction and passive design measures have been used to minimise energy demand.

2. Energy Efficiency

a. All development proposals must demonstrate compliance with the following Energy Use Intensity (EUI) targets:

i. Residential: ≤35 kWh/m²/yr
ii. Offices: ≤55 kWh/m²/yr
iii. Retail: ≤35 kWh/m²/yr
iv. Warehouses: ≤35 kWh/m²/yr
v. Schools: ≤55 kWh/m²/yr

b. For other development types, applicants shall agree appropriate EUI targets with the District Council through pre-application discussions or provide evidence of compliance with recognised net zero carbon benchmarks.

3. Fossil Fuels and Zero Operational Carbon Balance

a. All development must be designed to operate without fossil fuel heating systems.

b. A sequential approach shall be applied whereby:
i. Energy demand is minimised through building fabric and energy efficiency measures;
ii. Opportunities for on-site renewable and low-carbon energy generation are maximised;

iii. Any residual operational energy demand is met through renewable energy sources, including appropriately evidenced off-site renewable energy provision where necessary.

c. Major development proposals must demonstrate how net zero operational carbon will be achieved through the submission of an Energy Strategy.

4. Embodied Carbon

a. All major development must meet best practice targets for embodied carbon. Buildings should prioritise the use of re-used and low-carbon materials and be designed to enable disassembly at end of life, in line with circular economy principles.

b. A Life Cycle Assessment (LCA) must be undertaken for all major developments to quantify carbon emissions and wider environmental impacts across the full lifecycle of the building. This should include appropriate embodied carbon calculations, proportionate to the level of design information available at each stage of the project.

c. Residual, unavoidable embodied carbon emissions from major developments must be offset through financial contributions to the West Oxfordshire Climate Offsetting Fund.

d. Smaller developments are strongly encouraged to apply the same standards and principles where feasible.

5. Energy Strategy

a. All major development must be accompanied by an Energy Strategy, which shall be updated as necessary prior to commencement of development and prior to occupation.

b. The Energy Strategy must be based on a clear and robust calculation methodology and shall include, as a minimum, the following key elements:

- Predicted annual energy demand (kWh/year);
- Energy Use Intensity (kWh/m²/year);
- Space heating demand (kWh/m²/year);
- Total renewable energy generation (kWh/year).

c. Energy modelling shall be agreed with the Council, submitted in support of the planning application, and updated prior to commencement of development and prior to occupation to reflect the finalised development.

d. The Energy Strategy shall also include appropriate and proportionate arrangements for Post-Occupancy Evaluation (POE), including monitoring and reporting. The scope, methodology, and reporting requirements shall be agreed with the District Council and secured through a planning condition and/or Section 106 agreement.

Policy DM10 - Renewable and Low Carbon Energy Development

9.178 Policy DM10 supports the delivery of renewable and low carbon energy infrastructure as part of the transition towards a net zero carbon future, improved energy security and greater resilience within West Oxfordshire. The policy reflects national and local commitments to addressing climate change and recognises the important role renewable energy has in reducing greenhouse gas emissions, decentralising energy generation and supporting sustainable economic growth.

9.179 National policy recognises the responsibility on all communities to contribute to energy generation from renewable and low carbon sources and requires planning policies to support renewable and low carbon energy development while ensuring adverse impacts are appropriately addressed. Planning Practice Guidance (PPG) further advises that local planning authorities should identify suitable areas for renewable energy development and consider the cumulative impacts of such proposals.

9.180 Informed by Oxfordshire Local Area Energy Planning and the Renewable and Low Carbon Energy Assessment and Strategy for West Oxfordshire (2016), DM10 seeks to direct proposals for renewable and low carbon energy towards the most suitable and least constrained locations, Together with its associated landscape capacity studies, the assessment and strategy identifies broad areas of opportunity and constraint for different renewable and low carbon technologies across the district, including solar energy, wind energy, biomass and decentralised heat networks. It also considers landscape sensitivity, environmental constraints, infrastructure considerations and opportunities for future deployment.

Green Belt

9.181 National policy identifies most forms of renewable energy development as inappropriate development within the Green Belt. Applications for renewable energy proposals within the Green Belt will therefore be determined in accordance with national Green Belt policy. Where proposals are located within the Green Belt, applicants will be required to demonstrate the very special circumstances necessary to justify such development, where applicable.

The Cotswolds National Landscape

9.182 Renewable and low-carbon energy proposals within the Cotswolds National Landscape will be subject to particularly careful scrutiny. Proposals must demonstrate how they respond to landscape character, visual sensitivity, tranquillity, and cumulative impacts, having regard to the Cotswolds National Landscape Board's Position Statement on Renewable Energy and other relevant guidance.

9.183 Small-scale schemes may be accommodated where they are sensitively designed and successfully integrated into the landscape. However, large-scale renewable energy proposals within the National Landscape will only be supported in exceptional circumstances, and where it can be clearly demonstrated that there would be no significant harm to landscape character or visual quality, and that the proposal is in the public interest.

Community-Led Renewable Energy

9.184 The Council places significant value on community-led and locally supported renewable energy schemes. Community energy projects can deliver a range of social, economic, and environmental benefits, including local ownership, greater public participation, reduced energy costs, enhanced energy resilience, and the reinvestment of benefits within local communities.

9.185 Accordingly, DM10 supports proposals that are initiated or led by local communities, including community solar schemes, local energy cooperatives, shared ownership models, and projects that contribute to local resilience and affordability objectives. Community-led initiatives can also play an important role in building public support for the transition to low-carbon energy generation.

9.186 Dual land-use approaches are also encouraged, including opportunities to integrate renewable energy infrastructure with biodiversity enhancement, grazing, food production, or habitat creation, where appropriate.

Community Benefits

9.187 Large-scale renewable energy developments can have direct impacts on nearby communities and local infrastructure. Policy DM10 therefore supports the negotiation of community shared ownership arrangements and community benefit contributions for larger schemes exceeding 5MW in capacity.

9.188 These arrangements can help ensure that communities hosting renewable energy infrastructure share in the benefits arising from the transition to low-carbon energy generation.

Policy DM10 - Renewable and Low Carbon Energy Development

1. General Principles

a. Having regard to the findings of Oxfordshire Local Area Energy Planning and the 2016 Renewable and Low Carbon Energy Assessment and Strategy for West Oxfordshire, together with its associated landscape capacity assessments, development proposals for renewable and low carbon energy will be supported where they accord with relevant planning policies and meet the following criteria:

i. Are located in the most suitable areas, in accordance with the Local Plan evidence base;

ii. Avoid unacceptable adverse impacts on the district's intrinsic character and beauty; biodiversity; soil resources (including best and most versatile agricultural land); the significance of heritage assets; and the special qualities of its towns, villages and countryside;

iii. Appropriately address amenity impacts, including noise, shadow flicker, and glint and glare, on nearby residents and sensitive receptors;

iv. Avoid the coalescence of settlements;

v. Contribute positively to the decentralisation and diversification of energy supply;

vi. Facilitate, where reasonably practicable, the co-location of energy generation with potential heat users and suppliers;

vii. Enhance the efficiency and resilience of the renewable and low carbon energy system.

viii. Maximise opportunities for the deployment, repowering and extension of the operational life of renewable and low carbon energy technologies in suitable locations; and

ix. Are supported by robust, site-specific assessments of technical feasibility, grid connectivity, and land quality, including consideration of best and most versatile agricultural land where relevant.

2. Cotswolds National Landscape

a. Within the Cotswolds National Landscape, proposals for renewable and low carbon energy development will be subject to particularly careful scrutiny to ensure consistency with the statutory purpose of conserving and enhancing natural beauty.

i. Small-scale proposals should clearly demonstrate how they have addressed the relevant considerations set out in the Cotswolds National Landscape Board's Position Statement on Renewable Energy.

ii. Large-scale proposals will only be supported in exceptional circumstances, where it can be demonstrated that there is no significant adverse impact on the landscape and that the development is in the public interest.

3. Community-Led Schemes

a. West Oxfordshire District Council places particular value on community-led renewable energy development. Proposals that are initiated by, or demonstrably benefit, local communities will be supported. This includes schemes that contribute to local energy resilience, affordability, dual land use, and democratic ownership.

4. Community Benefits

b. For large-scale renewable energy generation schemes (>5MW) that directly affect local communities, financial contributions will be secured on a £/MW/annum basis as part of a community benefits package.

Policy DM11 - Retrofitting for Energy Efficiency, Carbon Reduction and Climate Resilience

9.189 Policy DM11 supports the retrofit and adaptation of existing buildings to improve energy efficiency, reduce carbon emissions, and enhance resilience to the impacts of climate change. This approach recognises that improving the environmental performance of the existing building stock is essential to achieving local and national net zero carbon objectives, as well as adapting to future climate conditions.

9.190 Enhancing the performance of existing buildings can help reduce energy consumption and fuel bills, improve occupant comfort and health, increase resilience to climate-related risks, and contribute to local carbon reduction targets. Retrofitting also presents opportunities to support green skills development, local supply chains, and promote sustainable economic growth.

9.191 The policy aligns with the Climate Change Act 2008, the UK Net Zero Strategy, the National Adaptation Programme, Planning Practice Guidance on climate change and energy efficiency, and wider local climate emergency commitments. Collectively, these frameworks establish a clear requirement to improve the performance and resilience of existing buildings alongside the delivery of sustainable new development.

Importance of Retrofitting Existing Buildings

9.192 National planning policy promotes the effective use of land and materials, supports the reuse of existing resources, and requires planning decisions to contribute to the conservation and enhancement of the natural and historic environment. In this context, the retrofit of existing buildings plays an important role in reducing operational energy demand, limiting embodied carbon emissions, and extending the useful life of the existing building stock.

9.193 Existing buildings account for a significant proportion of carbon emissions arising from heating, cooling and general energy consumption. As such of the current building stock is expected to remain in use for many decades, retrofit and refurbishment measures are essential to reducing emissions, addressing fuel poverty, and improving resilience to climate change impacts.

9.194 DM11 strongly encourages the retrofit, adaptation, and re-use of existing buildings before demolition and redevelopment are considered. Retaining and improving existing structures can significantly reduce embodied carbon emissions associated with demolition, material disposal, and new construction. It also supports circular economy principles by increasing resource efficiency, making better use of existing resources, and reducing construction waste. In addition, the reuse of buildings can help preserve local character, support heritage conservation, strengthen community identity, and reduce whilst reducing pressure on natural resources and landfill capacity.

Improving Energy Efficiency and Climate Resilience

9.195 Policy DM11 promotes a fabric-first approach to retrofit wherever practicable, prioritising measures that reduce energy demand and improve thermal performance before the

introduction of energy generation technologies. Such measures may include improved insulation, draught-proofing, upgraded windows and doors, enhanced ventilation systems, solar shading, thermal efficiency improvements, and passive design measures.

9.196 DM11 also recognises the growing importance of climate resilience and adaptation. Climate change is expected to increase the frequency and severity of heatwaves, intense rainfall events, and flooding. As a result, existing buildings must be adapted to improve resilience to overheating, moisture ingress, water scarcity, and other changing climatic conditions.

9.197 Development proposals involving existing buildings are therefore encouraged to incorporate appropriate adaptation measures, including sustainable drainage systems, passive cooling strategies, enhanced ventilation, solar shading, rainwater management, and urban greening measures, where suitable. These interventions can help improve occupant comfort, health outcomes, and the long-term durability of buildings.

9.198 The policy further supports the integration of low carbon and renewable energy technologies within retrofit schemes where they can be sensitively accommodated. Technologies such as heat pumps, solar photovoltaic panels, battery storage systems, and solar thermal installations can make a significant contribution to reducing operational carbon emissions and improving overall energy resilience.

Biodiversity and Environmental Considerations

9.199 Retrofit works can have implications for biodiversity, particularly where buildings provide habitat for protected or priority species such as bats and nesting birds. DM11 therefore requires development proposals to avoid unnecessary harm to biodiversity and to incorporate appropriate mitigation and enhancement measures where impacts are identified.

9.200 Where opportunities arise, retrofit schemes are encouraged to deliver biodiversity gains alongside energy efficiency improvements. This may include the incorporation of green roofs and green walls, installation of bird and bat boxes, pollinator-friendly planting, and habitat-sensitive landscaping as part of wider package of environmental enhancements.

Heritage and Traditional Buildings

9.201 West Oxfordshire contains a significant number of historic and traditional buildings, including listed buildings, conservation areas and non-designated heritage assets. Older and traditionally constructed buildings often require sensitive retrofit approaches that respect their historic fabric, appearance, and significance.

9.202 DM11 promotes a positive and supportive approach to retrofitting heritage assets in a way that conserves their significance while improving environmental performance. This approach reflects the objectives of the NPPF in seeking to conserve and enhance the historic environment while supporting sustainable development.

9.203 Retrofitting heritage and traditional buildings requires careful consideration of materials, construction methods, and moisture performance. Inappropriate interventions can

inadvertently damage historic fabric, compromise breathability, or harm architectural character. Proposals should therefore be informed by a proportionate understanding of the building's significance, construction, and condition.

9.204 Appropriate measures such as secondary glazing, draught-proofing, natural or breathable insulation materials, and discreet renewable energy technologies can often improve energy performance while maintaining heritage significance. The Council will support well-designed and sensitive retrofit solutions that achieve an appropriate balance between heritage conservation and climate objectives.

9.205 Where proposals would result in harm to the significance of a heritage asset, this must be clearly justified and weighed against the public benefits of the proposal in accordance with national heritage policy.

Information Requirements

9.206 Applicants are required to provide proportionate information demonstrating how retrofit and adaptation opportunities have been considered as part of development proposals involving existing buildings. This will enable the Council to understand how energy efficiency, carbon reduction, and climate resilience measures have been integrated into the scheme, and whether opportunities for reuse and adaptation have been appropriately explored.

9.207 The level of information required will vary according to the scale, complexity, and sensitivity of the proposal. For larger or more complex schemes, applicants will be expected to submit supporting information, such as energy assessments, Life Cycle Assessments, whole-life carbon considerations, heritage impact assessments, and details of climate adaptation measures where relevant.

Policy DM11 – Retrofitting for Energy Efficiency, Carbon Reduction and Climate Resilience

The Council will support and encourage the retrofit of existing buildings to improve energy efficiency, reduce carbon emissions, and enhance resilience to the impacts of climate change.

The reuse, retention, and adaptation of existing buildings and materials will be strongly encouraged over redevelopment where feasible, particularly where this results in reduced embodied carbon and waste generation.

1. General Approach

a) Development proposals involving existing buildings must, where practicable:

i. Improve energy efficiency and reduce operational carbon emissions;
ii. Incorporate measures to address climate risks, including overheating, flood risk, and ventilation performance;
iii. Take full advantage of opportunities to include low carbon and renewable energy technologies; and

iv. Avoid harm to biodiversity and provide appropriate mitigation and enhancement.

2. Heritage and Traditional Buildings

A sensitive and supportive approach will be taken to retrofitting of heritage assets.

a) Proposals must:

i. Seek to improve energy performance while conserving the significance of heritage assets;
ii. Use appropriate, compatible materials and design approaches; and
iii. Be informed by a proportionate understanding of the building's significance, fabric, and condition.

b) Where harm to heritage significance arises it must be clearly justified and demonstrably outweighed by public benefits, in accordance with national policy.

Information Requirements

Applications must be supported by proportionate information, demonstrating how opportunities for retrofit have been identified, having regard to the scale, nature, and complexity of the proposal.

Policy DM12 - Waste and the Circular Economy

9.208 Policy DM12 seeks to minimise waste generation, promote the efficient use of resources and support the transition towards a more circular economy. Construction, demolition and excavation waste accounts for a significant proportion of total waste generated in the UK. At the same time, the extraction, manufacture and transport of construction materials contribute substantially to carbon emissions and resource depletion. Applying circular economy principles through the planning and design process can play an important role in reducing environmental impacts and supporting net zero carbon objectives.

9.209 National policy supports the transition to a resource-efficient economy and seeks to ensure that developments make effective use of land and resources. It also requires planning decisions to contribute to protecting and enhancing the natural environment by minimising waste and pollution and supporting sustainable patterns of development.

9.210 DM12 reflects the objectives of national policy, as well as the Government's Resources and Waste Strategy for England, the Waste Management Plan for England and wider principles of the circular economy, which promote keeping resources in productive use for as long as possible through reuse, repair, remanufacturing and recycling.

Waste Hierarchy and Circular Economy Principles

9.211 Policy DM12 follows the established waste hierarchy, which prioritises preventing waste in the first instance, followed by reuse, recycling and recovery, with disposal as the least preferred option. Applying the waste hierarchy at the earliest stages of design is critical to reduce overall material consumption, lower embodied carbon emissions and minimise pressure on landfill and waste infrastructure.

9.212 DM12 encourages development proposals that incorporate circular economy principles by promoting durability, adaptability and future reuse of buildings and materials. Buildings designed with flexibility and longevity in mind are more capable of adapting to changing uses and occupier needs over time, reducing the likelihood of premature demolition and redevelopment. The reuse and retrofit of existing buildings will often represent the most sustainable approach where feasible, helping to conserve embodied carbon and reduce demolition waste. The use of recycled, reclaimed and sustainably sourced materials is also encouraged in order to reduce reliance on virgin materials and support more sustainable supply chains.

9.213 Circular economy approaches can also deliver wider economic benefits by encouraging innovation, reducing material costs and creating opportunities for green industries and local supply networks.

Waste Minimisation in Construction

9.214 The construction phase of development can generate substantial quantities of material waste through excavation, packaging, off-cuts and inefficient construction practices. Policy DM12 seeks to minimise construction waste through efficient design, material optimisation and modern methods of construction.

9.215 Applicants are encouraged to use modular, off-site manufactured and prefabricated elements where appropriate, as these approaches can significantly reduce waste generation, improve construction efficiency and reduce transportation impacts. Efficient material specification and design detailing can also reduce unnecessary waste and improve long-term building performance.

9.216 The reuse and recycling of materials on-site is encouraged wherever feasible, including the recovery and reuse of demolition materials, soils and aggregates. Such measures can help reduce transportation emissions and landfill disposal whilst supporting circular economy objectives.

9.217 Major developments are required to submit a Construction Waste Management Plan (CWMP) setting out how waste arising during demolition and construction will be minimised and managed. This will ensure that waste reduction measures are integrated throughout the development process and that opportunities for material reuse and recycling are properly considered.

Good Soil Management

9.218 Soils are not a waste product, but a vital, valuable, diverse and non-renewable resource. Soils should be protected and left intact as much as possible. Where soil disturbance cannot be avoided, development proposals should be expected to ensure that the soil's multifunctional benefits are retained and improved as much as possible. Where disturbed soils are reinstated, their functionality after re-instatement should be a key tool to assess success. Through the full development lifecycle, soils should be mapped, passported, budgeted and managed. This can be achieved by requiring a Soils Management Plan and Strategy, which comprises three main elements – a baseline report, construction management plan and monitoring strategy. This would ensure that soils are considered early in the design of the development site and it would allow the relative value of soil and its impacts to be assessed.

9.219 The Soil Quality Baseline Report must provide a clear baseline assessment of the existing soil quality of the site, which will help to inform the opportunities that may exist for future management and movement of soil within the site. Where development is a proposed greenfield site, an Agricultural Land Classification survey (including desktop and fieldwork) and report must be included.

9.220 Following on from this, the Construction Phase Soil Management Plan will identify opportunities that can be taken to protect and enhance soil quality, including the following issues:

a. How the soil protection hierarchy has been applied to the design and layout of the development and reduced the need to move and compact soils in the construction phase;
b. Identification of Soil Protection Zones where soils will remain in-situ, protected, uncontaminated and uncompacted throughout the construction phases;

c. Soil protection for all open spaces in the site plan, including consideration of protecting soil carbon content, drainage role, opportunities for and ensuring success of future planting, protecting biodiversity and natural features;
d. Identification of suitable on-site soil storage areas and a stockpiling plan for where soils are being moved and stored on-site.
e. Set out how soil stripping and movement within the site have been minimised to reduce disturbance to existing soil structures and natural features such as trees, hedgerows and waterbodies.
f. A plan for restoration and enhancement where damage to soils will occur.

9.221 Finally, there should be a process of monitoring and review to ensure that the actions that are set out in the management plan are implemented successfully. A Post-Construction Soil Management and Monitoring Plan will need to set out a clear, realistic and measurable mechanism for how the process will be managed, including all expected direct and indirect, as well as permanent and temporary, impacts. This should reflect, at a minimum, the guidance outlined in the Defra Code of Practice for the Sustainable Use of Soils on Construction Sites or the most up to date guidance at the time of submission.

Operational Waste Management

9.222 Well-designed waste and recycling infrastructure is essential to supporting sustainable waste management once development is occupied. Poorly designed storage arrangements can discourage recycling, create visual and amenity impacts and lead to operational difficulties for collection services.

9.223 Policy DM12 requires major developments to provide an Operational Waste Management Plan (OWMP) demonstrating how waste storage, segregation and collection will be managed effectively. Proposals should ensure that waste and recycling facilities are convenient, accessible and capable of supporting increased levels of recycling and waste reduction.

9.224 DM12 also supports measures that encourage behavioural change and sustainable waste practices, including composting facilities, food waste segregation and the provision of clearly identified recycling infrastructure. Waste storage areas should be well integrated into the design and layout of development so that they are functional, safe and visually attractive whilst remaining accessible for all users, including occupants with mobility impairments and waste collection operators.

Managing Waste in New Development

9.225 All development proposals are expected to incorporate appropriate waste storage and collection infrastructure proportionate to the scale and nature of the development. Adequate space should be provided for the separation of recyclable and non-recyclable materials in order to support local authority collection arrangements and maximise recycling opportunities.

9.226 Waste and recycling facilities should be designed as integral components of development rather than as incidental or poorly located afterthoughts. Good design can help reduce visual clutter, improve usability and support positive environmental behaviours.

9.227 For larger strategic residential developments, particularly higher-density schemes, innovative waste management solutions are encouraged where feasible and viable. This may include underground waste storage systems, communal recycling hubs, district collection facilities or smart waste technologies. Such approaches can help improve townscape quality, reduce collection impacts and increase operational efficiency where appropriately designed and managed.

9.228 The suitability of innovative systems will need to take account of local circumstances, including development density, collection arrangements, management responsibilities and the character of the surrounding area.

Climate Change and Resource Efficiency

9.229 Reducing waste and improving resource efficiency are closely linked to climate change mitigation. The extraction, transport and manufacture of materials are significant sources of greenhouse gas emissions, whilst landfill disposal contributes to methane emissions and environmental degradation.

9.230 By encouraging waste prevention, material efficiency and reuse, Policy DM12 contributes towards wider carbon reduction and environmental objectives, including those set out within the Council's climate commitments and sustainability strategies.

9.231 Circular economy principles can also support resilience by reducing dependence on scarce resources and promoting more sustainable patterns of consumption and development.

Policy DM12 -Waste and the Circular Economy

1. Waste Hierarchy and Circular Economy

a. All development proposals must follow the principles of the 'waste hierarchy':

i. Prevent waste through efficient design.
ii. Reuse materials and prioritise retention and adaptation of existing buildings.
iii. Recycle materials and provide accessible recycling facilities.
iv. Recover value from residual waste where appropriate.
v. Dispose only as a last resort.

b. Development proposals that support a circular economy will be strongly encouraged including where feasible, the use of recycled and sustainably sourced materials in construction and designs that prioritise durability, adaptability, and future reuse.

2. Waste Minimisation in Construction

a. Development proposals should minimise waste through efficient design and construction by:

    i. Using materials efficiently, including modular or prefabricated elements where appropriate.
    ii. Reducing packaging and construction waste.
    iii. Reusing and recycling materials on-site where feasible.

b. Major developments must submit a Construction Waste Management Plan (CWMP) outlining how waste will be reduced, reused, and recycled during construction.

3. Good Soil Management

a. All developments are required to minimise adverse impacts on soil resources.
b. New development should recognise and support the positive role that good soil management plays in creating thriving communities, delivering benefits for carbon sequestration and climate resilience, food security, sustainable urban drainage, BNG habitat creation, biodiversity enhancement, and nature recovery.
c. In all cases, there must be a presumption against the import or export of soils from the development site. Where this is demonstrated to be unavoidable, any imported soils are expected to be responsibly sourced.
d. All major development proposals should demonstrate careful consideration of sustainable soil management through the submission of a Soil Management Plan and Strategy comprised of three parts:

    i. Soil Quality Baseline Report
    ii. Constructure Phase Soil Management Plan; and
    iii. Post-Construction Soil Management and Monitoring Strategy which sets out a clear, realistic, and measurable mechanism to ensure that soil management is appropriately maintained undertaken post-construction.

4. Operational Waste Management

a. Major developments must include an Operational Waste Management Plan (OWMP) demonstrating:

    i. Adequate space for the storage, segregation, and collection of waste and recycling.
    ii. Clear and convenient access for occupants and collection services.
    iii. Measures to encourage waste reduction, reuse, and recycling (including composting where feasible).

5. Managing Waste in New Developments

a. All developments should provide appropriate waste storage and collection infrastructure, including:

    i. Well-designed, accessible, and clearly labelled waste and recycling areas.
    ii. Space for segregation of recyclable and non-recyclable waste.

b. For larger strategic residential developments (300+ dwellings) innovative or advanced waste systems (such as underground storage) are encouraged where feasible and

viable, taking account of local context, development densities, and collection arrangements.

Policy DM13 - Air Quality and Pollution

9.232 Policy DM13 seeks to ensure that new development does not give rise to unacceptable impacts on air quality, human health or environmentally sensitive habitats by requiring development proposals to appropriately assess, avoid, minimise and mitigate emissions arising from both construction and operational phases of development, with particular regard to identified air quality sensitive areas.

9.233 Poor air quality is a significant threat to human health, environmental quality and economic productivity. Long-term exposure to air pollutants is associated with respiratory and cardiovascular diseases, reduced life expectancy and increased pressure on health services. National policy and public health evidence identify air pollution as one of the most significant environmental risks to health, particularly affecting vulnerable groups such as children, older people and individuals with existing health conditions.

9.234 Reducing pollution and improving air quality is a key objective of national policy and strategies and is among the top environmental concerns for residents.

Air Quality in West Oxfordshire

9.235 Historically, the principal air pollutant of concern within West Oxfordshire has been nitrogen dioxide (NO_2), primarily associated with road traffic emissions, congestion and vehicle idling. Air quality pressures are most acute within locations where traffic flows are concentrated within constrained urban environments.

9.236 West Oxfordshire currently contains designated Air Quality Management Areas (AQMAs) where national air quality objectives have been exceeded or are at risk of being exceeded. These include:

- Witney AQMA (Bridge Street, including the junctions with New Yatt Road, Newland, Mill Street and High Street); and
- Chipping Norton AQMA (Horse Fair, High Street, Market Place, A44 and part of West Street).

9.237 These areas are particularly sensitive to additional traffic and emissions arising from development. DM13 therefore places strong emphasis on ensuring that development within or affecting these locations does not worsen existing air quality conditions and contributes positively towards improvement measures where appropriate.

9.238 Reducing pollution and improving air quality is also a key objective of national environmental policy and aligns with wider local objectives relating to public health, climate change, active travel and sustainable transport.

Protecting Sensitive Environments

9.239 In addition to impacts on human health, air pollution can adversely affect biodiversity and ecologically sensitive habitats. West Oxfordshire includes areas which are vulnerable to nitrogen deposition and airborne pollutants, most notably the Oxford Meadows Special Area of Conservation (SAC).

9.240 The Oxford Meadows SAC is internationally designated for its species-rich lowland hay meadows and associated habitats, which are sensitive to changes in air quality and nitrogen deposition. Under the Conservation of Habitats and Species Regulations, the Council has a legal duty to ensure that development proposals do not give rise to adverse effects on the integrity of designated European sites, either alone or in combination with other plans or projects.

9.241 All development proposals within or affecting the SAC must therefore demonstrate, through appropriate assessment where necessary, that air pollution impacts can be satisfactorily avoided or mitigated. Particular attention will be given to cumulative traffic growth and associated emissions on roads affecting the SAC.

Air Quality Impact Assessments

9.242 Policy DM13 requires Air Quality Impact Assessments (AQIAs) for major development proposals and other forms of development likely to generate significant emissions or traffic movements. AQIAs should assess likely impacts during both construction and operation and should consider cumulative effects with committed and planned development. Assessments should identify impacts on both human and ecological receptors and include dispersion modelling where appropriate. Development proposals located within or near AQMAs and the Oxford Meadows SAC will require particularly careful assessment due to the heightened sensitivity of these locations.

9.243 DM13 also recognises that cumulative impacts can arise where multiple developments individually generate relatively modest increases in emissions but collectively result in significant air quality effects. Consideration of cumulative development impacts is therefore essential to ensuring that air quality objectives and habitat protections are maintained over the plan period.

Mitigation Measures

9.244 Where adverse air quality impacts are identified, applicants will be expected to demonstrate how impacts have been avoided, minimised or mitigated through appropriate and proportionate measures.

9.245 Mitigation may include the provision of sustainable transport infrastructure, walking and cycling links, travel planning measures, electric vehicle charging infrastructure and public transport improvements aimed at reducing reliance on private car travel.

9.246 Policy DM13 also encourages low-emission and energy-efficient building design, including fossil fuel free heating systems and renewable energy technologies, in order to minimise operational emissions associated with development.

9.247 Green infrastructure and landscaping can also make a positive contribution to air quality improvement by supporting pollutant absorption, urban cooling and biodiversity enhancement. Trees, hedgerows and green.

Policy DM13 - Air Quality and Pollution

1. Development proposals that individually or cumulatively lead to a material deterioration in air quality, particularly in or near the following air quality sensitive areas, will be required to demonstrate how air quality impacts will be mitigated

    a. The Air Quality Management Areas (AQMAs)
    b. The Oxford Meadows Special Area of Conservation (SAC).

2. An Air Quality Impact Assessment (AQIA) will be required for:

    a. All major development proposals
    b. Any development likely to result in a significant increase in vehicle traffic or emissions (e.g. from heating, industrial uses).
    c. Any development located within or near an AQMA or the Oxford Meadows SAC.
    d. Proposals that form part of a larger cumulative development likely to impact local or strategic air quality levels.

3. AQIAs must assess the potential impacts on local air quality during both construction and operation, taking into account cumulative effects with other planned or existing developments. They should model pollutant levels where appropriate and evaluate impacts on human health and ecological receptors.

    a. Where an AQIA identifies likely significant adverse impacts on air quality, appropriate and proportionate mitigation must be secured through the planning process. Measures may include, but are not limited to:

        i. Sustainable transport infrastructure (e.g. walking, cycling, EV charging).
        ii. Reduced car dependency and traffic management schemes.
        iii. Low-emission building design, heating systems and energy sources.
        iv. Landscaping and green infrastructure to support pollutant absorption.
        v. Off-site mitigation contributions, where on-site measures are insufficient.

4. All development proposals in or within 500m the Oxford Meadows SAC must demonstrate compliance with Habitat Regulations and ensure there is no adverse effect on the integrity of the protected site from air pollution, alone or in combination with other plans or projects.

Construction Environmental Management Plans

5. All major development must incorporate Construction Environmental Management Plans (CEMP) that include:

    a. Dust suppression and control measures.
    b. Monitoring of particulate matter.
    c. Limiting construction vehicle emissions and on-site machinery impacts.
    d. Protocols for responding to air quality breaches during works.

6. Particular care must be taken in air quality sensitive areas (the AQMAs and within 500m of the Oxford Meadows SAC), where enhanced construction management and controls may be required.

Monitoring and Management

7. In air quality sensitive areas (the AQMAs and within 500m of the Oxford Meadows SAC), development proposals may be required to contribute to:
    a. Air quality monitoring during and post-construction.
    b. The preparation of Air Quality Management Plans (AQMPs).
    c. Ongoing compliance reviews and adaptive mitigation where thresholds are at risk of being exceeded.

Policy DM14 - Town Centres

9.248 West Oxfordshire's town centres are a focus for economic activity, community life and access to services. The Council will promote the long-term vitality, viability and resilience of all town centres through a network and hierarchy of centres comprising:

- Principal Town Centre: Witney
- Primary Town Centres: Carterton and Chipping Norton
- Tourism Focused Town Centres: Burford and Woodstock

9.249 Town centres will continue to be the preferred location for main town centre uses and other complementary activities, including retail, leisure, food and drink, cultural, community, employment and residential uses that support their role as vibrant, attractive and inclusive places. Development proposals should respond positively to changing patterns of retailing, leisure activity and service provision, whilst reinforcing the unique identity, heritage and economic function of each centre.

9.250 Policy DM14 supports a flexible and positive approach to town centre development, recognising that successful centres rely on a diverse mix of uses and an attractive, accessible public realm that encourages people to visit, spend time and participate in community life. Maintaining active ground floor frontages, particularly within Primary Shopping Areas and other important frontages, is critical to sustaining footfall, natural surveillance and the overall vitality of centres.

9.251 Excessive concentrations of a single use, including residential uses at ground floor level, can reduce activity, weaken the retail and service function of centres and diminish their attractiveness. Policy DM14 seeks to ensure an appropriate balance of uses is maintained.

Permitted Development and Article 4 Directions

9.252 Residential development within town centres can play an important role in supporting vitality and increasing activity throughout the day and evening. However, unmanaged losses of active commercial frontage to residential accommodation, particularly through permitted development rights, can undermine the character and function of centres over time. DM14 therefore seeks to manage changes of use where planning permission is required and provides a basis for considering the introduction of Article 4 Directions where there is clear evidence that permitted development is resulting in harmful impacts on town centre vitality, viability or active frontages.

Loss of Town Centre Uses

9.253 Policy DM14 also seeks to resist the unnecessary loss of town centre uses unless it is clearly demonstrated that such uses are no longer viable and that alternative town centre uses have been properly explored. Marketing and viability evidence covering a minimum period should be proportionate to the scale and nature of the proposal and should demonstrate that reasonable efforts have been made to retain the premises in an active town centre use. Where changes are proposed, replacement uses should support the continuing economic and social function of the centre rather than detract from it.

Town Centre First Approach

9.254 In accordance with national policy, a town centre first approach will be applied to main town centre uses. Proposals located outside defined town centres will be required to demonstrate compliance with the sequential test and, where necessary, provide an impact assessment. The locally set threshold for impact assessment reflects the scale and role of West Oxfordshire's town centres, many of which are relatively small and sensitive to incremental change. Even comparatively modest out-of-centre retail and leisure proposals may, either individually or cumulatively, divert trade and footfall away from established centres and reduce planned investment.

Markets and Temporary Uses

9.255 Markets, temporary events and other forms of town centre activity contribute significantly to the vibrancy, local distinctiveness and attractiveness of West Oxfordshire's centres, particularly in the district's historic and tourism-focused settlements. The policy therefore supports proposals that sustain and enhance market activity while ensuring impacts on amenity, movement and environmental quality are appropriately managed. Existing outdoor markets and associated infrastructure are recognised as important economic and cultural assets which should be protected from harmful development impacts.

Accessibility

9.256 Accessibility and movement are important components of successful town centres. Development should support safe and convenient access by walking, cycling and public transport, whilst ensuring that any additional parking demand is appropriately managed. Measures such as improved sustainable transport facilities, travel planning, proportionate parking provision and financial contributions may be required where development would otherwise exacerbate parking pressures or traffic congestion.

Policy DM14 – Town Centres

1. New Town Centre Development

a. Development within defined town centres will be supported where it contributes positively to the function, vitality and diversity of the town centre. Proposals should:

i. Support a mix of retail, leisure, cultural, workspace, community and residential uses;
ii. Maintain active ground floor frontages, particularly within defined Primary Shopping Areas and key town centre frontages.
iii. Development that would result in inactive or predominantly residential ground floor frontages will not be supported where planning permission is required, unless it can be demonstrated that such development would not harm the vitality, viability or function of the town centre.
iv. Avoid harmful concentrations of a single use or non-town centre uses, including residential, that would undermine footfall, character, amenity, or the ability of the town centre to operate as a focus for economic and community activity
v. contribute positively to the quality, unique character and accessibility of the public realm, prioritising pedestrian and cyclist safety and supporting sustainable travel.

2. Loss of Town Centre Uses

a. Proposals involving the change of use or loss of town centre uses, where planning permission is required, will be resisted where they would undermine the vitality, viability or functional diversity of the town centre.

b. Such proposals will only be supported where it is robustly demonstrated, through an appropriate and proportionate marketing and viability exercise, that:

i. continued or alternative town centre uses are not viable; and

ii. the proposed use would demonstrably support or enhance the vitality, viability or functionality of the town centre.

c. Where evidence demonstrates that permitted development rights are resulting in the loss of key town centre uses, inactive frontages, or harm to vitality and viability, the Council will consider the use of Article 4 Directions to remove specific permitted development rights in defined locations, particularly within Primary Shopping Areas and key frontages.

3. Sequential and Impact Assessments

a. The sequential and impact tests will be applied to proposals for main town centre uses located outside defined town centres.

b. Impact assessments may be required for out-of-centre retail and leisure proposals where the scale, nature or location of development could adversely affect town centre vitality, viability or investment. As a guide, proposals exceeding 280 m^2 are likely to be required to submit an impact assessment, unless it can be clearly demonstrated that there would be no significant adverse impact.

4. Markets and Town Centre Activity

a. Permanent and temporary outdoor markets and other town centre activities will be supported where they enhance local distinctiveness and do not harm existing shopping facilities, amenity, the environment or traffic flows

b. Development proposals that would have a detrimental impact on existing outdoor markets will not be supported unless the public benefits of the proposal clearly and demonstrably outweigh the harm. Where impacts are unavoidable, proposals must demonstrate appropriate mitigation measures to minimise disruption and ensure the continuity of market activity.

Where development is likely to generate additional car parking demand beyond existing capacity, this should be addressed through demand management measures, on-site provision or proportionate contributions, as appropriate.

Policy DM15 - Community Facilities and Services

9.257 Policy DM15 seeks to maintain and enhance a strong network of accessible community facilities and services across West Oxfordshire, supporting the creation of healthy, sustainable and socially connected communities throughout the plan period.

9.258 Community facilities and services are essential to the social, economic and environmental wellbeing of West Oxfordshire's communities. They provide opportunities for social interaction, access to services, recreation, education, cultural activity and community support, helping to create healthy, inclusive and resilient places. Facilities such as public houses, schools, healthcare facilities, village halls, libraries, post offices, local shops, places of worship, sports facilities and community meeting spaces often play an important role in maintaining the identity and cohesion of both rural and urban communities

9.259 The Council recognises that community facilities can be particularly important in rural areas and smaller settlements where opportunities to access services may be more limited and where the loss of a single facility can have a disproportionate impact on community life, social inclusion and accessibility. The retention and enhancement of valued local facilities supports sustainable communities by reducing the need to travel and enabling residents to meet day-to-day needs locally.

Protection of Existing Social and Community Uses

9.260 Policy DM15 seeks to safeguard existing community facilities and services from unnecessary loss or redevelopment. Proposals involving the loss or change of use of such facilities will be expected to demonstrate robustly that the existing use is no longer viable, needed or capable of continued community use. Evidence submitted should be proportionate to the nature and scale of the facility and may include details of operational history, usage levels, financial performance, condition surveys and local engagement.

9.261 The Council will expect applicants to demonstrate that all reasonable efforts have been made to retain, improve or repurpose a facility for alternative community use before other forms of development are considered. A lack of demand for a more profitable alternative use will not, on its own, be sufficient justification for the loss of a community facility. Community value and social benefit will be given significant weight in decision-making, recognising that some facilities may continue to perform an important social function even where commercial returns are limited.

Marketing Requirements

9.262 To demonstrate non-viability, applicants will normally be required to undertake an active and appropriate marketing exercise, typically for a minimum period of 12 months, at a realistic market value having regard to the nature, condition and lawful use of the facility. Marketing evidence should demonstrate that genuine opportunities have been provided for purchase, lease or community operation of the facility. Financial and viability information may also be required where relevant to support the case presented.

Assets of Community Value

9.263 Particular regard will be had to facilities identified as Assets of Community Value (ACVs). Such designations indicate that a facility is considered by the local community to have significant social value. In these cases, substantial weight will be given to the retention of the facility, and applicants will be expected to demonstrate that community groups and local stakeholders have been fully engaged and given a realistic opportunity to acquire, manage or operate the facility as part of the marketing process.

9.264 Where the loss of a facility is exceptionally justified, the Council will seek appropriate mitigation measures or replacement provision where feasible. Replacement facilities should be of equivalent or improved quality, accessible to the community they serve by sustainable means of transport, and delivered wherever practicable in advance of, or alongside, the redevelopment of the existing site in order to minimise disruption to community access and continuity of service provision.

Provision of New Social and Community Facilities

9.265 DM15 also supports the provision of new and enhanced community facilities to meet the needs of existing and future residents. Population growth, demographic change and evolving patterns of service delivery create a continuing need for flexible and adaptable community infrastructure. Proposals that address identified deficiencies in provision, improve accessibility or support wider objectives relating to health, wellbeing, social inclusion and community resilience will be strongly supported.

9.266 The Council particularly encourages the provision of multi-functional community assets and hubs that combine a range of compatible uses and services within shared premises. These may include combinations of meeting spaces, sports and recreation facilities, healthcare services, workspace, cultural venues, childcare, libraries, cafés or local services. Multi-functional facilities can improve accessibility, increase community participation, strengthen financial resilience and maximise the efficient use of buildings and land.

9.267 New facilities should be designed to be inclusive, adaptable and environmentally sustainable, capable of meeting a variety of community needs over the long term. Proposals should be appropriately located within or adjoining existing settlements and accessible by walking, cycling and public transport wherever possible. High quality design, accessibility and integration with surrounding development will be important considerations.

9.268 Large-scale and strategic development proposals are expected to contribute appropriately to community infrastructure provision. New residential and mixed-use developments can place additional pressure on existing facilities and services and should therefore provide or contribute towards the infrastructure necessary to support sustainable communities. Community Infrastructure Statements will help demonstrate how proposals respond to identified needs, what facilities will be delivered, and how they will be managed and maintained over time.

Policy DM15 - Community Facilities and Services

1. Protection of Existing Community Facilities and Services

a. The Council will safeguard existing community facilities and services, including but not limited to public houses, schools, healthcare facilities, village halls, libraries, post offices, places of worship, recreational spaces, and local shops from development that would result in their unjustified loss or significant harm.

b. Development proposals involving the loss, change of use, or redevelopment of a community facility will only be supported where it can be robustly demonstrated that:

i. The facility is no longer viable, necessary or in active use / no demand for, and that all reasonable efforts have been made to retain or repurpose it for community use, demonstrated through proportionate evidence.

ii. The proposal includes mitigation measures or makes provision for an equivalent or improved replacement facility that is accessible to the same community by sustainable means and where feasible, replacement provision should be delivered in advance of, or in parallel with, the loss.

c. Proposals for the change of use of community services and facilities will be considered on a sequential basis, prioritising alternative community and commercial uses, prior to change to residential use.

2. Provision of New Community Facilities and Services

a. The Council strongly supports the delivery of new or enhanced community facilities where they:

i. Address identified gaps in provision, supported by community consultation or strategic assessments;
ii. Are designed to be accessible, inclusive, flexible, and environmentally sustainable;
iii. Are well located, within or adjacent to existing settlements and accessible by walking, cycling, and public transport;
iv. Contribute to the creation of vibrant, healthy, and resilient communities, promoting opportunities for social interaction and wellbeing.
v. Provide multi-functional community spaces that combine a variety of uses (e.g., meeting, sports, cultural activities) will be particularly supported to maximise social value and long-term sustainability.

b. Large and strategic-scale developments, particularly residential or mixed-use schemes, should include appropriate provision for community infrastructure. Where appropriate, proposals should be supported by a Community Infrastructure Statement outlining:

i. What facilities will be delivered, when, and by whom;
ii. How facilities will be managed and maintained over time;
iii. How proposals respond to the needs of both existing and future populations.

3. Marketing Guidelines

a. Current lack of demand or a more profitable alternative use will not, on its own, be sufficient to demonstrate non-viability.

b. Applicants must demonstrate, through a period of active marketing of an appropriate length (typically 12 months) and price having regard to the nature of the facility, together with financial or viability evidence where relevant, that the existing use is not viable in the longer term.

c. Where a facility, particularly a public house, has been designated or nominated as an Asset of Community Value (ACV), significant weight will be given to its retention. In such cases, applicants must demonstrate that the community has been given adequate and realistic opportunity to bid for or take on operation of the facility, and that local groups have been fully engaged as part of the marketing process.

Policy DM16 - Active and Healthy Travel

9.269 Policy DM16 seeks to promote a comprehensive, connected and high-quality active travel network across West Oxfordshire, supporting healthier communities, reducing car dependency and creating more sustainable and attractive places over the plan period.

9.270 Active and healthy travel plays an important role in supporting sustainable patterns of movement, improving public health and wellbeing, reducing carbon emissions and enhancing the quality and attractiveness of places. Walking, cycling and other forms of active travel can help reduce reliance on private cars, support healthier lifestyles, improve air quality and contribute to more inclusive and resilient communities. Well-designed active travel networks also support local economic activity by improving access to town centres, schools, employment areas, community facilities and public transport.

Protection of Existing Active Travel Infrastructure

9.271 West Oxfordshire benefits from an extensive network of public rights of way, footpaths, bridleways, cycle routes and informal green corridors which provide important recreational, health, ecological and transport functions. These routes are valued community assets and contribute significantly to the character and accessibility of both urban and rural areas. Development can, however, place pressure on existing routes through severance, increased traffic, poor layout design or loss of amenity. DM16 seeks to safeguard existing active travel networks from harmful impacts and ensure that connectivity, accessibility and attractiveness are maintained and, wherever possible, enhanced.

9.272 Where development affects public rights of way or other active travel routes, proposals will be expected to demonstrate how routes will remain safe, convenient and attractive for users. Diversions will only be supported where necessary and where they maintain or improve the functionality, character and accessibility of the route. The Council will seek mitigation measures and enhancements where impacts cannot be entirely avoided, including improved surfacing, signage, accessibility measures, crossings or links to wider networks.

Provision of New and Improvements to Existing Active Travel Infrastructure

9.273 DM16 also aims to secure the delivery of new and improved active travel infrastructure as an integral component of development proposals. Walking and cycling should be prioritised from the earliest stages of site planning and design rather than treated as secondary considerations. Development layouts should provide direct, legible and convenient routes that connect effectively to existing networks and key destinations such as schools, shops, healthcare facilities, employment areas, open spaces and public transport hubs.

9.274 Particular emphasis is placed on achieving high quality design standards in accordance with national guidance. Infrastructure should provide a safe and comfortable environment for all users, including children, older people and disabled people. This may include the provision of segregated walking and cycling routes, accessible gradients, dropped kerbs, wayfinding, safe crossing points, appropriate lighting and traffic calming measures. Development should also

incorporate secure and convenient cycle parking, storage and supporting infrastructure proportionate to the scale and type of development.

9.275 The integration of active travel infrastructure with green infrastructure is strongly encouraged. Multi-functional green corridors can provide opportunities for movement, recreation, biodiversity enhancement, sustainable drainage and climate adaptation simultaneously. Tree planting, landscaping, natural surveillance and high-quality public realm improvements can significantly improve the safety, comfort and attractiveness of routes, encouraging greater levels of walking and cycling while contributing positively to local character and environmental quality.

9.276 New development should support the creation of places where active and healthy travel becomes the natural and attractive choice for short everyday journeys. Well-connected and accessible environments can help reduce inequalities in access to services, improve independence and mobility, and support healthier lifestyles. The policy therefore aligns with wider objectives relating to climate change mitigation, healthy place-shaping and sustainable development.

Active Travel Plans

9.277 Major developments may be required to prepare Active Travel Plans to demonstrate how proposals contribute to wider connectivity and modal shift objectives. Such plans should set out the measures proposed to encourage walking and cycling, the infrastructure to be delivered, the timing of provision and how routes integrate with the surrounding network. Early delivery of active travel infrastructure will be important to ensure sustainable travel patterns are established from the outset of development rather than retrofitted at a later stage.

Policy DM16 – Active and Healthy Travel

1. Safeguarding Existing Active Travel Networks

a. Existing active travel routes, including public rights of way, footpaths, bridleways and cycle paths, will be protected from development that harms their connectivity, accessibility, setting or character.

b. Development proposals affecting these routes must demonstrate how their integrity and usability will be retained or enhanced, avoid severance where possible, and provide appropriate mitigation where impacts cannot be avoided, such as diversions or improvements to alternative routes.

2. New and Enhanced Active Travel Networks

a. Where relevant and practical, development should prioritise walking and cycling as integral components of layout and design. Proposals must:

i. Provide safe, direct and attractive active travel routes that connect with existing networks and key local destinations, including but not limited to schools, workplaces, shops, healthcare facilities and public transport hubs;

ii. Be designed in accordance with relevant national and local standards, including Local Transport Note 1/20 and adopted local guidance;

iii. be integrated with green infrastructure to create attractive, multi-functional corridors that enhance biodiversity, climate resilience and user experience.

iv. incorporate appropriate landscaping, planting and sustainable drainage, and deliver high quality public realm improvements that prioritise pedestrian and cyclist safety through measures such as designing in natural surveillance, traffic calming, pedestrian priority spaces, and safe crossing points.

v. Incorporate segregated walking and cycling paths, where appropriate to support all users, including children, older people and disabled people;

vi. Provide sufficient amenities and proportionate supporting infrastructure, such as cycle parking, storage and charging facilities.

3. Implementation and Compliance

Where necessary and proportionate, major developments should include an Active Travel Plan demonstrating how the proposal supports active and healthy travel and contributes to wider network connectivity.

Active travel enhancements should be phased to ensure early delivery alongside other development types.

Policy DM17 - Parking Standards for New Development (Car and Cycle Parking)

9.278 Policy DM17 seeks to ensure that parking provision supports high quality, accessible and sustainable development across West Oxfordshire, balancing the needs of different users whilst promoting a gradual shift towards healthier and lower-carbon travel choices over the plan period.

9.279 Parking provision is an important component of successful place-making and must be carefully balanced alongside wider objectives relating to sustainable transport, design quality, accessibility, health and climate change. Poorly designed or excessive parking can dominate the public realm, reduce opportunities for landscaping and active travel infrastructure, and detract from the character and appearance of development. Conversely, insufficient or poorly planned parking can lead to inappropriate on-street parking, congestion and highway safety issues.

9.280 DM17 is designed to ensure that parking provision is proportionate, well-designed and responsive to local circumstances, while supporting a transition towards more sustainable and low-carbon patterns of travel. Parking arrangements should form an integral part of the overall design and layout of development from the outset and should contribute positively to the quality, functionality and accessibility of places.

Parking Standards

9.281 The Council will have regard to the most up-to-date Oxfordshire County Council Parking Standards and associated guidance in considering proposals for car and cycle parking provision. These standards provide a consistent framework for assessing parking requirements across the county while allowing sufficient flexibility to respond to the characteristics of individual sites and locations. The amount and type of parking provision should take account of factors such as accessibility to public transport, the availability of walking and cycling routes, local car ownership patterns, the scale and nature of development, and wider sustainability objectives.

9.282 Inclusive and accessible design is an important consideration in all parking provision. Development should provide sufficient accessible parking spaces for Blue Badge holders and other users with mobility impairments, located conveniently and safely in relation to entrances and designed in accordance with relevant standards and best practice guidance. Parking areas should be safe, attractive and easy to use for all users, with appropriate lighting, landscaping and pedestrian connections.

9.283 Parking requirements will differ significantly depending on the location and nature of development. In highly accessible locations, particularly within town centres or areas well-served by sustainable transport and local services, lower levels of parking provision may be appropriate. Proposals for low-car or car-free development will be supported where it can be clearly demonstrated that future occupiers will have realistic and convenient access to alternative transport options and that unacceptable impacts on surrounding streets or highway safety will not arise. Such schemes may also be supported by measures including travel plans, car clubs, improved cycle infrastructure and enhanced pedestrian connectivity.

Parking for Rural Development

9.284 In rural areas, the Council recognises that opportunities for travel by modes other than the private car may be more limited. Parking provision in such locations should therefore respond appropriately to local circumstances while avoiding excessive provision that would undermine opportunities to encourage more sustainable travel choices. Development should ensure that parking demand can be accommodated in a safe and practical manner without creating unacceptable impacts on the surrounding road network or the character of rural settlements.

Parking for Non-Residential Development

9.285 For non-residential development, the Council supports Oxfordshire County Council's 'Decide and Provide' approach to parking provision. This approach seeks to align parking provision with desired sustainable transport outcomes and modal shift objectives rather than solely predicting future car demand. Applicants may therefore be required to provide proportionate transport evidence to demonstrate how proposed parking levels support sustainable travel patterns and reduce reliance on private car use. Any significant departures from adopted parking standards should be robustly justified.

Cycle Parking

9.286 Cycle parking is an essential element of sustainable transport infrastructure and plays an important role in encouraging active travel. Secure, convenient and attractive cycle parking provision should be incorporated into all new development and integrated effectively within the site layout. Provision should be proportionate to the scale and type of development and designed to accommodate a range of users and cycle types, including adapted cycles, family cycles, cargo bikes and electric bicycles where appropriate.

9.287 Cycle parking should be safe, accessible and convenient to use, with priority given to covered, secure and overlooked locations that provide easy access to building entrances and the wider cycle network. Supporting infrastructure such as charging facilities for electric cycles, lockers, changing facilities and showers may also be appropriate for certain forms of development, particularly employment, education and community uses.

Policy DM17 – Parking Standards for New Development (Car and Cycle Parking)

1. General Approach

Proposals for new parking provision must be well designed and located to protect the character and quality of place, ensure safety, and avoid harm to pedestrians and cyclists.

Provision should reflect inclusive design principles, including adequate accessible parking for Blue Badge holders, located as close as practicable to building entrances. Design should accord with relevant local guidance

Parking provision for new development should be informed by and align with the most up-to-date Oxfordshire County Council Parking Standards, taking account of site location, accessibility, availability of sustainable transport, and the ambition to promote active and low-carbon travel.

2. Car Parking Provision

a. Parking provision should be proportionate and responsive to the nature and location of development, having regard to:

   i. Site accessibility, including public transport, walking and cycling connections;
   ii. The type, scale and tenure of development;
   iii. Potential impacts on highway safety and surrounding streets.

b. Reduced levels of parking, including low-car or car-free development, will be supported where accessibility to sustainable transport and local services is demonstrably high.

c. In rural locations, parking provision should balance support for sustainable travel with the need to avoid inappropriate on or off-street parking or other highway safety issues.

d. Non-residential development should follow Oxfordshire County Council's 'Decide and Provide' approach and be supported by proportionate transport evidence, with any deviation from standards clearly justified.

3. Cycle Parking

New development should provide high-quality, secure and accessible cycle parking, conveniently located and integrated into site design. Provision should support a range of cycle types, including larger, electric and adapted cycles, where appropriate.

Policy DM18 - Windfall Housing

9.288 A windfall housing site is defined as one which is not specifically identified in a local plan or neighbourhood plan. National policy encourages local authorities to support the development of windfall sites through their policies and decisions and as outlined in Policy CP2, windfall sites are expected to contribute around 2,100 new homes in West Oxfordshire over the period 1st April 2029 – 31st March 2043.

9.289 Policy DM18 provides a framework for considering proposals on windfall sites to ensure that any such development supports the overall housing requirement whilst remaining consistent with the spatial strategy set out in Policy SP2.

9.290 The policy seeks to reinforce the plan led approach and ensure that windfall housing is directed towards the district's most sustainable settlements over the plan period. Applying the settlement hierarchy embedded in Policy SP1 will help to ensure that development is focused where residents have access to services, facilities, employment opportunities and public transport, thereby reducing the need to travel and supporting the vitality of existing communities.

9.291 For the purposes of Policy DM18, windfall housing proposals will be categorised as follows:

- Small-scale: 1 - 9 dwellings
- Medium-scale: 10 - 49 dwellings
- Large-scale: 50 - 300 dwellings

9.292 To reinforce the importance of a plan-led approach to development, larger strategic proposals of more than 300 homes will not be expected to come forward through windfall development.

9.293 The Council recognises that opportunities for windfall development can arise throughout the plan period and can make an important contribution to housing supply, choice and flexibility. However, unmanaged or excessive windfall development has the potential to undermine the planned distribution of growth, place pressure on infrastructure and services, or adversely affect the character and function of settlements. DM18 seeks to balance housing delivery with the need to maintain sustainable patterns of development and safeguard local distinctiveness.

9.294 The scale of development considered appropriate within each settlement tier reflects the relative sustainability, size and role of settlements within the hierarchy. The district's principal towns are considered capable of accommodating a broad range of windfall development due to their greater concentration of services, facilities, employment opportunities and transport choices. More limited scales of development are considered appropriate in smaller villages where infrastructure, services and accessibility are typically more constrained.

9.295 In accordance with national policy, isolated homes in the countryside will only be supported where they meet the specific circumstances identified within the NPPF. Such circumstances may include proposals which are essential for rural workers, involve the re-use of existing buildings, secure the optimal viable use of heritage assets or deliver exceptional quality design. Outside these circumstances, sporadic or isolated residential development in the countryside

is unlikely to represent sustainable development and may undermine the character and function of rural areas.

9.296 Policy DM18 introduces a proportional approach to managing cumulative windfall growth across settlements. The purpose of the settlement "cap" is not to impose an absolute restriction on housing delivery, but to provide a monitoring and decision-making framework to ensure that the cumulative effects of unplanned development remain proportionate to the size, character and capacity of individual settlements over the plan period.

9.297 A cap on windfall residential development will therefore be applied on a settlement-by-settlement basis using a baseline number of dwellings as of 1 April 2025. In settlements outside the Cotswolds National Landscape and Oxford Green Belt, windfall development should not normally increase the total number of dwellings within a settlement by more than 10% over the plan period. In recognition of the heightened landscape sensitivity and national policy constraints applying within the Cotswolds National Landscape and Oxford Green Belt, a reduced threshold of 5% will apply within these areas.

9.298 The impacts of cumulative growth vary depending on the characteristics of a settlement, including its environmental sensitivity, infrastructure capacity, landscape setting and availability of services. Once the relevant threshold has been reached, any subsequent windfall proposals will need to demonstrate clearly that the development can be successfully assimilated into the settlement without resulting in unacceptable harm to character, appearance, amenity, infrastructure capacity or community cohesion. Proposals will also need to demonstrate that the benefits of housing delivery significantly and demonstrably outweigh any identified adverse impacts.

9.299 Where relevant, applicants should explain how the proposal responds positively to local character, integrates with the existing built form and avoids adverse cumulative impacts. Consideration may also be given to whether sufficient infrastructure and services exist, or can reasonably be provided, to support additional growth.

9.300 Consistent with national planning policy, the Council strongly supports the efficient use and re-use of land and buildings within settlements. Priority will therefore be given to the redevelopment of previously developed land, underused sites and suitable existing buildings in accessible and sustainable locations before consideration is given to the use of undeveloped greenfield land.

9.301 The re-use of previously developed land can help reduce pressure on the countryside, support urban regeneration, improve environmental outcomes and make efficient use of existing infrastructure and services. Proposals should make effective use of land whilst responding appropriately to local context, character, environmental constraints and design considerations.

9.302 Where undeveloped land outside settlement areas is proposed for residential development, proposals will be closely scrutinised and will only be supported where they fully comply with national policy and the wider development plan. Development proposals should demonstrate why the use of greenfield land is necessary and how adverse impacts on landscape character,

biodiversity, agricultural land, settlement form and infrastructure have been avoided or minimised.

Policy DM18 - Windfall Housing Development on Unallocated Sites

Proposals for new residential development will be supported where they contribute towards the delivery of the overall housing requirement set out in Core Policy 2 and accord with the spatial strategy in Policy SP2.

Windfall development will be managed to ensure that it is delivered in the most sustainable locations, prioritises previously developed land, and does not undermine the planned strategy for growth.

Proposals that would undermine the delivery of allocated sites or the overall spatial strategy will not be supported.

1. **Settlement Hierarchy and Distribution**

    a. Proposals for residential development will be supported in accordance with the settlement hierarchy set out in Policy SP2. A hierarchical approach will be applied to ensure that windfall development is focused in the most sustainable locations:

        i. Tier 1 – Principal Towns – Small, medium and large-scale windfall proposals will be considered.

        ii. Tier 2 – Service Centres – Small and medium-scale windfall proposals will be considered.

        iii. Tier 3 – Large Villages - Small and medium-scale windfall proposals will be considered.

        iv. Tier 4 – Medium Villages - Small-scale windfall proposals will be considered.

        v. Tier 5 – Small Villages, Hamlets and Open Countryside - Small-scale windfall proposals will be considered and only supported where development would accord with Policy SP2 and other relevant policies.

    b. Isolated homes in the countryside will not be supported unless national policy criteria are met.

2. **Assimilating Growth in Settlements**

    a. The following guides to cumulative growth will be applied to windfall residential development, so as not to undermine the delivery of the spatial strategy and ensure growth remains proportionate to the scale and character of settlements:

        i. In all settlements outside the Cotswolds National Landscape or the Oxford Green Belt: Windfall development should not increase the total number of dwellings within a settlement by more than 10% over the plan period, based on the number of dwellings built within the given settlement as of 1 April 2025

ii. In settlements within the Cotswolds National Landscape or the Oxford Green Belt: Windfall development should not increase the total number of dwellings within a settlement by more than 5% over the plan period, based on the number of dwellings built within the given settlement as of 1 April 2025.

b. Any subsequent windfall proposals will only be permitted where it is clearly demonstrated that;

i. The level of growth can be assimilated without unacceptable harm to the character, appearance, or amenity of the settlement; and

ii. There is a demonstrable and overriding local need for housing such that any identified harms are significantly outweighed by the benefits of delivery.

3. Sequential Approach to Land

The Council supports the efficient use and re-use of land and buildings within settlement areas.

a. Proposals for windfall residential development must:

i. Prioritise previously developed land and suitable existing buildings;
ii. Make effective use of land in accessible and sustainable locations;
iii. Avoid the unnecessary use of undeveloped (greenfield) land, particularly outside settlement areas.

b. Proposals on undeveloped land outside settlement areas will only be permitted where they comply fully with national policy.

Policy DM19 - Creating Mixed and Balanced Communities

9.303 Policy DM19 aims to ensure that all new residential developments contribute to the creation of mixed and balanced communities by providing an appropriate variety of housing types, sizes, and tenures that meet local needs.

9.304 A balanced and inclusive housing stock is essential for supporting sustainable communities across West Oxfordshire and national policy is clear that the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies (NPPF 2024, paragraph 63).

9.305 Evidence, including the council's most recent Local Housing Need Assessment (LHNA) consistently shows a need for a wider variety of homes in the district that respond to the changing demographics and housing needs. This includes providing suitable accommodation for families, first-time buyers, older residents, and people with disabilities.

9.306 The council's current LHNA[20] assesses and identifies the need for different types of housing in the district over the plan period. Applicants should refer to this evidence and set out within their planning statement how the proposed development will positively contribute toward meeting these identified needs.

Innovative Housing Models

9.307 The housing market is evolving and diversifying. New housing products have and continue to emerge in response to the demand for more and relatively affordable homes, as well as changing lifestyles and ways of working. These housing products include but are not limited to:

- Self-build and custom-build homes
- Community led housing schemes
- Build to rent, rent to buy, help to buy and shared ownership homes
- Purpose-built shared/co-living schemes

9.308 The council welcomes innovative ways to increase housing supply and provide a greater mix of housing options in the district.

Dwelling Size Mix

9.309 All residential development must provide a mix of homes of an appropriate size to meet local needs identified in the council's most recent published evidence as far as reasonably practicable, considering the context and characteristics of the site. The council's current LHNA identifies the following dwelling size mix requirement for market and affordable homes:

Dwelling size – market homes	Relative need (%)	Dwelling size - affordable homes	Relative need (%)
1 bed	4%	1 bed	21%
2 bed	16%	2 bed	55%
3 bed	49%	3 bed	19%

[20] West Oxfordshire District Council Local Housing Need Assessment, June 2025.

4 bed+	27%	4 bed+	5%

9.310 Household sizes vary across different groups within society. Therefore, a nuanced approach to the provision of housing is required to ensure it meets the needs of all members of the community. The precise dwelling size mix will be subject to negotiation with the council. We will take into account the most recent evidence of housing need, including the council's housing register.

Accessible and Adaptable Homes

9.311 As the population ages, the demand for accessible and adaptable homes is expected to grow. Ensuring that all new homes meet Building Regulations M4(2) standards and requiring a proportion of larger developments to deliver M4(3) standards will ensure development over the plan period provides suitable living environments for people with mobility impairments.

9.312 The council have adopted an approach in line with the Government's intent to raise accessibility standards so that M4(2) is the default minimum standard for new homes set out in their response to the September 2020 consultation on raising accessibility standards of new homes[21]. In addition, the council's most recent LHNA concludes that it is appropriate for West Oxfordshire to continue to require a proportion of new homes to be built to M4(3) standards.

9.313 The requirement for M4(2) and M4(3) standards have been viability tested as part of the council's whole plan viability assessment[22]. This found that the proposed requirement is viable for the range of development typologies tested across the district.

9.314 The relevant category of Building Regulations will be secured through planning condition. Each new dwelling will need to meet all the requirements set out in Part M of the Building Regulations. Approved Document Part M provides clear guidance on how to meet these requirements.

9.315 The policy applies only to buildings covered by Part M Volume 1 of the Building Regulations which are new build homes and homes undergoing material alteration. It does not apply to other forms of housing that do not fall within Use Class C3, such as student housing or Houses in Multiple Occupation (HMOs).

9.316 To ensure that all potential residents have choice within a development, the requirement for M4(2) and M4(3) standard dwellings will apply to all relevant tenures, including market and affordable tenures.

9.317 Building Regulations M4(3) standards distinguish between homes designed to be M4(3)(b) wheelchair accessible - ready to be used by a wheelchair user on completion, or M4(3)(a) wheelchair adaptable - easily adaptable for a wheelchair user. Planning Practice Guidance (PPG) states that Local Plan policies for M4(3)(b) - wheelchair accessible homes should only be

[21] Raising accessibility standards for new homes: summary of consultation responses and government response – updated July 2022.
[22] West Oxfordshire District Council, West Oxfordshire Local Plan 2043 Viability Assessment, x.

applied to those dwellings where the local authority is responsible for allocating or nominating a person to live in that dwelling, otherwise they should be adaptable.

Policy DM19 – Creating Mixed and Balanced Communities

All residential development must contribute toward the objective of creating mixed and balanced communities,

1. **Dwelling mix**

    a. All residential development must contribute toward the objective of creating mixed and balanced communities by providing a mix of housing types, sizes, and tenures to meet the identified local housing needs of different groups as far as reasonably practicable,

2. **Design and integration**

    a. All new homes should be designed to be tenure blind as far as reasonably practicable, and tenures be mixed and integrated across the development.

3. **Innovative Housing Delivery**

    a. Innovative models of high-quality housing that contribute to providing a range of housing options in the district will be supported, including build-to-rent and co-living, where these proposals meet an identified need and accord with other relevant policies in the Plan.

4. **Accessible and Adaptable Homes**

    a. All new homes should as a minimum be built to Building Regulations M4(2) accessible and adaptable dwellings standards, or any equivalent replacement standards.

    b. A` minimum 5% of new homes in major developments must be built to Building Regulations M4(3) - wheelchair user dwellings standards.

Policy DM20 - Affordable Housing

9.318 Policy DM20 seeks to ensure that housing delivery over the plan period contributes towards meeting the district's identified need for affordable housing. Providing a sufficient supply of affordable homes is critical to supporting inclusive, sustainable and balanced communities across West Oxfordshire and is a key component of achieving the wider social and economic objectives of the Local Plan.

9.319 Housing affordability remains a significant challenge in West Oxfordshire, driven by high house prices, increasing demand and comparatively limited supply. The district's attractive rural character, proximity to Oxford and other employment centres, high environmental quality and strong transport connections all contribute to elevated land and property values. As a result, many households, particularly first-time buyers, families, lower- and middle-income households and key workers, experience substantial barriers to accessing suitable housing within the district.

9.320 A persistent gap between local wages and house prices has widened over time. At £370,000, median house prices in West Oxfordshire are considerably higher than the national median of £289,995 and almost 10 times higher than median workplace earnings of £40,331. Producing an affordability ratio of 9.71[23]. This affordability pressure has resulted in many households being priced out of the local housing market, increasing reliance on the private rented sector and pushing households to seek accommodation further afield. In turn, affordability pressures can lead to longer commutes, reduced quality of life and difficulties for employers in retaining workers and local communities in supporting strong, inclusive communities.

9.321 The availability of affordable housing is also crucial for ensuring that younger generations, families, and those with specific housing needs can remain in their local communities. Additionally, Access to affordable housing is particularly important in rural communities where limited supply and high market prices can contribute to demographic imbalance, population decline and the loss of local services and facilities. Enabling people to remain within or return to their local communities helps sustain schools, shops, public transport, community facilities and the wider rural economy.

9.322 The council's most recent LHNA identifies a need for 5,412 additional affordable homes over the period 2025 to 2041 (equivalent to 338 new affordable homes per annum). Policy DM20 sets out the framework for how development over the plan period will contribute toward meeting this identified need.

Affordable Housing Threshold and Requirement

9.323 National policy establishes that proposals for major development should be required to provide affordable housing to meet identified local housing needs (NPPF 2024, paragraph 66). In accordance with this approach, DM20 establishes the thresholds and requirements for affordable housing delivery across the district from major development. A lower threshold applies within the Cotswolds National Landscape in recognition of the particular affordability

[23] ONS, House Price to Workplace based Earnings Affordability Ratios, March 2025

pressures and constraints affecting rural and protected areas, consistent with national policy relating to designated landscapes and rural housing delivery.

9.324 The policy requires 40% affordable housing provision on qualifying developments unless specific national policy requirements apply, including the "Golden Rules" associated with certain forms of Green Belt release. This requirement has been tested through the Council's whole plan viability assessment and found to be viable across a range of development typologies and locations within the district.

9.325 National policy and guidance establish that where up to date policies have set out contributions expected from development and been found to be viable through a whole plan viability assessment, planning applications that comply with them should be assumed to be viable (NPPF 2024, paragraph 59). It will therefore be the responsibility of applicants to demonstrate, through robust and transparent evidence, where exceptional site-specific circumstances justify the need for a site-specific viability assessment to determine to level of affordable housing that can be provided on site.

On-site and Off-site Delivery

9.326 Affordable housing should be delivered on-site in order to support mixed and balanced communities and ensure affordable homes are integrated effectively within new development. Off-site provision or financial contributions in lieu of on-site delivery will be considered in exceptional circumstances where robust evidence demonstrates that alternative arrangements would better meet identified housing needs or where on-site delivery is demonstrably not feasible.

Tenure Mix

9.327 The council's most recent LHNA identifies that the greatest need for affordable housing tenures over the plan period is for social rented homes at circa 68% of the 5,412 affordable housing need identified. There is also a significant need for affordable home ownership products at circa 32% of the identified affordable housing need over the plan period. The council have therefore set a requirement for a minimum 65% of affordable housing to be provided as social rent, with the remaining proportion comprising other affordable tenures where supported by evidence of need, including affordable home ownership products.

9.328 The Council is committed to ensuring that affordable housing is fully integrated within developments and indistinguishable in quality and appearance from market housing. Affordable homes should not be visually or physically separated or different in appearance from market housing, and should benefit from equivalent standards of design, amenity and accessibility. This includes access to similar levels of daylight, outlook, landscaping, open space, parking, community facilities and other aspects of environmental quality. On larger schemes, affordable housing should generally be distributed in smaller clusters throughout the site in order to promote integration and avoid concentrations of a single tenure.

Dwelling Size and Type

9.329 Policy DM20 also seeks to ensure that affordable housing provision responds appropriately to local housing needs in terms of dwelling size and type. Current evidence indicates a strong need for smaller affordable homes, particularly one- and two-bedroom dwellings, although an appropriate mix of homes will continue to be required to support a balanced and inclusive community structure.

Rural Exception Sites

9.330 Rural exception sites make an important contribution to meeting identified local affordable housing needs in locations where conventional housing delivery opportunities may be limited. Such schemes can help maintain the long-term sustainability and vitality of rural communities by enabling local people to access affordable housing within or close to the settlements to which they have a connection.

9.331 Policy DM20 supports appropriately scaled rural exception sites adjoining existing settlements where they provide affordable housing to meet identified local needs and are proportionate to the size and character of the community. Priority is given to ensuring that homes remain affordable in perpetuity and continue to serve local housing needs over the long term. In some circumstances, a limited proportion of market housing may be permitted where it is clearly demonstrated that such provision is essential to secure the viability and deliverability of the scheme.

Protection of Existing Affordable Homes

9.332 Given the substantial and growing level of need across the district, the loss of affordable homes can significantly undermine the ability to meet local needs and maintain mixed communities. The Council will therefore resist proposals resulting in the net loss of affordable housing unless it is clearly demonstrated that replacement provision of improved quality is required.

9.333 Where redevelopment involving affordable housing is accepted, replacement homes should be provided on a like-for-like basis in terms of tenure, with social rented housing replaced by equivalent social rented provision unless otherwise justified. Development proposals involving demolition and replacement will also be expected, wherever feasible, to deliver an uplift in the overall amount of affordable housing in addition to replacement provision.

Vacant Building Credit

9.334 National policy (NPPF 2024, paragraph 65) relating to Vacant Building Credit will also apply where relevant. It provides an incentive for brownfield development on sites containing vacant buildings, generally known as vacant building credit. It requires that the developer should be offered a financial credit equivalent to the existing gross floorspace of relevant vacant buildings when the local planning authority calculates any affordable housing contribution which will be sought.

Policy DM20 – Affordable Housing

1. Affordable Housing Requirement Threshold

a. Development proposals creating new residential floorspace in the following circumstances are required to provide affordable housing:

i. Major development resulting in a net gain of 10 or more dwellings or involving a site of 0.5 hectares or more.

ii. Development proposals located within the Cotswolds National Landscape (CNL) and resulting in a net gain of 5 or more dwellings.

b. Where the threshold is triggered, 40% of the proposed number of homes must be provided as affordable housing, unless the site is located within the Oxford Green Belt where the Golden Rules set out in national policy apply.

i. The affordable housing requirement must be provided on-site unless exceptional circumstances demonstrate to the council's satisfaction dictate that on-site provision is not feasible or off-site provision would better meet identified housing needs.

ii. Where onsite provision is not feasible or viable, the council will seek a financial contribution for offsite provision of affordable housing in lieu of onsite provision

iii. Market and affordable housing should be integrated across the development so that they are tenure blind.

iv. In large scale schemes, affordable housing should be arranged in small clusters, proportionate to the overall scale of the development.

v. Affordable and market housing should have benefit from equivalent levels of amenity provision, including views, siting, daylight, noise, proximity to open space, play space, community facilities and shops.

2. Tenure Mix of Affordable Homes

a. A minimum 65% of affordable housing must be provided as social rent, with the remaining 35% provided as a range of tenures for which there is an identified need in the district, including affordable home ownership products.

b. The mix of housing types and sizes should be determined in accordance with Policy DM21 but predominantly a combination of 1 and 2 bed dwellings.

3. Rural Exception Sites

a. Proposals for small-scale Rural Exception Sites will be supported where the following criteria are met:

i. The proposal provides affordable housing that contributes toward identified local housing needs
ii. The proposal is well-related to existing settlement areas.

iii. Where family homes are proposed, the site should be within safe walking distance of a primary school.
iv. Affordable homes will be secured in perpetuity to meet local needs.

b. The council will consider on a case-by-case basis if a limited proportion of market homes may be permitted on Rural Exception Sites where essential to support site viability.

4. Protection of Existing Affordable Housing

a. The council will resist the net loss of affordable housing throughout the district, unless it is demonstrated to the council's satisfaction that the existing affordable homes are of sub-standard quality and the loss is needed to provide new high quality affordable homes.

b. Where it is accepted that affordable housing is to be re-provided, it must be provided on a like for like basis i.e. social rent with social rent.

c. All development proposals involving demolition and replacement of affordable housing should seek to provide an uplift in affordable housing in addition to the replacement of affordable housing.

Policy DM21 - Specialist Housing

9.335 Policy DM21 supports the delivery of specialist housing to meet the needs of West Oxfordshire's changing and ageing population, alongside the needs of other groups who require supported or adapted accommodation. It seeks to ensure that specialist housing is provided in suitable and sustainable locations, delivers high quality and accessible accommodation, and supports inclusive communities.

9.336 The NPPF requires LPAs to assess and reflect the needs of different groups within the community, including older people, people with disabilities, people with mental health needs and those requiring supported housing. PPG further explains the importance of providing a wide range of specialist housing options to enable people to live independently for as long as possible.

9.337 Supporting the provision of specialist housing is essential in addressing demographic change within the district. The council's most recent LHNA identifies a substantial increase in the older population over the period 2025-2041 in West Oxfordshire, with an additional 7,844 persons and 7,155 households expected resident in the local area. In light of this, the LHNA identifies a need for 929 new specialist homes for older people between 2025 and 2041, most of which (76.7%) is for specialist housing with support, such as extra care accommodation.

9.338 Specialist housing can take a variety of forms including sheltered or retirement living accommodation, extra care housing, care homes, nursing homes, supported living accommodation and other forms of housing designed to meet specific support or care needs. Specialist accommodation may also include move-on accommodation for people leaving institutional settings or supported environments, including individuals recovering from mental health treatment or those with autism or learning disabilities, enabling residents to live more independently within the community.

Specialist Housing for Older People

9.339 PPG identifies several broad typologies of housing for older people (PPG, Housing for Older and Disabled People, paragraph 10). Retirement living or sheltered housing generally comprises self-contained homes with communal facilities and limited support services. Extra care housing similarly provides self-contained accommodation but with access to higher levels of personal care where required. Residential care homes and nursing homes accommodate residents requiring higher levels of assistance with day-to-day living and medical care.

Location and Integration of Specialist Housing

9.340 Locating specialist housing in sustainable locations close to shops, healthcare, community facilities, services and public transport is important in promoting independence, reducing reliance on private vehicles and supporting social inclusion. Integrating specialist accommodation within existing communities, rather than isolating it from them, can help reduce loneliness and social isolation and support healthier and more active lifestyles. Specialist housing should therefore contribute positively to the creation of mixed and balanced communities.

9.341 DM21 encourages specialist housing to be integrated with general market and affordable housing wherever possible. This approach helps create inclusive communities and avoids the segregation of residents with specialist needs. Proposals should demonstrate how the development layout, communal spaces and wider design approach promote interaction, accessibility and ease of movement for residents and visitors.

Specialist Housing Requirements for Strategic and large-scale Developments

9.342 The Council recognises the important role strategic-scale developments can play in meeting identified specialist housing needs. Large-scale residential developments create opportunities to incorporate specialist housing as part of mixed and balanced communities and to ensure future housing stock better reflects changing demographic requirements over the plan period. Accordingly, proposals for strategic-scale residential development will be expected to make appropriate provision for specialist housing for older people where a need has been identified.

9.343 Where applicants consider that on-site provision is not feasible or appropriate, this will need to be robustly justified. In such circumstances, the Council may consider accepting provision on an alternative site elsewhere within the district, provided that the site is suitable, sustainable and capable of meeting identified needs.

Design Requirements

9.344 All specialist housing proposals must provide homes that are adaptable, safe and accessible for residents over the long term. Policy DM19 sets out the Council's requirements relating to accessible and adaptable housing standards, including wheelchair accessible dwellings where appropriate. Specialist accommodation should also incorporate high quality inclusive design principles, ensuring developments are capable of adapting to residents' changing needs over time.

Affordable Housing Requirements

9.345 Where specialist housing falls within Use Class C3, affordable housing provision will be required in accordance with Policy DM20 unless material considerations indicate otherwise. This includes forms of extra care and sheltered housing that comprise self-contained dwellings. The Council recognises the importance of affordable specialist accommodation in meeting identified local needs, including affordable extra care housing, and will work with partners including Oxfordshire County Council and registered providers to support delivery where viable.

Policy DM21 - Specialist Housing

Proposals for specialist housing, (including extra-care, sheltered housing, care homes and other forms of supported living), will be supported in suitable, sustainable locations, that are well served by existing services, facilities and public transport connections, where they accord with other relevant planning policies and meet and identified local housing need.

1. **Integration and Social Inclusion**

    a. Specialist housing should be integrated with other forms of housing, and designed to encourage social integration and inclusion, enabling residents to remain active and engaged.

2. **Provision of Specialist Housing for Older People**

    a. Proposals for strategic scale development are required to make provision for specialist housing meets identified local housing needs

    b. Where it is demonstrated to the council's satisfaction that making provision for specialist housing is not feasible on-site, the Council may accept provision in a suitable, sustainable off-site location elsewhere in the district.

3. **Design and Accessibility**

    a. All proposals for specialist housing must be designed to meet the needs of residents, including accessibility and adaptability requirements in accordance with Policy DM19.

4. **Mixed Tenure and Affordable Housing**

    a. Proposals for specialist housing that fall within Use Class C3 must provide affordable housing in accordance with Policy DM20.

Policy DM22 - Custom and Self-Build Housing

9.346 Policy DM22 supports the delivery of self-build and custom housebuilding across West Oxfordshire as part of creating a more diverse, flexible and responsive housing market. It seeks to ensure that opportunities for self and custom-build housing are actively delivered through major development schemes, while ensuring that such development is well integrated into communities and contributes positively to high quality placemaking.

9.347 The NPPF supports the delivery of a wide choice of high-quality homes and requires LPAs to consider opportunities to support people wishing to commission or build their own homes. The Self-build and Custom Housebuilding Act 2015, as amended by the Housing and Planning Act 2016, places a duty on local planning authorities to keep a register of individuals and associations seeking to acquire serviced plots of land for self and custom housebuilding and to grant sufficient development permissions to meet identified demand.

9.348 The Council maintains a Self-Build and Custom Housebuilding Register which demonstrates ongoing and increasing demand for serviced plots within the district. Supporting self and custom-build housing can help diversify the local housing market, increase housing choice and support delivery of innovative, high quality and sustainable homes tailored to the needs of occupants.

9.349 Self and custom-build housing can also provide opportunities for households to secure homes that are better suited to their long-term needs, including accessibility, adaptability and energy efficiency requirements. This form of housing can also support smaller builders and community-led development initiatives, contributing to greater diversity within the housebuilding sector and supporting local economic activity.

Requirements for Major Development

9.350 Policy DM22 requires major residential development proposals of 100 or more dwellings to provide a proportion of serviced plots for self and custom-build housing, including opportunities for self-finish homes where appropriate. Serviced plots should be capable of development without the need for further significant infrastructure provision and should include suitable access and connections to utilities and essential services.

9.351 The Council's LHNA identifies increasing demand for self and custom-build opportunities across West Oxfordshire and therefore recommends increasing the requirement for serviced plots from large scale development schemes creating 100 or more homes to 10%. This approach was found to be viable across the range of development typologies tested in the Council's whole plan viability assessment.

9.352 The Council recognises that site-specific constraints or other material considerations may affect the ability of developments to accommodate self-build plots. In such circumstances applicants will be expected to provide clear evidence demonstrating why provision cannot reasonably be achieved on-site. Examples may include abnormal infrastructure requirements, site configuration constraints, significant viability impacts or circumstances where this form of housing would not represent an appropriate planning outcome.

9.353 Where on-site provision cannot be justified, the Council may accept provision on an alternative site elsewhere within the district, provided the location is suitable and sustainable and the plots would contribute towards meeting identified demand within an appropriate timeframe.

Marketing Requirements

9.354 The Council also recognises that market demand for serviced plots can vary over time. To ensure opportunities are genuinely available to prospective self and custom builders, serviced plots should be actively marketed for a minimum period of 12 months. Marketing should include direct promotion to individuals and groups registered on the Council's Self-Build and Custom Housebuilding Register, alongside other appropriate advertising methods. Where plots remain unsold after an appropriate marketing period, and sufficient evidence is provided demonstrating a lack of demand, the Council may permit the plots to revert to conventional market housing in order to support delivery and maintain site viability.

Affordable Housing Requirements

9.355 Affordable self and custom-build housing can provide an important route into home ownership for households who may otherwise be unable to access the housing market, particularly in areas where land and property values are high. Accordingly, proposals for major self and custom-build schemes will be expected to provide an appropriate proportion of affordable plots in accordance with Policy DM20, unless material considerations indicate otherwise. The Council will particularly support affordable custom and self-build models that widen access to housing opportunities, including discounted market housing, community-led housing initiatives and other intermediate housing products.

Design and Integration

9.356 The design and integration of self and custom-build housing is important in ensuring developments contribute positively to the character and appearance of an area and create cohesive communities. Serviced plots should therefore form an integral part of site master planning rather than appearing isolated or separate from the wider development. While individual plot occupiers may bring forward bespoke house designs, developments should maintain an appropriate level of design coherence and have regard to the West Oxfordshire Design Guide, relevant design codes and national design guidance.

9.357 Custom and self-build housing can play an important role in supporting innovation in sustainable construction, including the delivery of highly energy efficient homes and the use of modern methods of construction. The Council will encourage proposals that demonstrate high standards of environmental performance and contribute towards the creation of healthy, resilient and sustainable communities.

DM22 – Custom and Self-build Housing

Proposals for self-build and custom housebuilding will be supported in suitable, sustainable locations where they accord with other relevant planning policies of the Local Plan.

1. **Provision of Serviced Plots**

    a. All major development proposals creating 100 or more dwellings (gross) are required to provide at least 10% of the residential plots as serviced plots for self-build and custom housebuilding opportunities as far as reasonably practicable. This can include partially completed units for self-finish.

    b. Relevant proposals that do not meet the 10% requirement must demonstrate to the council's satisfaction that:

        i. The site and/or location are not suitable for this form of housing; or
        ii. There are other valid reasons why provision of this form of housing cannot be made, such as viability or site constraints for example.

    c. Where it is demonstrated to the council's satisfaction that meeting the 10% requirement is not feasible on-site, the Council may accept the provision of serviced plots in a suitable, sustainable off-site location elsewhere in the district.

2. **Marketing and Release**

    a. Serviced plots must be actively marketed for a minimum of 12 months, including direct promotion to those on the council's Self-Build and Custom Housebuilding Register. If the plots remain unsold after this period and it is demonstrated to the council's satisfaction that there is a lack of interest, the plots may be developed by the applicant for market housing.

3. **Affordable Self-build and Custom Housebuilding**

    a. Proposals for self and custom housebuilding that meet the definition of major development, will be required to provide a proportion of the plots as affordable self and custom-build plots in accordance with Policy DM20.

4. **Design and Integration**

    a. Self-build and Custom housing must have regard to the West Oxfordshire Design Guide and other relevant national design guidance.

    b. Serviced plots provided should be integrated into the site's masterplan and contribute to creating a mixed and balanced community.

Policy DM23 - Community-Led Housing

9.358 Policy DM23 supports the delivery of community-led housing as part of creating inclusive, sustainable and resilient communities across West Oxfordshire. It recognises the important role community-led approaches can play in delivering affordable homes, strengthening community cohesion and meeting locally identified housing needs, particularly within rural areas and smaller settlements.

9.359 Community-led housing enables local communities to take a proactive role in bringing forward housing that responds directly to local circumstances and priorities. Such schemes are typically initiated and managed by community-based organisations whose primary purpose is to deliver homes and wider community benefits rather than maximise commercial profit. Community-led housing can help deliver genuinely affordable homes that remain affordable for future generations and can support innovative approaches to housing design, stewardship and long-term community ownership.

9.360 National policy supports opportunities for community-led housing development as part of promoting a sufficient supply and mix of homes (NPPF 2024, paragraph 73). Community-led schemes can also contribute towards supporting rural vitality, maintaining mixed and balanced communities and enabling people with local connections to remain within their communities.

Definition of Community-led Development

9.361 For the purposes of this policy, community-led housing development is development that is initiated and meaningfully controlled by a community-based organisation established primarily to deliver housing and community benefit. This may include community land trusts, co-operatives, cohousing groups, community benefit societies or other not-for-profit organisations. A key characteristic of community-led housing is that local communities and residents play a formal role in the ownership, stewardship or ongoing management of the homes.

9.362 Examples of community-led housing development include:

- A project initiated and driven by a not-for-profit organisation for the primary purpose of meeting local housing needs rather than pursuing commercial gain.
- A project developed by or in partnership with a legally constituted organisation, which may include a co-operative society, community benefit society, or company limited by guarantee.
- A project that is democratically controlled by its members, with open membership available to beneficiaries and prospective beneficiaries.
- A project that is managed or stewarded by the community-led organisation, potentially in collaboration with a Registered Provider of Social Housing.
- A project that is designed to provide clearly defined community benefits, with appropriate measures in place to secure these benefits over time, including in cases where the organisation ceases to operate.

Design and Tenure Mix

9.363 Community-led housing can take a variety of forms and tenures, including affordable rent, social rent, shared ownership, cohousing and co-operative housing models. These approaches can provide opportunities for people to live in supportive and collaborative communities, including older people, younger households and those whose needs may not be met through conventional housing products.

9.364 The Council particularly supports the delivery of affordable homes through community-led approaches. Such schemes can help address affordability challenges in areas where market housing costs are high and where conventional housing delivery has not met locally identified needs. Community-led housing can also support the provision of social rented housing, which remains an important local priority.

9.365 Community-led housing can also support innovation in sustainable design, energy efficiency and shared facilities, helping to create healthy and resilient communities. The Council will support proposals that demonstrate high standards of design and environmental performance and that contribute positively to local character and identity.

Role of Neighbourhood Planning

9.366 Town and Parish Councils and Neighbourhood Forums can play an important role in identifying opportunities for community-led housing through neighbourhood planning and community engagement. Neighbourhood Plans are encouraged to identify suitable sites and locally specific policies that support community-led development and reflect the aspirations and housing needs of local communities.

Community-led Exception Sites

9.367 Community-led housing schemes may sometimes need to come forward on land that would not otherwise be released for general market housing, particularly where there is a clearly evidenced local need and strong community support. Community-led exception sites are distinct from conventional rural exception sites because they may involve alternative ownership or stewardship arrangements and can deliver long-term community benefits beyond affordable housing provision alone.

9.368 In considering proposals for community-led exception sites, the Council will take account of the scale and nature of the proposal, the extent to which it meets identified local housing needs, the degree of community support and involvement, and the overall sustainability of the location. Although community-led exception sites may in some circumstances be located adjacent to or beyond existing settlement boundaries, proposals must still demonstrate that future residents will have reasonable access to jobs, facilities, services and public transport where possible.

9.369 The predominant form of housing on community-led exception sites should be affordable housing, with particular emphasis placed on the provision of social rented homes in recognition of identified need within the district. However, the Council recognises that some

schemes may require a proportion of market housing to support overall viability and deliverability. In such cases, a limited amount of market housing, not exceeding 20% of total homes, may be supported where it is robustly demonstrated that this is necessary to enable the delivery of the affordable housing and wider community benefits associated with the scheme.

9.370 Appropriate planning conditions or legal agreements may be used to secure the long-term affordability, community governance and stewardship arrangements associated with community-led housing schemes, ensuring that the benefits of development are retained for the local community over time.

Examples of Community-led Housing Schemes in the District

9.371 The Council has already seen positive examples of community-led housing initiatives emerge within West Oxfordshire, including projects in places such as Stonesfield and Chipping Norton. These schemes demonstrate the potential for locally driven approaches to deliver affordable homes, foster community participation and provide long-term stewardship of housing assets.

Policy DM23 - Community-Led Housing

1. Community-led housing development will be supported in suitable, sustainable locations, where proposals accord with other relevant planning policies.

2. Town and Parish councils and Neighbourhood Forums should identify suitable sites for community-led housing in their Neighbourhood Plans, reflecting local priorities and aspirations.

3. Community-led sites will be supported on land that would not otherwise be considered suitable for residential development in accordance with national policy.

4. The predominant form of housing on community-led exception sites should be affordable housing, with a strong emphasis on social rented homes.

5. The council will consider on a case-by-case basis if a limited proportion of market homes (no more than 20% of the total) may be permitted on Community-led Exception Sites where essential to support site viability.

Policy DM24 - Meeting the Needs of Travelling Communities

9.372 National policy establishes that local plans should ensure the accommodation needs of travelling communities, including Gypsies, Travellers, and Travelling Showpeople are met in a way that is inclusive, fair, and sustainable. This includes providing suitable sites in locations that are accessible to transport, healthcare, education, and other vital services while respecting the environmental.

9.373 Policy DM24 seeks to ensure that the accommodation needs of Gypsies, Travellers and Travelling Showpeople are met over the plan period through the delivery of sufficient, well-designed and sustainable sites across West Oxfordshire.

9.374 National policy requires local authorities to assess and plan for the accommodation needs of travelling communities in a fair, inclusive and sustainable manner. This includes identifying a supply of specific deliverable and developable sites sufficient to provide accommodation for Gypsies, Travellers and Travelling Showpeople, while ensuring that development respects the character of the area and avoids unacceptable environmental impacts.

Identified Need

9.375 The council's most recent Gypsy and Traveller Accommodation Assessment[24] (GTAA) identifies a need for an additional 28 pitches for Gypsies and Travellers over the period 2023/24 – 2041/42, including 2 pitches within the first 5 years (by 2027/28) and 26 pitches over the longer-term (by 2041/42). The assessment also identifies a need for an additional 8 plots for Travelling Showpeople, including 4 in the first 5 years (by 2027/28) and 4 over the longer term (by 2041/42).

9.376 The Local Plan seeks to ensure that sufficient provision is made to address identified need through a combination of existing commitments, intensification and expansion of existing sites where appropriate, allocations and windfall provision.

9.377 The existing allocation for Travelling Showpeople at Cuckoowood Farm, Freeland is not superseded by this Local Plan and has extant permission for 6 additional plots, addressing the need for Showpeople Plots for the first 5 years of the Plan.

Intensification and Expansion of Existing Sites

9.378 The Council recognises that expanding or intensifying existing authorised sites can often represent the most sustainable and effective means of meeting accommodation needs where it can be achieved without unacceptable harm to local amenity, landscape character, highways or environmental interests. Existing sites may already benefit from established infrastructure, community connections and access to local services. Opportunities for intensification or expansion of suitable existing sites, including locations such as Cuckoowood Farm where appropriate, will be considered positively where they accord with relevant planning policies.

[24] West Oxfordshire, Gypsy and Traveller Accommodation Assessment, December 2024

Site Allocations

9.379 Additional sites are also required to ensure a sufficient long-term supply of accommodation that meets identified needs. Provision for Gypsy and Traveller Plots and pitches will be made within suitably located Strategic Locations for Growth as part of the Area Strategies of the Local Plan.

Location and Design

9.380 DM24 seeks to ensure that all Gypsy and Traveller and Travelling Showpeople accommodation is located in sustainable locations with reasonable access to education, healthcare, shops, community facilities and public transport. Isolated or environmentally harmful locations will generally not be supported unless clear justification exists.

9.381 Well-designed sites can contribute positively to local character and provide a high quality living environment for residents. Proposals should therefore provide adequate space, safe access arrangements, landscaping, utility provision, parking and waste storage, while protecting residential amenity for both site occupants and neighbouring uses. Particular attention should be given to ensuring sites are not adversely affected by noise, pollution, flood risk or other environmental constraints.

9.382 The Council recognises the importance of providing culturally appropriate accommodation that reflects the needs and lifestyles of travelling communities. This includes allowing for sufficient space for caravans, day rooms, touring caravans where appropriate, storage of equipment associated with occupations and safe circulation within sites.

9.383 In determining planning applications, the Council will balance the need to provide accommodation against potential impacts on the natural environment, historic character, landscape quality and local communities. Proposals should avoid causing unacceptable harm to the character or appearance of the countryside, heritage assets or important landscape features.

9.384 The Council will continue to work proactively with neighbouring authorities, service providers, landowners and travelling communities to support the delivery of sufficient accommodation and to maintain an up-to-date understanding of needs and supply across the district.

DM24 – Meeting the needs of Travelling Communities

The Council will meet the identified need for a total 36 new pitches over the plan period, through a combination of extant planning permissions, the expansion or intensification of existing sites, the regularisation of unauthorised sites / pitches or sites and provision of additional plots, pitches and identification of new sites.. This includes;

- 28 new pitches to meet the identified housing needs of Gypsies and Travellers
- 8 new pitches to meet the identified housing needs of Travelling Showpeople

1. Proposals for Gypsy, Traveller and Travelling Showpeople Accommodation

a. Proposals for new sites or the expansion and/or intensification of existing sites to provide Gypsy, Traveller, and Travelling Showpeople accommodation will be supported in suitable, sustainable locations where they meet the following criteria and accord with other relevant planning policies:

i. The site must be located in proximity to settlements with a range of services and facilities, particularly healthcare and education. Sites should generally be located within 5km of the settlement area of Tier 1, 2 and 3 settlements to ensure access to essential services and facilities.

ii. The site must avoid areas at risk of flooding, pollution and significant noise or disturbance. and must avoid harm to the historic and natural environment,

iii. The site must have safe access to the highway network, with the potential to provide necessary utilities (electricity, drinking water, sewage treatment, and waste disposal) without significant impact.

iv. The site must offer a high-quality living environment, including safe access to outdoor amenity space or provisions for such space on-site, especially child friendly areas.

v. Larger proposals must include arrangements for proper site management to promote community cohesion between settled and traveller communities.

vi. Sites must be capable of being developed efficiently, with clear demarcation of pitch or plot boundaries and appropriate landscaping in keeping with the local context.

b. Proposals for Gypsy, Traveller, and Travelling Showpeople accommodation located in the Cotswolds National Landscape or Oxford Green Belt will be assessed in accordance with national policy.

2. Loss of Existing Sites

a. The loss of existing authorised pitches or plots for Gypsies, Travellers, or Travelling Showpeople accommodation will not be supported unless it can be demonstrated to the council's satisfaction that:

i. The site is no longer suitable for its intended use, and suitable alternative provision is made available on a site of equal or better quality, with access to comparable services.

ii. There is no longer a need for the provision

iii. Any alternative provision must be secured through planning conditions and legal agreements, with replacement pitches made available before the existing site is lost.

3. Community-led Sites

a. Community-led proposals for Gypsy, Traveller, and Travelling Showpeople accommodation will be supported where they are led by, or with, a not-for-profit organisation, meet the needs of the local travelling community and accords with other relevant planning policies.

4. Strategic Site Provision

a. All strategic sites including site allocations, strategic locations for growth and windfall proposals, will be required to assess the potential for including accommodation for travelling communities as part of the overall development mix.

b. Comprehensive evidence must be provided to demonstrate that appropriate consideration has been given to this requirement.

c. Strategic sites that do not include such provision will only be permitted if clear evidence shows that there is no identified need, or if a well-reasoned rationale demonstrates that the site is unsuitable for this purpose.

Policy DM25 - Loss, Replacement and Sub-Division of Existing Dwellings

9.385 Policy DM25 seeks to ensure that proposals involving the subdivision, replacement or loss of existing dwellings make an appropriate contribution towards meeting local housing needs while safeguarding residential amenity, local character and the efficient use of the district's housing stock.

9.386 West Oxfordshire faces a number of development constraints, including environmental and landscape designations, infrastructure considerations, limited land availability and the need to protect the district's rural character and historic environment. In this context, the effective retention, reuse and adaptation of existing housing stock forms an important component of meeting housing needs in a sustainable manner.

9.387 National policy emphasises the importance of making efficient use of land and supporting development that contributes positively to the creation of sustainable communities (NPPF 2024, paragraph 129). The sensitive adaptation and reuse of existing homes can help increase housing choice and supply while reducing the need for additional greenfield development.

Sub-Division of Existing Dwellings

9.388 The subdivision of larger dwellings can provide an important source of smaller homes within the district, helping to address the needs of smaller households, older people, younger people and those seeking more affordable accommodation. The conversion of existing dwellings can also contribute towards making more efficient use of the existing housing stock in sustainable locations. However, poorly designed subdivision can have harmful impacts on the character of buildings and surrounding areas, particularly where excessive alterations, overdevelopment or cramped forms of accommodation are proposed. In some instances, subdivision proposals can also result in unacceptable impacts on neighbouring amenity through increased activity, overlooking, noise, parking pressure or inadequate refuse provision.

9.389 Accordingly, proposals for subdivision will be expected to demonstrate that the resulting homes provide a high standard of accommodation, including adequate outlook, daylight, privacy, internal space, external amenity space and appropriate storage arrangements. Proposals should also provide suitable and accessible arrangements for parking, cycle storage, servicing and refuse collection.

9.390 Particular care will be required where subdivision affects heritage assets, non-designated heritage assets or buildings that make a positive contribution to local character. Alterations associated with subdivision should respect the architectural integrity and appearance of the host building and avoid unsympathetic external changes.

9.391 The Council will also seek to ensure that proposals for subdivision remain proportionate and do not operate as a means of introducing forms of development that would otherwise conflict with the spatial strategy or other policies of the Local Plan.

Replacement of Existing Dwellings

9.392 The replacement of existing dwellings can provide opportunities to improve the quality, accessibility, environmental performance and adaptability of the district's housing stock. Replacement homes may also assist in reducing carbon emissions through improved energy efficiency standards and modern construction methods.

9.393 Policy DM25 supports the principle of one-for-one replacement dwellings where this can be achieved without harm to the character or appearance of the area or the surrounding landscape. Replacement dwellings should generally remain proportionate in scale to the dwelling being replaced and should respond positively to local context, settlement pattern and building character.

9.394 In rural areas and sensitive landscapes, particular attention will be paid to the visual impact of replacement dwellings and whether proposals would result in urbanising effects or disproportionate increases in built form. Replacement proposals should not result in the gradual erosion of rural character through excessive scale, prominence or domestication of the surrounding landscape.

9.395 DM25 also seeks to resist proposals that would result in the unjustified loss of existing residential units. Maintaining the district's housing stock is important in supporting housing supply and meeting identified local needs, particularly given affordability pressures across West Oxfordshire.

Loss of Existing Dwellings

9.396 Existing dwellings represent an important component of the district's housing supply, and the unnecessary loss of homes can undermine the ability to meet identified housing needs and maintain mixed and balanced communities. The Council will therefore resist proposals involving the loss of residential use unless exceptional circumstances apply.

9.397 There may, however, be limited circumstances where the loss of a dwelling is justified. This may include situations where a property is demonstrably unsuitable for continued residential occupation, where accommodation conditions are incapable of reasonable improvement, or where an alternative use would deliver significant and demonstrable benefits to the local community.

9.398 In assessing whether a dwelling is no longer needed to meet local housing needs, the Council will consider factors such as local housing demand, housing mix, affordability pressures and the contribution the dwelling makes towards the existing housing stock.

9.399 Where proposals rely on community benefit justification, applicants will be expected to provide a clear statement of community benefit setting out the nature of the proposed benefits, why these outweigh the loss of the dwelling, and how the benefits will be secured over the longer term. Examples may include the retention or enhancement of valued community services, facilities or infrastructure that support the social and economic wellbeing of local communities.

9.400 In all cases, proposals involving the loss, replacement or subdivision of dwellings should contribute positively to the character, function and sustainability of communities and accord with other relevant policies within the Local Plan.

DM25 - Loss, Replacement and Sub-Division of Existing Dwellings

1. Subdivision of existing dwellings

a. Proposals for the sub-division of existing dwellings will be supported where they meet the following criteria and accord with other relevant planning policies:

i. Respect the character, appearance, and architectural integrity of the existing building and surrounding area.
ii. Not cause unacceptable harm to the amenity of neighbouring properties, residents, or visitors.
iii. Provide high-quality internal and external living conditions.
iv. Include appropriate levels of private outdoor space, parking provision, highway safety and refuse storage.

2. Replacement of Existing Dwellings

a. Proposals for the 'one-for-one' replacement of existing permanent dwellings will be supported where they meet the following criteria and accord with other relevant planning policies:

i. Do not result in a net loss of residential units.
ii. Are of a scale and design that is proportionate to the original dwelling and in keeping with the character and appearance of the surrounding area.

3. Loss of Existing Dwellings

a. The loss of existing dwellings will only be permitted in exceptional circumstances where one or more of the following criteria are satisfied:

i. The dwelling is located in a demonstrably unsuitable location for residential use.
ii. The property fails to provide satisfactory living accommodation that cannot reasonably be improved.
iii. The dwelling is not needed to meet identified local housing needs.
iv. The proposed use would deliver a demonstrable benefit to the local community, such as enhancing local services, facilities, or amenities. The case of which must be set out in a 'statement of community benefit'.

b. Proposals that result in high concentrations of short-term rental accommodation within communities will not be supported.

Policy DM26 - Conversion, Extension and Alteration of Traditional Buildings

9.401 Policy DM26 seeks to ensure that proposals involving the conversion, extension or alteration of traditional buildings protect and reinforce the distinctive historic and architectural character of West Oxfordshire while enabling buildings to remain viable and in active use.

9.402 Traditional buildings, including historic farmsteads, barns, cottages, mills, workshops and other vernacular structures, form an important part of the district's historic environment and rural landscape. Many of these buildings are valued not only for their age and appearance, but also for their contribution to local identity, landscape character and cultural heritage. They often display locally distinctive building forms, materials and craftsmanship that reflect the historic development of settlements and agricultural practices across West Oxfordshire.

9.403 Such buildings are increasingly under pressure from modern demands, including changes of use and modification to existing traditional buildings. It is important that these forms of development respect those aspects of character and integrity of the original buildings that contribute to local distinctiveness.

9.404 National policy recognises that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance. Even where buildings are not statutorily listed, traditional buildings can make an important contribution to local distinctiveness, character and the wider setting of villages and the countryside.

9.405 Traditional buildings are often sensitive to change and can be vulnerable to unsympathetic alteration, incremental erosion of historic fabric and inappropriate extensions or domestic alterations. Poorly designed interventions, including standardised detailing, inappropriate materials, excessive openings, large dormers, over-engineered structural works or overly dominant extensions, can undermine the character and integrity of traditional buildings and erode their contribution to the historic environment. However, carefully managed adaptation can secure the long-term future of traditional buildings by enabling them to remain in viable and beneficial use. Sensitive conversion and alteration can also contribute to sustainable development by retaining embodied carbon, reducing waste and making effective use of existing buildings and materials.

9.406 Policy DM26 requires proposals to be based upon a clear understanding of the building's significance, including its architectural qualities, historic evolution, traditional construction methods and relationship to its surroundings. Development proposals should demonstrate how this understanding has informed the design approach and minimised harm to historic fabric and character.

9.407 Particular importance is attached to the retention and repair of original features and materials. Traditional buildings often derive significance from surviving elements such as roof structures, historic openings, fireplaces, joinery, stonework, brickwork, timber framing, flooring, decorative detailing and traditional internal layouts. Retaining these features helps preserve authenticity and maintain the legibility of the building's historic form and function.

9.408 The Council will encourage repair-led approaches that prioritise conservation of existing fabric over replacement. Where replacement is unavoidable, materials and detailing should closely

match the original in terms of appearance, finish, texture and craftsmanship. The use of inappropriate modern materials or detailing that detracts from the building's character will be resisted.

9.409 Extensions and external alterations should remain subordinate to the original building and avoid overwhelming or competing with the historic form. New interventions should respect existing proportions, scale, massing and rooflines and should not result in visual imbalance or suburbanisation of rural and vernacular buildings. Similarly, proposals should avoid excessive domestication of agricultural or utilitarian buildings through inappropriate external features, boundary treatments or engineered landscaping.

9.410 DM26 supports the sensitive incorporation of sustainable design measures where these can be accommodated without unacceptable harm to heritage significance. Traditional buildings were often constructed using passive environmental principles such as natural ventilation, thick walls, building orientation and breathable materials. Proposals should, where possible, build upon these characteristics and use compatible methods and materials when introducing energy efficiency measures or renewable technologies.

9.411 To ensure proposals are informed by an appropriate understanding of significance, applications must be supported by a Heritage Statement proportionate to the scale and importance of the building and the nature of the proposed works. This should explain the building's historical development, architectural significance and contribution to local character, together with an assessment of how the proposals respond to that significance. Evidence from sources such as the Historic Environment Record, Conservation Area Appraisals and local heritage lists should be taken into account where relevant.

9.412 Where proposals would result in harm to heritage significance, applicants will be expected to demonstrate that the harm has been minimised through sensitive design and that there is clear justification for the works proposed. The Council will expect proposals to adopt a balanced and conservation-led approach that secures viable long-term use while safeguarding the character and significance of the building.

9.413 The setting and curtilage of traditional buildings are often integral to their significance and understanding. Features such as boundary walls, yards, outbuildings, landscaping and historic access arrangements may positively contribute to the character and historic function of the site. Development proposals should therefore avoid harm to these associated features or to the wider setting of the building.

9.414 Where proposals involve the conversion of traditional buildings to alternative uses, they will also be considered against the requirements of Policy DM28 and any other relevant policies of the Local Plan.

DM26 - Conversion, Extension and Alteration of Traditional Buildings

1. Development proposals involving the conversion, extension, or alteration of traditional buildings will only be supported where they are informed by a clear understanding of the

building's historic significance, architectural qualities and relationship to its setting. Proposals should:

a. Re-use and repair existing features and materials rather than replace them.
b. Minimise the need for substantial structural intervention.
c. Maintain or reinstate traditional layouts, uses or construction methods where this contributes positively to heritage significance.
d. Incorporate traditional sustainable design principles, provided these are compatible with the historic fabric.
e. Avoid unjustified alteration to the existing structure or result in the loss of historic fabric, features of architectural or vernacular interest (such as traditional roof structures, fireplaces, openings, internal layouts, or decorative detailing).
f. Avoid extensions, dormers or new openings that would unbalance, obscure or compromise the original scale, form, massing or proportions of the building.
g. Avoid se inappropriate or unsympathetic materials or detailing that detract from the traditional character or integrity of the building.

2. Proposals that secure the long-term viable use of a traditional building in a manner that sustains and enhances its significance and comply with the requirements of this policy will be supported in principle.

a. All proposals involving the conversion, extension, or alteration of traditional buildings must demonstrate to the council's satisfaction high-quality and sensitive design and construction which responds to the character, appearance, materials, and craftsmanship of the original structure.

b. All development proposals involving the conversion, extension, or alteration of traditional buildings must be supported by a Heritage Statement setting out the building's historic and architectural significance, assessing the impact of proposed changes and explaining how the design responds to this understanding. This includes;

i. The building's age, construction techniques, architectural form and original or historic function.
ii. The contribution it makes to local character, distinctiveness, and landscape setting.
iii. Any evidence from the Historic Environment Record (HER), Conservation Area Appraisals or local heritage list.

c. Where harm is proposed, this must be clearly justified and, where possible, mitigated through careful design and appropriate detailing.
d. Proposals for the conversion of traditional buildings will be considered in accordance with DM28
e. Harm the setting or curtilage of the building, including traditional outbuildings, walls, boundary treatments or landscaping features associated with its historic use.

Policy DM27 - Provision and Protection of Land for Employment

9.415 Policy DM27 seeks to ensure that sufficient, well-located and flexible employment land and premises are delivered, maintained and protected across the district to support sustainable economic growth over the plan period.

9.416 West Oxfordshire's economy is diverse and evolving, with growing demand for high-quality employment space across a range of sectors identified in the Council's most recent Economic Needs Assessment (ENA), including advanced manufacturing, research and development, green technologies, logistics, and business services.

9.417 The ENA identifies a need not only to allocate sufficient land to meet future employment requirements but also to ensure the portfolio of sites is flexible and capable of responding to changing economic circumstances. The ENA recommends a flexible policy approach that safeguards existing employment sites to ensure a robust and readily available supply of premises, while also recognising that, in certain circumstances, alternative uses may be appropriate where employment uses are no longer viable or suitable.

Supporting New Employment Development

9.418 In accordance with national policy, Policy DM27 provides an economic strategy that seeks to enable a range of employment development across different locations, reflecting the varied needs of businesses of different sizes and sectors, aligned with the district's key growth sectors.

9.419 DM27 directs employment development towards the most sustainable locations, including allocated employment sites and the district's main towns and villages, where access to labour, services and infrastructure is greatest. The important role that rural areas play in supporting economic activity is also recognised.

9.420 DM27 also seeks to ensure that employment development is of an appropriate scale and type relative to its location, is well-integrated with existing infrastructure, and promotes sustainable modes of transport. In accordance with the NPPF, particular emphasis is placed on the efficient use of land, including the reuse and intensification of previously developed land, in order to reduce pressure on greenfield sites and support sustainable patterns of development.

9.421 Modern business requirements are increasingly dynamic, and the provision of flexible and adaptable employment floorspace is encouraged to ensure that buildings can respond to changing occupier needs over time. Proposals must also be compatible with surrounding land uses, safeguarding the amenity of nearby residents and the quality of the environment.

Protection of Existing Employment Floorspace

9.422 Protecting the existing stock of employment land and premises is essential to maintaining a strong and resilient local economy. The loss of such sites will only be permitted where it can be robustly demonstrated that they are no longer viable or suitable for employment use, or where their release would not undermine the overall supply of employment land or the Council's economic strategy.

9.423 The marketing requirements set out in DM27 are intended to provide transparency and ensure that all reasonable opportunities for continued employment use have been fully explored. The approach to marketing, viability and the consideration of alternative uses ensures that proposals for the loss of employment land are properly justified, taking into account market conditions, demand and the strategic importance of the site. This is important to ensure the district maintains a balanced portfolio of employment sites capable of meeting both current and future needs.

9.424 Robust justification for the loss of employment floorspace and/or uses is particularly important where facilities have a community function, such as public houses, especially where these have been designated as Assets of Community Value (ACVs). In such cases, applicants must demonstrate meaningful engagement with local communities and provide evidence that the facility has been marketed appropriately to allow community acquisition where viable.

Co-working

9.425 The Council recognises the increasing role of co-working and shared workspace in supporting modern business practices, including remote working, start-ups and small enterprises. Such provision can enhance the flexibility and resilience of the local economy and is particularly encouraged within town and village centres and employment sites where it can support collaboration and reduce the need to travel.

9.426 The provision of high-quality digital connectivity as set out in Policy DM31 will be a key requirement in supporting co-working and flexible workspace provision across the district.

Policy DM27 - Provision and Protection of Land for Employment

Proposals for employment development for all business types and sizes will be supported where they are demonstrably aligned with the Council's economic vision and objectives, particularly where they contribute to the advancement of the district's key growth sectors in accordance with Policy CP3 and align with other policies of the Local Plan.

1. **Provision of employment land and premises**

    a. Proposals for new employment uses will be supported in sustainable locations, including existing and allocated employment sites and at the district's market towns and villages, where they accord with the spatial strategy and other relevant planning policies.

    b. Employment proposals will be supported where they meet the following criteria and accord with other relevant planning policies:

        i. The scale and nature of the development is appropriate to the location and the settlement hierarchy
        ii. The site is well connected to local infrastructure, services, and sustainable transport options.

iii. The scale and type of use/s proposed can be accommodated by existing infrastructure or provision of improved infrastructure, particularly access, parking and servicing.
iv. The proposal makes efficient use of land and buildings, with a preference for the re-use or redevelopment of previously developed (brownfield) land over the use of greenfield sites, including upward extension or infill where appropriate.
v. Provides flexible and adaptable accommodation suitable for future reuse
vi. Are compatible with surrounding land uses and do not result in unacceptable harm to the amenity of nearby occupiers or the environment.
vii. Proposals for employment development within Tier 5 settlements and rural locations will be determined under the provisions of Policy DM28 – Supporting the Rural Economy.
viii. Supports flexible working patterns, including the provision of co-working or shared workspace where appropriate to the scale and location of development.

2. Loss of Employment Land and Premises

a. Proposals for the partial or complete loss of employment land or premises will only be permitted where it is demonstrated to the council's satisfaction that:

i. The site is no longer economically viable or suitable for continued employment use, and there is no reasonable prospect of its continued use for employment purposes. This must be demonstrated with evidence of active and realistic marketing for a period of least 12 months.
ii. The proposed loss would not harm the overall supply of employment land in that locality over the plan period and would not undermine the Council's economic objectives.
iii. The proposal would provide significant wider public benefits, such as delivering affordable housing, community infrastructure or environmental enhancements, which outweigh the loss of employment space.

b. In considering proposals for the partial or complete loss of employment land, the Council will have regard to the nature, condition and location of the site, market demand and the strategic importance of the employment use.

3. Marketing Guidelines

a. Current lack of demand or a more profitable alternative use will not, on its own, be sufficient to demonstrate non-viability.

b. Applicants must demonstrate, through a period of active marketing of an appropriate length (typically 12 months) and price having regard to the nature of the facility, together with financial or viability evidence where relevant, that the existing use is not viable in the longer term.

c. Where a facility, particularly a public house, has been designated or nominated as an Asset of Community Value (ACV), significant weight will be given to its retention. In such cases, applicants must demonstrate that the community has been given adequate and realistic opportunity to bid for or take on operation of the facility, and that local groups have been fully engaged as part of the marketing process.

Policy DM28 - Supporting the Rural Economy

9.427 Policy DM28 supports the sustainable growth, diversification and resilience of the rural economy, while safeguarding the intrinsic character, function and environmental quality of the countryside, ensuring that West Oxfordshire's rural areas remain both economically active and environmentally distinctive over the plan period. This approach aligns with national policy objectives to build a strong rural economy, whilst also protect the countryside.

9.428 West Oxfordshire is a predominantly rural district where agriculture, land-based industries and a wide range of small and micro-businesses play a vital role in supporting economic activity, managing the landscape and sustaining rural communities. Economic uses in rural areas include farming, forestry, equestrian enterprises, tourism and visitor accommodation, rural crafts, small-scale industrial and service businesses, and increasingly digital and home-based enterprises. Supporting these activities is essential to maintaining vibrant, working countryside communities.

9.429 Rural areas face ongoing challenges, including structural change in agriculture, pressures on farm incomes, limited infrastructure, and reduced access to services and housing for rural workers. At the same time, changing patterns of employment and enterprise are creating new opportunities for diversification and innovation. Without an enabling policy framework, there is a risk that rural businesses may struggle to adapt, undermining the long-term sustainability of the rural economy.

Economic Development in Rural Locations

9.430 National policy requires local plans to support the sustainable growth and expansion of rural businesses, including farm diversification, while recognising the intrinsic beauty of the countryside. Policy DM28 delivers this by providing a positive, criteria-based framework that supports appropriate rural economic development while ensuring that impacts on landscape, heritage, amenity and infrastructure are carefully managed.

9.431 DM28 supports small-scale employment development in Tier 5 settlements and the open countryside where it is proportionate to its location, well-related to existing development, and accessible. Given the generally lower levels of accessibility in rural areas, proposals must demonstrate safe access and, where possible, maximise opportunities for walking, cycling and other sustainable transport connections.

9.432 To protect the character of the countryside and ensure efficient use of resources, priority is given to the re-use and adaptation of existing buildings, particularly traditional rural buildings. New or replacement buildings will only be supported where they are justified by a specific rural business need and cannot reasonably be located in more sustainable locations. This approach also reflects national policy, which promotes the effective use of land and the reuse of existing assets.

Farm and Estate Diversification

9.433 Farm and estate diversification is recognised as a key mechanism for supporting the long-term viability of agricultural businesses. Policy DM28 supports well-conceived diversification

schemes that remain subordinate to the primary agricultural use, are compatible with their surroundings, and contribute positively to business resilience. Requiring proportionate supporting information, such as business or estate management plans, ensures that proposals are robust, deliver genuine economic benefits and are sustainable over the long term.

9.434 Retail development in rural areas is carefully controlled to ensure that it forms part of genuine diversification activity, supports local supply chains and does not undermine the vitality and viability of nearby town and village centres, in line with national town centre policy.

Rural Worker Dwellings

9.435 Provision is also made for rural worker dwellings where there is an essential functional need that cannot be met through existing accommodation. Such dwellings must be proportionate and secured to the enterprise they serve to prevent unjustified new housing in the countryside. DM28 also seeks to retain existing agricultural worker dwellings, recognising their importance to the rural economy. Their loss will only be permitted where it is clearly demonstrated that they are no longer required and cannot reasonably serve other rural economic uses, with evidence (including marketing where appropriate) to support this conclusion.

Co-working

9.436 The Council supports the provision of small-scale co-working hubs and shared workspace in rural areas where these are proportionate to their setting. Such facilities can help reduce the need for long-distance commuting, support home-based businesses, and provide valuable local employment opportunities, particularly in areas with limited access to traditional employment sites. Proposals should be sensitively designed and, where possible, make use of existing buildings in order to protect rural character.

9.437 Again, provision of high-quality digital connectivity as set out in Policy DM31 will be a key requirement in supporting co-working and flexible workspace provision across the district but particularly in rural locations.

Policy DM28 - Supporting the Rural Economy

Proposals that support the sustainable growth, diversification and resilience of the rural economy in Tier 5 locations will be supported where they are appropriately located, sensitively designed, consistent with the character and function of the countryside and accord with other relevant planning policies.

Employment Development in Rural Areas

1. Small-scale employment proposals in rural locations will be supported where they meet the following criteria and accord with the spatial strategy and other relevant planning policies of the Development Plan:

a. The scale and nature of the proposal is commensurate with the size and character of the settlement or rural location.
b. It does not detract from residential amenity or landscape or historic character.
c. Safe and suitable access is available, and both traffic impacts and impacts on the local road network are acceptable.
d. Opportunities for sustainable transport access are maximised, including opportunities to enhance footpath or cycle connectivity
e. Support new and flexible forms of rural working, including small-scale co-working hubs or shared workspace, where they are appropriate to the location and do not adversely affect residential amenity or rural character.

2. New or replacement buildings for employment use will be supported in Tier 5 settlements and open countryside only where they meet the following criteria and accord with other relevant planning policies:

    a. The proposal is required for a specific rural business need or land-based enterprise that cannot be reasonably accommodated in a more sustainable location.
    b. The scale, design and siting of the development is compatible with a countryside location.
    c. Existing buildings are re-used as far as reasonably practicable.
    d. The development is physically well-related to existing settlements as much as possible and uses previously developed (brownfield) land

Farm and Estate Diversification and Land-Based Enterprises

3. Proposals for farm and estate diversification will be supported where they meet the following criteria and accord with other relevant planning policies:

    a. Form part of an existing farm or rural estate business and will contribute to its ongoing viability
    b. Remain secondary to the primary agricultural function and do not prejudice future agricultural activity.
    c. Are compatible with rural character and landscape setting.
    d. Re-use existing buildings as far as reasonably practicable.
    e. Demonstrate no significant adverse impacts on local amenity, highways or public rights of way.
    f. Include a business plan or whole estate management plan demonstrating long-term viability,
    g. and developed in conjunction with the council to ensure they deliver the economic benefits of diversification
    h. Secure the viable use of traditional buildings with priority given to economic uses for the benefit of the community, estate or business.

4. Diversification proposals that include retail development, will only be supported where they meet the following criteria and accord with other relevant planning policies:
    a. Are part of a genuine farm diversification scheme.

b. Primarily sell produce from the host farm or those in the immediate vicinity.
c. Do not harm the viability and vitality of nearby town or village centres.
d. Are of an appropriate scale and design for their setting.
e. Are subject to planning conditions limiting the sale of non-local goods where necessary.

Rural Worker Dwellings

5. Where essential to the functioning of a rural business, proposals for rural workers' dwellings will be supported where it can be demonstrated that there is an essential operational or specific local need that cannot be met in any other way, including through the re-use of existing buildings.

6. Rural worker dwellings must be proportionate in scale, location, and occupancy to the demonstrated need and will remain tied to the enterprise via condition or legal agreement.

7. The Council will resist the loss of Agricultural Workers Dwellings unless it can be demonstrated that;

    a. The property is no longer required to serve the holding
    b. Is not suitable to serve another agricultural holding in the vicinity of the site
    c. Is not suitable for other uses that are appropriate to serve the rural economy such as visitor accommodation, rural business or affordable housing to meet a local need

Policy DM29 - Learning, Skills and Training Opportunities

9.438 Policy DM29 seeks to ensure that planned growth across the district is accompanied by the provision of education, skills and training opportunities so that local communities can fully benefit from economic development.

9.439 West Oxfordshire has a diverse population, including young people entering the workforce, those seeking to upskill or retrain, and older workers remaining in or returning to employment. Ensuring access to relevant education, training and employment pathways is essential to improving life chances, supporting business growth and fostering inclusive, resilient communities. However, access to such opportunities can be uneven, particularly in rural areas where connectivity and proximity to training providers may be more limited.

9.440 As the district continues to grow, it is important that new development contributes positively to meeting these needs. National policy emphasises the importance of supporting economic growth and productivity, including through the development of a skilled workforce, and ensuring that infrastructure is provided in a timely manner to support development. Policy DM29 reflects this by taking a proactive and collaborative approach to securing education provision and embedding learning, skills and employment opportunities within the development process.

Provision of Education

9.441 DM29 supports proposals for new, expanded or improved education facilities where they align with the spatial strategy and respond to identified needs arising from planned growth. Co-location of education, training and employment uses is encouraged wherever possible, helping to create accessible, integrated environments that support lifelong learning and strengthen links between businesses and training providers.

9.442 Major development proposals are required to contribute to education infrastructure and skills initiatives, either through on-site provision or financial contributions, informed by an appropriate assessment of local need. This ensures that the impacts of development are mitigated and that communities benefit directly from the growth taking place.

Skills and Employment Opportunities

9.443 A key component of Policy DM29 is the requirement for Community Employment and Skills Plans (CESPs) for large and strategic developments. These provide a structured mechanism to secure tangible social and economic benefits, including apprenticeships, vocational training, and local employment opportunities. By embedding such measures within development proposals, the policy helps to ensure that economic growth translates into improved access to jobs and training for local residents.

9.444 CESPs are expected to be proportionate to the scale and nature of development but should demonstrate clear commitments to supporting local labour markets and skills development. This includes promoting apprenticeships and traineeships, particularly for young people and those not in education, employment or training, facilitating pathways into work, and

strengthening engagement between developers, local businesses, education providers and the wider community.

9.445 Policy DM29 also supports inclusive economic growth by encouraging initiatives that address barriers to employment, such as pre-employment training, local recruitment strategies, and partnership working with social enterprises and community organisations. These measures can help to reduce inequalities, support social mobility and ensure that the benefits of growth are more widely shared.

Policy DM29 - Learning, Skills and Training Opportunities

The Council will take a proactive, positive and collaborative approach to supporting the development of further education, skills and training opportunities across the district.

Education Provision

1. Proposals for the creation, expansion or improvement of education facilities will be supported where they accord with the spatial strategy and other relevant planning policies, particularly where these directly support planned or committed growth.

2. Development should maximise opportunities to co-locate further education and training facilities alongside employment growth.

3. Major development will be required to make provision for education infrastructure, informed by an appropriate assessment of needs or make a financial contribution towards education, skills and employment initiatives in the district.

Learning, Skills and Employment Integration

4. Proposals for large and strategic scale development will be required to prepare and submit a Community Employment and Skills Plan (CESP), with major development strongly encouraged to do so.

5. The scope of the CESP should be proportionate to the scale of development but should include the following:

    a. Provision of apprenticeships and vocational technical training pathways.
    b. Delivery of employment and training initiatives across all age groups.
    c. Traineeships for young people, particularly those not in employment, education, or training (NEET).
    d. Maximise opportunities for local labour, including pre-employment training programmes and opportunities for local businesses to participate in procurement processes.
    e. Support for local and regional skills and training events.
    f. Engagement initiatives with schools, colleges, and universities.

g. Promotion of inclusive economic development, including partnerships with social enterprises, volunteering opportunities, charitable contributions and community outreach projects related to learning, skills, and employment.

Policy DM30 - Sustainable Tourism

9.446 Policy DM30 seeks to ensure that tourism development supports and strengthens the local economy in a sustainable and balanced way, while safeguarding West Oxfordshire's distinctive environment, heritage and community wellbeing.

9.447 West Oxfordshire is defined by its high-quality natural and built environment, including the Cotswolds National Landscape, the River Thames, historic market towns and attractive villages. These assets make the district a popular visitor destination and tourism plays a key role in supporting the local economy, particularly in rural areas where it provides jobs, supports farm diversification and sustains a wide range of small businesses and local supply chains.

9.448 The popularity of the area also brings pressures, including seasonal peaks in visitor numbers, increased traffic, pressure on infrastructure and services, and impacts on local communities and environmental assets. National policy supports sustainable rural tourism and the need to balance economic benefits with the conservation of the countryside and heritage assets. Policy DM30 responds to the opportunities and challenges of tourism by promoting a managed and sustainable approach to tourism growth.

9.449 DM30 supports tourism and leisure proposals that deliver clear economic and social benefits while protecting and, where possible, enhancing the district's landscape, biodiversity and historic environment. Emphasis is placed on high-quality design that reflects local character, ensuring that new development integrates successfully with its surroundings and reinforces local distinctiveness.

9.450 A key objective of Policy DM30 is to encourage a more sustainable and resilient visitor economy by promoting year-round tourism, increasing overnight stays and supporting longer visitor dwell time. This helps to reduce seasonal pressures, spread economic benefits more evenly, and make more efficient use of infrastructure and services.

9.451 Sustainable travel is also a central consideration. Proposals are expected to encourage low-carbon travel choices and make use of existing public transport and active travel networks wherever possible, helping to reduce reliance on the private car and associated environmental impacts. This reflects wider national objectives to support the transition to a low-carbon economy.

9.452 Policy DM30 promotes the efficient use of land by prioritising the reuse of existing buildings and previously developed land, which can help to limit the impact of new development on the countryside and make use of existing assets. In rural areas, particularly Tier 5 locations, tourism development is carefully controlled to ensure it is appropriate in scale, sensitively

located and justified by a specific need or functional requirement, such as proximity to a particular attraction or its role in supporting farm diversification. This approach ensures that development respects the character and tranquillity of rural areas while still enabling economic opportunities.

9.453 To support sustainable patterns of development, main town centre uses such as hotels, conference facilities and cultural venues are expected to be located, where possible, within or well-related to town and village centres. This helps to reinforce the vitality and viability of centres, support existing services and facilities, and maximise accessibility by sustainable modes of transport. Proposals in alternative locations will need to demonstrate clear justification.

9.454 The policy also addresses the cumulative impacts of tourism, including the proliferation of short-term holiday lets, which in some locations can affect housing availability and community cohesion. By managing concentrations, the policy seeks to maintain balanced and sustainable communities.

9.455 Existing tourist attractions and facilities are important economic assets, and their improvement and expansion is supported where this can be achieved without unacceptable impacts on the landscape or local amenity. Proposals for intensification must be supported by appropriate evidence, including transport management measures where necessary, to ensure impacts are effectively mitigated.

Policy DM30 - Sustainable Tourism

1. Tourism and leisure proposals that positively contribute to the local economy and sustainable communities, enhance the distinct character, landscape, and built environment of West Oxfordshire will be supported, particularly where they meet the following criteria and accord with the spatial strategy and other relevant planning policies:

    a. Promote year-round tourism to reduce seasonal pressures.
    b. Increase dwell time and overnight stays
    c. Encourage low-carbon and sustainable forms of travel and accommodation including support for existing public transport networks.
    d. Engage local communities and support local supply chains.
    e. Conserve and, as far as reasonably practicable, enhance the natural environment, historic assets, and landscape character, particularly within designated areas such as the Cotswolds National Landscape.
    f. Prioritise the reuse of previously developed (brownfield) land and existing buildings as far as reasonably practicable.
    g. Incorporate high-quality design that reflects local character and vernacular.
    h. Avoid proliferations / concentrations of short term holiday lets within settlements

2. Proposals for tourism and leisure uses such as hotels, conference facilities, and cultural venues, should be located where they support other services and facilities, such as town centre locations, unless strong justification is provided for alternative locations based on functional or locational needs.

3. Proposals for new and expanded tourism and visitor proposals in Tier 5 locations will only be supported where they are appropriate to their rural context, meet one or more of the following criteria and accord with other relevant planning policies:

    a. Are functionally linked to a specific rural, historic, or environmental attraction.
    b. Are of a type and scale that cannot reasonably be accommodated within the built area of a Tier 1-4 settlements
    c. Support the diversification of an existing farm enterprise or rural estate.
    d. Involve the sensitive re-use of an existing building that is appropriate in scale, design, and location.
    e. avoid adverse impacts on landscape character, biodiversity, and local amenity and deliver clear economic or community benefits.

4. Development / intensification of existing tourist attractions/facilities will be supported where it is demonstrated to the council's satisfaction that they will have a high design standard, minimal landscape impacts and are supported by a Transport Management Plan.

Policy DM31 - Supporting Digital Infrastructure and Connectivity

9.456 Policy DM31 seeks to ensure that development across the district delivers modern, reliable and future-proof digital connectivity in a way that supports communities, businesses and sustainable growth, while minimising environmental and visual impacts.

9.457 West Oxfordshire's predominantly rural character and dispersed settlement pattern present both challenges and opportunities for digital connectivity. While some areas benefit from good infrastructure, many rural communities continue to experience slower broadband speeds and inconsistent mobile coverage. This can limit access to services, constrain business growth and place residents at a disadvantage in an increasingly digital economy.

9.458 Patterns of working and service delivery are also evolving. The growth of remote and flexible working, digital businesses and online services has increased demand for high-quality connectivity in homes, workplaces and shared environments such as co-working hubs. Ensuring that all parts of the district are digitally connected is therefore essential to supporting economic resilience, enabling innovation and reducing the need to travel, particularly over long distances.

9.459 National recognises the importance of high-quality digital infrastructure in supporting sustainable economic growth and requires planning policies to facilitate the expansion of electronic communications networks, including next generation mobile technology and full-fibre broadband. Policy DM31 delivers this by taking a positive and proactive approach to supporting the delivery and upgrading of digital infrastructure, particularly in underserved areas.

9.460 DM31 supports new and enhanced digital infrastructure where it delivers fast and reliable connectivity and contributes to economic growth, innovation and social inclusion. It also requires careful consideration of siting and design to ensure that infrastructure such as masts, towers and equipment cabinets is sensitively integrated into the landscape, particularly in environmentally or visually sensitive areas such as the Cotswolds National Landscape and conservation areas. Proposals must also avoid harm to biodiversity and incorporate appropriate mitigation measures where necessary.

9.461 To minimise visual clutter and the proliferation of infrastructure, the policy promotes the sharing of equipment and the co-location of apparatus wherever feasible. This reflects best practice and helps to balance the need for improved connectivity with the protection of the district's valued landscapes and townscapes.

9.462 In addition to stand-alone infrastructure, DM31 places strong emphasis on embedding digital connectivity within new development. All new residential, commercial and mixed-use schemes are expected to be designed from the outset to incorporate the highest standard of digital infrastructure, including full-fibre connectivity, ensuring that developments are future-ready and capable of meeting evolving technological demands. Early consideration at the master planning and design stage is critical to achieving this in a cost-effective and coordinated way.

9.463 Policy DM31 also requires applicants to demonstrate engagement with key stakeholders, including telecommunications providers and local communities. This helps to ensure that proposals are deliverable, appropriately located and responsive to local needs, particularly in areas where infrastructure provision may currently be limited.

9.464 It is recognised that a significant proportion of digital infrastructure development can be delivered under permitted development rights, particularly in relation to the upgrading of existing apparatus and the installation of certain small-scale equipment. While such development may not always require planning permission, the Council will continue to work proactively with operators and communities to encourage high standards of design, appropriate siting, and the use of shared infrastructure. Where planning permission is required, Policy DM31 provides a clear framework for assessing proposals in a consistent and balanced manner.

9.465 The Council will also work in partnership with developers, infrastructure providers and other stakeholders to facilitate the timely delivery of digital infrastructure, address barriers to deployment, and encourage its integration within wider development and regeneration projects.

9.466 Digital infrastructure may involve the delivery of towers and mono poles. The Council will work in partnership with developers, telecommunications providers, and local communities to facilitate the roll-out of digital infrastructure in line with national and local priorities, address barriers to delivery, such as access to funding or permissions for fixed and mobile infrastructure deployment and encourage the integration of digital connectivity improvements into wider regeneration or development projects.

DM31 - Digital Infrastructure and Connectivity

1. Where planning permission is required, the provision of new and upgraded fixed and mobile digital infrastructure will be supported where it meets the following criteria and accords with other relevant planning policies, particularly where it would deliver benefits to underserved areas of the district:

    a. Delivers fast, reliable, and future-proof connectivity, such as full-fibre broadband and 5G networks.
    b. Facilitates flexible and sustainable working practices, including remote working and the development of co-working hubs.
    c. Contributes to the district's economic resilience and competitiveness by supporting home-based businesses, start-ups, and innovation.
    d. Is designed and sited to minimise visual intrusion, particularly in sensitive locations such as the Cotswolds National Landscape or Conservation Areas.
    e. Avoids harm to the natural environment, including protected habitats and species, and incorporate mitigation measures where necessary.
    f. Uses shared infrastructure, such as mast-sharing or co-location, to reduce unnecessary proliferation of equipment.

2. All new development proposals must meet the following criteria:

    a. Be designed to incorporate the highest standard of digital connectivity, including full-fibre broadband infrastructure, from the outset.
    b. Ensure that new residential, commercial, and mixed-use developments provide sufficient capacity to meet current and future digital connectivity needs.
    c. Treat digital connectivity as a key consideration at the master planning and design stages.

Evidence Requirements

All planning applications involving digital infrastructure or major new development must provide evidence of consultation with relevant stakeholders, including telecommunications providers and the local community.

Appendix 1 - Strategic Locations for Growth Development Templates

CA5 – Land west of Carterton Strategic Location for Growth

1. Key Design Principles

Development proposals should establish a clear vision for a high-quality, sustainable new village that responds positively to its rural setting and relationship with Carterton. The scheme should promote a strong sense of place, with well-defined character areas, legible street hierarchy, and a coherent layout that prioritises walkability and connectivity. Design should reflect local vernacular influences where appropriate, while delivering a modern, climate-responsive development. Proposals should incorporate a mix of housing types and tenures to support a balanced and inclusive community.

2. Transport and movement

The development should be designed to prioritise active travel and reduce reliance on the private car. A comprehensive network of safe and attractive walking and cycling routes should be provided, linking key destinations within the site and connecting to Carterton and surrounding settlements. Vehicular access points should be carefully designed to integrate with the existing highway network and minimise impacts on surrounding roads. Opportunities to support public transport provision, including new or enhanced bus services, should be explored and incorporated.

3. Heritage

Development proposals should be informed by an appropriate assessment of heritage assets and their settings, including any nearby listed buildings or conservation areas. The layout and design should conserve and, where possible, enhance the significance of heritage assets. Key views and landscape features that contribute to local character should be identified and respected.

4. Landscape

A landscape-led approach should underpin the masterplanning of the site. The development should respond to the existing landscape character, retaining and integrating important features such as hedgerows, trees, and field patterns where appropriate. New planting and structural landscaping should be used to create a strong green framework, provide visual containment, and soften the transition between the built form and surrounding countryside.

5. Green Infrastructure (GI) and Biodiversity

A comprehensive green infrastructure network should be delivered across the site, providing multifunctional spaces for recreation, biodiversity, and climate resilience. Development should deliver measurable biodiversity net gain and incorporate habitat creation and enhancement, including the protection and strengthening of ecological corridors. Public open space, play areas, and natural green spaces should be well-distributed, accessible, and integrated into the overall layout.

6. Flood risk / drainage

Development must be informed by site-specific flood risk assessment and incorporate sustainable drainage systems (SuDS) to manage surface water runoff. Proposals should ensure that flood risk is not increased elsewhere and, where possible, reduce existing risks. Drainage features should be designed as integral components of the green infrastructure network, contributing to amenity and biodiversity.

- The site is divided by an overland flow route and the Shill Brook, and so bridges may be required to be located in flood zone areas in order to link parts of the site together. It is

recommended that these bridges be clear span bridges with their soffits set to achieve an appropriate freeboard (at least 600-mm) above the design flood level.

- Take a sequential approach to site layout prioritising flood zone 1 and areas identified to be at risk of surface water flooding.
- A site-specific FRA should investigate the requirement for bridges and their design, with modelling likely to be required for any works in flood risk areas.
- The drainage strategy for the proposed development should be suitably designed to manage additional runoff arising from the development and ensure that surface water flood risk at the site and to third party land is not increased.
- The use of infiltration SuDS solutions may be possible. A geotechnical investigation is required to obtain further information to confirm infiltration rates.
- Attenuated discharge to a watercourse or a sewer will also need to be considered as part of a site-specific FRA.

7. Infrastructure

The development should provide or contribute to the timely delivery of necessary infrastructure to support the new community. This includes, but is not limited to, education, healthcare, utilities, open space, and community facilities. Infrastructure provision should be coordinated with relevant providers and aligned with the scale and phasing of development.

8. Phasing / Delivery

A clear and deliverable phasing strategy should be prepared to demonstrate how the development will be implemented over time. This should ensure that infrastructure, services, and facilities are delivered in step with housing growth to support a sustainable and well-functioning community from the outset. Proposals should also demonstrate how early phases will establish a strong sense of place and avoid isolated or incomplete development.

CA6 - Land North of Carterton Strategic Location for Growth

Comprehensive masterplanning

1. Development proposals shall be informed by a comprehensive masterplan or development framework for the Strategic Location as a whole, prepared in consultation with the Council, relevant infrastructure providers, statutory consultees and the local community.
2. The masterplan shall demonstrate how the Strategic Location will function as a coordinated, landscape-led northern extension to Carterton comprised of new villages.
3. The masterplan shall identify the broad distribution of land uses, developable areas, structural landscaping, green and blue infrastructure, access points, active travel routes, public open space, drainage areas, ecological buffers, noise mitigation, infrastructure requirements and phasing.
4. Development shall avoid piecemeal proposals which would prejudice the proper planning, infrastructure delivery, including active travel, green infrastructure connectivity or long-term management of the development.

Housing and land use

5. Development shall provide a residential-led scheme between 700 and 800 dwellings, subject to design-led testing and detailed assessment.
6. Development shall provide a mix of housing types, sizes and tenures, including affordable housing, in accordance with the relevant policies of the Local Plan.
7. The layout shall make provision for public open space, children's play space, informal recreation and, where required, sports provision, either on-site or through appropriate contributions. It should also accommodate the expansion of Carterton Football Club.
8. The development shall include a mixed-use local centre within the eastern part of the development, supporting local convenience, community interaction and sustainable travel.

Access and movement

9. Safe and suitable vehicular access shall be provided from Burford Road and Shilton Road, supported by a transport assessment.
10. Pedestrian, cycle and wheeling routes shall be designed to be direct, legible, attractive, safe and as permeable as possible, connecting the site with Carterton town centre, nearby schools, services, employment areas, public transport routes, open spaces and the wider public rights of way network.
11. The layout shall include a connected network of legible routes to the east and south, including links with the residential development immediately south of the site, Kilkenny Country Park and these with the future development to the east, so that the site integrates with adjoining neighbourhoods.
12. Development shall maximise opportunities to better link to, upgrade and integrate with existing public rights of way, specifically with footpath 2 and bridleway 4.
13. Development shall be designed for, and shall make proportionate contributions towards, enhanced active travel routes in the area, including improvements to active travel infrastructure along Shilton Road and Swinbrook Road and Kilkenny Lane, in line with the Carterton Local Cycling and Walking Infrastructure Plan.

14. Contributions and/or works shall be provided towards public transport, active travel and highway improvements, including traffic mitigation measures necessary to address the impacts of development on Burford Road and the wider Carterton highway network.

Landscape character, green infrastructure and settlement edge

15. A landscape-led approach shall be taken to the design and layout of the development, informed by appropriate landscape and visual assessment
16. The layout, scale and design of development shall respond sensitively to the character of the northern edge of Carterton, the setting of Kilkenny Country Park and minimise intervisibility in the surrounding countryside.
17. The north and western parts of the site shall be provided as a natural and semi-natural green buffers, contributing towards the gap between the settlements of Carterton and Shilton, and creating a defensible and softened settlement edge.
18. The development shall deliver an internal green infrastructure network that maximises opportunities for an east to west ecological corridor.
19. Development shall respect the existing landscape structure, including field patterns, hedgerows, trees and other landscape features.
20. Development shall be designed to work positively with landform, with layout, street alignment, building placement, roofscape, storey heights, finished floor levels and boundary treatments responding sensitively to topography.

Ecology and biodiversity

21. Development shall protect and enhance existing habitats, trees, hedgerows and ecological networks within and adjoining the site, including deciduous woodland.
22. Proposals shall be supported by ecological assessment and shall provide appropriate buffers, biodiversity net gain, habitat creation and long-term management measures.
23. The green and blue infrastructure network shall be designed to strengthen ecological connectivity across and around the site.

Heritage and archaeology

24. Development proposals shall be informed by a heritage impact assessment and archaeological assessment.
25. The layout, scale, design and landscape mitigation of development shall conserve and, where possible, enhance the significance of nearby heritage assets and their settings, including Shilton Conservation Area.
26. Archaeological evaluation and mitigation shall be undertaken where required.

Drainage, noise and utilities

27. An appropriate surface water drainage strategy shall be provided, incorporating sustainable drainage systems as part of the site's green and blue infrastructure and public realm networks and responding to the site's landform.
28. Development proposals shall be supported by a noise assessment and shall incorporate any necessary mitigation to demonstrate that acceptable living conditions will be achieved for future residents, with particular regard to noise from the future A40 Mass Rapid Transit (MRT) Corridor and the quarry to the north.

29. Wastewater treatment capacity and other necessary utilities infrastructure shall be confirmed and delivered in step with development, including any investment required to improve the capacity of existing infrastructure.

Infrastructure, phasing and long-term management

30. A phasing, infrastructure delivery and long-term management strategy shall be submitted to and agreed with the Council.

31. The strategy shall demonstrate how necessary infrastructure, mitigation, open space, green infrastructure, drainage, biodiversity assets, active travel improvements, noise mitigation and utilities upgrades will be secured, delivered and managed over time.

32. Development shall provide proportionate contributions towards infrastructure and mitigation in accordance with the relevant infrastructure, transport, open space, biodiversity, education, health and developer contribution policies of the Local Plan.

CA7 – Land north east of Carterton Strategic Location for Growth

1. Comprehensive masterplanning

a. Development proposals shall be informed by a comprehensive masterplan or development framework for the Strategic Location as a whole, prepared in consultation with the Council, Oxfordshire County Council, relevant infrastructure providers, statutory consultees and the local community.
b. The masterplan shall demonstrate how the Strategic Location will function as a coordinated, landscape-led extension new village to the north of Carterton within Brize Norton, having regard to the wider strategic growth area and the need to secure comprehensive infrastructure delivery.
c. The masterplan shall identify the broad distribution of land uses, developable areas, local centre provision, structural landscaping, green and blue infrastructure, access points, active travel routes, public open space, drainage areas, ecological buffers, education infrastructure, community infrastructure requirements and phasing.
d. Development shall avoid piecemeal proposals which would prejudice the proper planning, infrastructure delivery, active travel connectivity, green infrastructure connectivity or long-term management of the development.

2. Housing and land use

a. Development shall provide a residential-led scheme of approximately 1,500 dwellings, subject to design-led testing and detailed assessment.
b. Development shall provide a mix of housing types, sizes and tenures, including affordable housing, in accordance with the relevant policies of the Local Plan.
c. The development shall include an appropriate mix of supporting uses, including local convenience, community, education, open space, recreation and other neighbourhood facilities necessary to support a sustainable new community.
d. The layout shall make provision for public open space, children's play space, informal recreation and, where required, sports provision, either on-site or through appropriate contributions.
e. A local centre or equivalent neighbourhood hub shall be provided in a location which is accessible by walking, cycling, wheeling and public transport, and which supports the creation of a walkable neighbourhood.

3. Access and movement

a. Safe and suitable vehicular access shall be provided from the local highway network, supported by a transport assessment.
b. Pedestrian, cycle and wheeling routes shall be designed to be direct, legible, attractive, safe and as permeable as possible, connecting the site with Carterton town centre, Brize Norton, nearby schools, services, employment areas, public transport routes, open spaces and the wider public rights of way network.
c. Development shall deliver substantial improvements to active travel infrastructure, including enhanced connections to Carterton, Brize Norton, local schools, employment areas and the wider Carterton Local Cycling and Walking Infrastructure Plan network.
d. Development shall provide safe, direct and attractive walking, cycling and wheeling routes to existing and future primary and secondary school provision, including any off-site routes required to support safe travel to school.

e. Development shall provide or contribute towards enhanced public transport services and infrastructure, including improved bus connections to Carterton, Witney, Oxford and other key destinations.
f. Development shall include a mobility hub or equivalent integrated transport facility, providing convenient access to public transport, cycle parking, shared mobility, electric vehicle charging and other sustainable transport measures as appropriate.
g. Development shall be designed to reduce reliance on the private car, including through the provision of connected neighbourhoods, local facilities, mobility hubs, bus priority measures where appropriate and high-quality walking, cycling and wheeling infrastructure.
h. Development shall make provision for high-quality public transport penetration within the site, ensuring that homes are within convenient walking distance of bus stops and that bus services can be delivered efficiently from the early phases of development.
i. Contributions and/or works shall be provided towards public transport, active travel and highway improvements, including traffic mitigation measures necessary to address the impacts of development on the B4477, the A40 corridor, Carterton, Brize Norton and the wider highway network.
j. Development shall avoid inappropriate traffic routing through existing villages and residential areas, including through the design of access, internal movement networks and off-site mitigation.

4. Landscape character, green infrastructure and settlement edge

a. A landscape-led approach shall be taken to the design and layout of the development, informed by appropriate landscape and visual assessment.
b. The layout, scale and design of development shall respond sensitively to the character of the north-eastern edge of Carterton, the setting of Brize Norton and the wider rural landscape.
c. Development shall provide appropriate strategic landscape buffers and edge treatments to protect the separate identity and setting of Carterton, Brize Norton and Shilton.
d. Development shall respect the existing landscape structure, including field patterns, hedgerows, trees and other landscape features.
e. The development shall deliver a connected green and blue infrastructure network, including structural planting, drainage features, ecological corridors, public open space and active travel routes.

5. Ecology and biodiversity

a. Development shall protect and enhance existing habitats, trees, hedgerows and ecological networks within and adjoining the site.
b. Proposals shall be supported by ecological assessment and shall provide appropriate buffers, biodiversity net gain, habitat creation and long-term management measures.
c. The green and blue infrastructure network shall be designed to strengthen ecological connectivity across and around the site.

6. Heritage, archaeology and minerals safeguarding

a. Development proposals shall be informed by a heritage impact assessment and archaeological assessment.
b. The layout, scale, design and landscape mitigation of development shall conserve and, where possible, enhance the significance of nearby heritage assets and their settings.
c. Archaeological evaluation and mitigation shall be undertaken where required.

d. Minerals safeguarding considerations shall be addressed, including whether prior extraction is necessary, practicable and environmentally acceptable.

7. Drainage, noise and utilities

a. An appropriate surface water drainage strategy shall be provided, incorporating sustainable drainage systems as part of the site's green and blue infrastructure and public realm networks.
b. Development proposals shall be supported by a noise assessment and shall incorporate any necessary mitigation to demonstrate that acceptable living conditions will be achieved for future residents, with particular regard to nearby roads, infrastructure corridors and any other relevant noise sources.
c. Wastewater treatment capacity and other necessary utilities infrastructure shall be confirmed and delivered in step with development, including any investment required to improve the capacity of existing infrastructure.

8. Education, infrastructure, phasing and long-term management

a. Development shall provide land and funding for on-site primary and nursery provision, unless otherwise agreed with Oxfordshire County Council, together with appropriate contributions towards secondary and special educational needs provision.
b. Development shall safeguard land for strategic education provision where required by Oxfordshire County Council, including potential secondary school provision to serve the wider Carterton and Brize Norton growth area, either on this site or as part of a coordinated approach with other strategic allocations.
c. A phasing, infrastructure delivery and long-term management strategy shall be submitted to and agreed with the Council.
d. The strategy shall demonstrate how necessary infrastructure, mitigation, open space, green infrastructure, drainage, biodiversity assets, active travel improvements, public transport improvements, education provision, noise mitigation and utilities upgrades will be secured, delivered and managed over time.
e. Development shall provide proportionate contributions towards infrastructure and mitigation in accordance with the relevant infrastructure, transport, open space, biodiversity, education, health and developer contribution policies of the Local Plan.

CA8 – Land east of Brize Norton Strategic Location for Growth

1. Comprehensive masterplanning

a. Development proposals shall be informed by a comprehensive masterplan or development framework for the Strategic Location as a whole, prepared in consultation with the Council, Oxfordshire County Council, relevant infrastructure providers, statutory consultees and the local community.
b. The masterplan shall demonstrate how the Strategic Location will function as a coordinated, landscape-led extension to Brize Norton and Carterton, while avoiding the creation of an isolated or car-dependent settlement.
c. The masterplan shall identify the broad distribution of land uses, developable areas, local centre provision, structural landscaping, green and blue infrastructure, access points, active travel routes, public open space, drainage areas, ecological buffers, education infrastructure, community infrastructure requirements and phasing.
d. Development shall avoid piecemeal proposals which would prejudice the proper planning, infrastructure delivery, active travel connectivity, green infrastructure connectivity or long-term management of the development.

2. Housing and land use

a. Development shall provide a residential-led scheme of approximately 1,500 dwellings, subject to design-led testing and detailed assessment.
b. Development shall provide a mix of housing types, sizes and tenures, including affordable housing, in accordance with the relevant policies of the Local Plan.
c. The development shall include an appropriate mix of supporting uses, including local convenience, community, education, open space, recreation and other neighbourhood facilities necessary to support a sustainable new community.
d. The layout shall make provision for public open space, children's play space, informal recreation and, where required, sports provision, either on-site or through appropriate contributions.
e. A local centre or equivalent neighbourhood hub shall be provided in a location which is accessible by walking, cycling, wheeling and public transport and which supports the creation of a walkable neighbourhood.

3. Access and movement

a. Safe and suitable vehicular access shall be provided from the local highway network, supported by a transport assessment.
b. Pedestrian, cycle and wheeling routes shall be designed to be direct, legible, attractive, safe and as permeable as possible, connecting the site with Brize Norton, Carterton, Witney, nearby schools, services, employment areas, public transport routes, open spaces and the wider public rights of way network.
c. Development shall deliver substantial improvements to active travel infrastructure, recognising the current weaknesses in walking, cycling and public transport connectivity.
d. Development shall provide safe, direct and attractive walking, cycling and wheeling routes to existing and future primary and secondary school provision, including any off-site routes required to support safe travel to school.
e. Development shall provide or contribute towards enhanced public transport services and infrastructure, including improved bus connections to Carterton, Witney, Oxford and other key destinations.

f. Development shall include a mobility hub or equivalent integrated transport facility, providing convenient access to public transport, cycle parking, shared mobility, electric vehicle charging and other sustainable transport measures as appropriate.
g. Development shall make provision for high-quality public transport penetration within the site, ensuring that homes are within convenient walking distance of bus stops and that bus services can be delivered efficiently from the early phases of development.
h. Development shall provide or contribute towards high-quality off-road or segregated active travel routes linking the site with Brize Norton, Carterton, Witney and strategic public transport corridors, where required to make sustainable travel safe and attractive.
i. Development shall provide or contribute towards strategic transport infrastructure necessary to support the wider Carterton and Brize Norton growth area, including any required new or improved road links, junction improvements, public transport infrastructure and active travel corridors.
j. Any new road link or strategic access arrangement, including any link between the A4095 and Witney Road, shall be designed to reduce inappropriate traffic movements through Brize Norton village and adjoining residential areas, while avoiding unacceptable landscape, heritage, ecological or amenity impacts.
k. Contributions and/or works shall be provided towards public transport, active travel and highway improvements, including traffic mitigation measures necessary to address the impacts of development on Brize Norton, Carterton, the A4095, Witney Road, the A40 corridor and the wider highway network.

4. Landscape character, green infrastructure and settlement edge

a. A landscape-led approach shall be taken to the design and layout of the development, informed by appropriate landscape and visual assessment.
b. The layout, scale and design of development shall respond sensitively to the setting of Brize Norton, the wider rural landscape and the relationship with Carterton and nearby villages.
c. Development shall protect the separate identity and setting of Brize Norton through appropriate landscape buffers, strategic planting, sensitive layout and edge treatment.
d. Development shall respect the existing landscape structure, including field patterns, hedgerows, trees and other landscape features.
e. The development shall deliver a connected green and blue infrastructure network, including structural planting, drainage features, ecological corridors, public open space and active travel routes.

5. Ecology and biodiversity

a. Development shall protect and enhance existing habitats, trees, hedgerows and ecological networks within and adjoining the site.
b. Proposals shall be supported by ecological assessment and shall provide appropriate buffers, biodiversity net gain, habitat creation and long-term management measures.
c. The green and blue infrastructure network shall be designed to strengthen ecological connectivity across and around the site.

6. Heritage, archaeology and minerals safeguarding

a. Development proposals shall be informed by a heritage impact assessment and archaeological assessment.
b. The layout, scale, design and landscape mitigation of development shall conserve and, where possible, enhance the significance of nearby heritage assets and their settings, including the setting of Brize Norton and any relevant archaeological remains.

c. Archaeological evaluation and mitigation shall be undertaken where required.
d. Minerals safeguarding considerations shall be addressed, including whether prior extraction is necessary, practicable and environmentally acceptable.

7. Drainage, noise and utilities

a. An appropriate surface water drainage strategy shall be provided, incorporating sustainable drainage systems as part of the site's green and blue infrastructure and public realm networks.
b. Development proposals shall be supported by a noise assessment and shall incorporate any necessary mitigation to demonstrate that acceptable living conditions will be achieved for future residents, with particular regard to nearby roads, infrastructure corridors and any other relevant noise sources.
c. Wastewater treatment capacity and other necessary utilities infrastructure shall be confirmed and delivered in step with development, including any investment required to improve the capacity of existing infrastructure.

8. Education, infrastructure, phasing and long-term management

a. Development shall provide land and funding for on-site primary and nursery provision, unless otherwise agreed with Oxfordshire County Council, together with appropriate contributions towards secondary and special educational needs provision.
b. Development shall safeguard land for strategic education provision where required by Oxfordshire County Council, including potential secondary school provision to serve the wider Carterton and Brize Norton growth area, either on this site or as part of a coordinated approach with other strategic allocations.
c. A phasing, infrastructure delivery and long-term management strategy shall be submitted to and agreed with the Council.
d. The strategy shall demonstrate how necessary infrastructure, mitigation, open space, green infrastructure, drainage, biodiversity assets, active travel improvements, public transport improvements, education provision, noise mitigation and utilities upgrades will be secured, delivered and managed over time.
e. Development shall provide proportionate contributions towards infrastructure and mitigation in accordance with the relevant infrastructure, transport, open space, biodiversity, education, health and developer contribution policies of the Local Plan.

WIT5 – Land South of Witney Strategic Location for Growth

1. Comprehensive masterplanning

a. Development proposals shall be informed by a comprehensive masterplan or development framework for the Strategic Location as a whole, prepared in consultation with the Council, relevant infrastructure providers, statutory consultees and the local community.
b. The masterplan shall demonstrate how the Strategic Location will function as a coordinated, landscape-led southern extension to Witney, having regard to the relationship with Curbridge, Ducklington, the A40 and the A415.
c. The masterplan shall identify the broad distribution of land uses, developable areas, structural landscaping, green and blue infrastructure, access points, active travel routes, public open space, drainage areas, ecological buffers, amenity mitigation, infrastructure requirements and phasing.
d. Development shall avoid piecemeal proposals which would prejudice the proper planning, infrastructure delivery, active travel connectivity, green infrastructure connectivity or long-term management of the development.

2. Housing and land use

a. Development shall provide a residential-led scheme of approximately 600-800 dwellings, subject to design-led testing and detailed assessment.
b. Development shall provide a mix of housing types, sizes and tenures, including affordable housing, in accordance with the relevant policies of the Local Plan.
c. The layout shall make provision for public open space, children's play space, informal recreation and, where required, sports provision, either on-site or through appropriate contributions.
d. The distribution of land uses shall have regard to nearby employment, infrastructure and environmental constraints, including the need to protect residential amenity from odour, noise and other potential impacts.

3. Access and movement

a. Safe and suitable vehicular access shall be provided from the local highway network, supported by a transport assessment.
b. Pedestrian, cycle and wheeling routes shall be designed to be direct, legible, attractive, safe and as permeable as possible, connecting the site with Witney town centre, nearby schools, services, employment areas, public transport routes, open spaces and the wider public rights of way network.
c. Development shall maximise opportunities to provide enhanced active travel connections across and around the A40 and A415, including links towards Witney town centre, Ducklington, Curbridge and existing employment areas.
d. Development shall respond to the severance effects of the A40 and A415 and shall provide or contribute towards measures which improve the safety, attractiveness and convenience of walking, cycling and wheeling routes.
e. Development shall support improvements to public transport services and infrastructure serving Witney, Carterton and Oxford, including appropriate bus stop provision, service enhancements and connections to strategic public transport corridors.
f. Development shall safeguard land and/or make appropriate provision for any relevant strategic public transport corridor, including the potential Carterton-

Witney-Eynsham corridor, where required by the Council and relevant transport authority.

g. Contributions and/or works shall be provided towards public transport, active travel and highway improvements, including traffic mitigation measures necessary to address the impacts of development on the A40, A415, Ducklington Lane, Curbridge Road and the wider Witney highway network.

4. Landscape character, green infrastructure and settlement edge

a. A landscape-led approach shall be taken to the design and layout of the development, informed by appropriate landscape and visual assessment.

b. The layout, scale and design of development shall respond sensitively to the southern edge of Witney, the landscape setting of Curbridge and Ducklington and the wider countryside to the south and west.

c. Development shall maintain and enhance the existing landscape structure, including field patterns, hedgerows, trees and other landscape features which contribute to the visual containment of the area.

d. Appropriate landscape buffers and edge treatments shall be provided to create a defensible and softened transition between the built form, adjoining settlements, infrastructure corridors and open countryside.

e. The development shall deliver a connected green and blue infrastructure network, including structural planting, drainage features, ecological corridors, public open space and active travel routes.

5. Ecology and biodiversity

a. Development shall protect and enhance existing habitats, trees, hedgerows and ecological networks within and adjoining the site.

b. Proposals shall be supported by ecological assessment and shall provide appropriate buffers, biodiversity net gain, habitat creation and long-term management measures.

c. The green and blue infrastructure network shall be designed to strengthen ecological connectivity across and around the site.

6. Heritage and archaeology

a. Development proposals shall be informed by a heritage impact assessment and archaeological assessment.

b. The layout, scale, design and landscape mitigation of development shall conserve and, where possible, enhance the significance of nearby heritage assets and their settings.

c. Archaeological evaluation and mitigation shall be undertaken where required.

7. Drainage, amenity and utilities

a. An appropriate surface water drainage strategy shall be provided, incorporating sustainable drainage systems as part of the site's green and blue infrastructure and public realm networks.

b. Development proposals shall be supported by appropriate assessments of odour, noise, air quality and other amenity impacts, with particular regard to nearby employment uses, the sewage treatment works and the abattoir.

c. The layout and design of development shall incorporate any necessary mitigation to demonstrate that acceptable living conditions will be achieved for future residents.

d.	Wastewater treatment capacity and other necessary utilities infrastructure shall be confirmed and delivered in step with development, including any investment required to improve the capacity of existing infrastructure.
e.	A phasing, infrastructure delivery and long-term management strategy shall be submitted to and agreed with the Council.
f.	The strategy shall demonstrate how necessary infrastructure, mitigation, open space, green infrastructure, drainage, biodiversity assets, active travel improvements, amenity mitigation and utilities upgrades will be secured, delivered and managed over time.
g.	Development shall provide proportionate contributions towards infrastructure and mitigation in accordance with the relevant infrastructure, transport, open space, biodiversity, education, health and developer contribution policies of the Local Plan.

WIT6 – Land west of Witney Strategic Location for Growth

Comprehensive masterplanning

1. Development proposals shall be informed by a comprehensive masterplan or development framework for the Strategic Location as a whole, prepared in consultation with the Council, relevant infrastructure providers, statutory consultees and the local community.
2. The masterplan shall demonstrate how the Strategic Location will function as a coordinated, landscape-led western extension to Witney
3. The masterplan shall identify the broad distribution of land uses, developable areas, structural landscaping, green and blue infrastructure, access points, active travel routes, public open space, drainage areas, ecological buffers, noise mitigation, infrastructure requirements and phasing.
4. Development shall avoid piecemeal proposals which would prejudice the proper planning, infrastructure delivery, including active travel, green infrastructure connectivity or long-term management of the development.

Housing and land use

5. Development shall provide a residential-led scheme of approximately 600-800 dwellings, subject to design-led testing and detailed assessment.
6. Development shall provide a mix of housing types, sizes and tenures, including affordable housing, in accordance with the relevant policies of the Local Plan.
7. The layout shall make provision for public open space, children's play space, informal recreation and, where required, sports provision, either on-site or through appropriate contributions.

Access and movement

8. Safe and suitable vehicular access shall be provided from Burford Road and the Wheatfield Drive residential development, supported by a transport assessment.
9. Pedestrian, cycle and wheeling routes shall be designed to be direct, legible, attractive, safe and as permeable as possible, connecting the site with Witney town centre, nearby schools, services, employment areas, public transport routes, open spaces and the wider public rights of way network.
10. The layout shall include a connected network of legible routes to the east and north, including links with the residential development at Wheatfield Drive and with Burford Road, so that the site integrates with adjoining neighbourhoods.
11. Development shall maximise opportunities to better link to, upgrade and integrate with existing public rights of way, specifically with footpaths 6 and 6A to the west.
12. Development shall be designed for, and shall make proportionate contributions towards, enhanced active travel routes along Burford Road, including improvements to active travel infrastructure towards Witney town centre and Minster Lovell, in line with the Witney Local Cycling and Walking Infrastructure Plan.
13. Contributions and/or works shall be provided towards public transport, active travel and highway improvements, including traffic mitigation measures necessary to address the impacts of development on Burford Road and the wider Witney highway network.

Landscape character and settlement edge

14. A landscape-led approach shall be taken to the design and layout of the development, informed by appropriate landscape and visual assessment.
15. The layout, scale and design of development shall respond sensitively to the character of the western edge of Witney, the wider Windrush Valley landscape, the setting of the Cotswolds National Landscape and views to and from the surrounding countryside.
16. A substantial part of the western side of the site shall be provided as a natural and semi-natural green infrastructure corridor, forming a strong north-south landscape and ecological connection between the upper Windrush Valley to the north and the golf course to the south, and creating a defensible and softened settlement edge.
17. The development shall deliver an internal green infrastructure network that maximises opportunities to connect the main green infrastructure corridor with the development area and the settlement to the east.
18. Development shall assist in establishing a permanent green gap between Witney and Minster Lovell.
19. Development shall respect the existing landscape structure, including field patterns, hedgerows, trees and other landscape features.
20. Development shall be designed to work positively with the sloping landform, with layout, street alignment, building placement, roofscape, storey heights, finished floor levels and boundary treatments responding sensitively to topography.

Ecology and biodiversity and natural resources

16. Development shall protect and enhance existing habitats, trees, hedgerows and ecological networks within and adjoining the site.
17. Proposals shall be supported by ecological assessment and shall provide appropriate buffers, biodiversity net gain, habitat creation and long-term management measures.
18. The green and blue infrastructure network shall be designed to strengthen ecological connectivity across and around the site.

Heritage and archaeology

19. Development proposals shall be informed by a heritage impact assessment and archaeological assessment.
20. The layout, scale, design and landscape mitigation of development shall conserve and, where possible, enhance the significance of nearby heritage assets and their settings, including Minster Lovell Conservation Area.
21. Archaeological evaluation and mitigation shall be undertaken where required.

Flood risk, drainage and utilities

19. Development proposals shall be informed by a heritage impact assessment and archaeological assessment.
20. The layout, scale, design and landscape mitigation of development shall conserve and, where possible, enhance the significance of nearby heritage assets and their settings, including Minster Lovell Conservation Area.

21. Archaeological evaluation and mitigation shall be undertaken where required.

- Take a sequential approach to site layout prioritising land within flood zone 1 and avoiding areas identified to be at risk of surface water flooding. This risk is primarily located along a potential surface water flow path in the south of the site draining to a small watercourse.
- A site-specific FRA should consider surface water flood risk in more detail how quickly, including it occurs and the degree of hazard to the site and its access.
- A drainage strategy for the proposed development should be suitably designed to manage additional runoff arising from the development and ensure that surface water flood risk at the site and to third party land is not increased.
- If the development has a lifetime 2069, the site-specific FRA should consider the climate change impacts for the 2080's epoch (2075-2125).
- Site-specific surface water flood modelling may be required to better define flood risk depending on the final development layout.
- The use of infiltration SuDS solutions may be possible. A geotechnical investigation is required to obtain further information and confirm infiltration rates.
- Attenuated discharge to a watercourse or a sewer will also need to be considered as part of a site-specific FRA.

Infrastructure, phasing and long-term management

26. A phasing, infrastructure delivery and long-term management strategy shall be submitted to and agreed with the Council.

27. The strategy shall demonstrate how necessary infrastructure, mitigation, open space, green infrastructure, drainage, biodiversity assets, active travel improvements, noise mitigation and utilities upgrades will be secured, delivered and managed over time.

28. Development shall provide proportionate contributions towards infrastructure and mitigation in accordance with the relevant infrastructure, transport, open space, biodiversity, education, health and developer contribution policies of the Local Plan.

WIT 7 - Land north of Burford Road Strategic Location for Growth

Comprehensive masterplanning

1. Development proposals shall be informed by a comprehensive masterplan or development framework for the Strategic Location as a whole, prepared in consultation with the Council, relevant infrastructure providers, statutory consultees and the local community.
2. The masterplan shall demonstrate how the two component parcels will function together as a coordinated northern / north-western extension to Witney.
3. The masterplan shall identify the broad distribution of land uses, developable areas, structural landscaping, green and blue infrastructure, access points, active travel routes, public open space, drainage areas, ecological buffers, infrastructure requirements and phasing.
4. Development shall avoid piecemeal proposals which would prejudice the proper planning or delivery of either component parcel or the wider Strategic Location for Growth.
5. Development proposals shall be supported by a site specific infrastructure delivery plan

Housing and land use

6. Development shall provide a residential-led scheme of approximately 700 dwellings, subject to design-led testing and detailed assessment.
7. Development shall provide a mix of housing types, sizes and tenures, including affordable housing, in accordance with the relevant policies of the Local Plan.
8. The layout shall make provision for public open space, children's play space, informal recreation and, where required, sports provision, either on-site or through appropriate contributions.

Access and movement

9. Safe and suitable vehicular access shall be provided from Burford Road and/or other appropriate points on the local highway network, supported by a transport assessment.
10. Pedestrian and cycle links shall be provided to connect the Strategic Location with Witney town centre, nearby schools, services, employment areas, public transport routes and the wider public rights of way network.
11. Development shall maximise opportunities to upgrade and integrate existing public rights of way as part of a connected active travel network.
12. Contributions and/or works shall be provided towards public transport, active travel and highway improvements, including measures to improve connections towards Oxford and mitigate impacts on the local highway network.

Landscape character and settlement edge

13. The layout, scale and design of development shall respond sensitively to the northern edge of Witney, the wider Windrush Valley landscape and the setting of the Cotswolds National Landscape.
14. A landscape-led approach shall be taken to the design and layout of the development, informed by appropriate landscape and visual assessment.

15. A structural landscape framework shall be provided, including the retention and reinforcement of existing trees, hedgerows and field boundaries.

16. Appropriate landscape buffers and edge treatments shall be provided to create a defensible and softened transition between the built form and open countryside.

Nature Recovery

17. Development shall protect Maggots Grove ancient woodland, the adjacent Local Wildlife Site and any priority habitat within or adjoining the Strategic Location.

18. Proposals shall be supported by ecological assessment and shall provide appropriate buffers, biodiversity net gain, habitat creation and long-term management measures in accordance with the LNRS.

19. The green and blue infrastructure network shall be designed to strengthen ecological connectivity across and around the Strategic Location.

Heritage and archaeology

20. Development proposals shall be informed by a heritage impact assessment and archaeological assessment.

21. The layout, scale, design and landscape mitigation of development shall conserve and, where possible, enhance the significance of nearby heritage assets and their settings.

22. Archaeological evaluation and mitigation shall be undertaken where required.

Flood risk, drainage and utilities

23. Built development shall avoid areas at greatest flood risk, including land within Flood Zones 2 and 3.

24. Flood-sensitive land shall be used positively, where appropriate, for green infrastructure, recreation, drainage, biodiversity, allotments or landscape mitigation.

25. An appropriate surface water drainage strategy shall be provided, incorporating sustainable drainage systems as part of the site's green and blue infrastructure network.

26. Wastewater treatment capacity and other necessary utilities infrastructure shall be confirmed and delivered in step with development.

Infrastructure, phasing and long-term management

27. A phasing, infrastructure delivery and long-term management strategy shall be agreed with the Council.

28. The strategy shall demonstrate how necessary infrastructure, mitigation, open space, green infrastructure, drainage and biodiversity assets will be secured, delivered and managed over time.

29. Development shall provide proportionate contributions towards infrastructure and mitigation in accordance with the relevant infrastructure, transport, open space, biodiversity, education, health and developer contribution policies of the Local Plan.

CN3 – Land East of Chipping Norton at London Road Strategic Location for Growth

1. **Comprehensive masterplanning**

    a. Development proposals shall be informed by a comprehensive masterplan or development framework for the Strategic Location as a whole, prepared in consultation with the Council, Oxfordshire County Council, relevant infrastructure providers, statutory consultees and the local community.
    b. The masterplan shall demonstrate how the Strategic Location will function as a coordinated, landscape-led eastern extension to Chipping Norton, having regard to existing and committed development, London Road, Banbury Road and the wider eastern approach to the town.
    c. The masterplan shall identify the broad distribution of land uses, developable areas, structural landscaping, green and blue infrastructure, access points, active travel routes, public open space, drainage areas, ecological buffers, education infrastructure, infrastructure requirements and phasing.
    d. Development shall avoid piecemeal proposals which would prejudice the proper planning, infrastructure delivery, active travel connectivity, green infrastructure connectivity or long-term management of the development.

2. **Housing and land use**

    a. Development shall provide a residential-led scheme of approximately 750 dwellings, subject to design-led testing and detailed assessment.
    b. Development shall provide a mix of housing types, sizes and tenures, including affordable housing, in accordance with the relevant policies of the Local Plan.
    c. The layout shall make provision for public open space, children's play space, informal recreation and, where required, sports provision, either on-site or through appropriate contributions.
    d. The distribution of land uses shall support integration with the existing town and nearby services, including health, shopping, education and public transport facilities.

3. **Access and movement**

    a. Safe and suitable vehicular access shall be provided from London Road, Banbury Road and/or other appropriate points on the local highway network, supported by a transport assessment.
    b. Pedestrian, cycle and wheeling routes shall be designed to be direct, legible, attractive, safe and as permeable as possible, connecting the site with Chipping Norton town centre, nearby schools, health facilities, shopping areas, public transport routes, open spaces and the wider public rights of way network.
    c. Development shall maximise opportunities to upgrade and integrate existing public rights of way as part of a connected active travel network, including routes towards Chipping Norton School and adjoining residential areas.
    d. Development shall provide or contribute towards improvements to active travel infrastructure along London Road, Banbury Road and other key routes between the site and Chipping Norton town centre.
    e. Development shall provide or contribute towards improvements to Public Right of Way 166/28/10, or equivalent routes, where this would improve walking, cycling and wheeling connections to Chipping Norton School and surrounding residential areas.
    f. Development shall address pedestrian and cycle safety issues associated with the London Road / Banbury Road / Over Norton Road / Horse Fair double roundabout and provide or contribute towards necessary mitigation.

g. Development shall address the lack of continuous footways and safe active travel provision on London Road, Burford Road and Banbury Road where necessary to provide safe and attractive connections between the site and the town.
h. Development shall provide or contribute towards public transport, active travel and highway improvements, including traffic mitigation measures necessary to address the impacts of development on London Road, Banbury Road, Over Norton Road, Horse Fair, the A44 corridor and the wider Chipping Norton highway network.
i. Development shall provide appropriate gateway, speed management and crossing measures to ensure that the site is safely integrated into the built-up area of Chipping Norton.

4. Landscape character, green infrastructure and settlement edge

a. A landscape-led approach shall be taken to the design and layout of the development, informed by appropriate landscape and visual assessment.
b. The layout, scale and design of development shall respond sensitively to the eastern edge of Chipping Norton, the character of the London Road approach and the wider rural landscape.
c. Development shall provide appropriate landscape buffers and edge treatments to create a defensible and softened transition between the built form and open countryside.
d. Development shall respect the existing landscape structure, including field patterns, hedgerows, trees and other landscape features.
e. The development shall deliver a connected green and blue infrastructure network, including structural planting, drainage features, ecological corridors, public open space and active travel routes.

5. Ecology and biodiversity

a. Development shall protect and enhance existing habitats, trees, hedgerows and ecological networks within and adjoining the site.
b. Proposals shall be supported by ecological assessment and shall provide appropriate buffers, biodiversity net gain, habitat creation and long-term management measures.
c. The green and blue infrastructure network shall be designed to strengthen ecological connectivity across and around the site.

6. Heritage and archaeology

a. Development proposals shall be informed by a heritage impact assessment and archaeological assessment.
b. The layout, scale, design and landscape mitigation of development shall conserve and, where possible, enhance the significance of nearby heritage assets and their settings, including the character and setting of Chipping Norton.
c. Archaeological evaluation and mitigation shall be undertaken where required, having regard to the archaeological potential of the site and surrounding area.

7. Drainage and utilities

a. An appropriate surface water drainage strategy shall be provided, incorporating sustainable drainage systems as part of the site's green and blue infrastructure and public realm networks.
b. Wastewater treatment capacity and other necessary utilities infrastructure shall be confirmed and delivered in step with development, including any investment required to improve the capacity of existing infrastructure.

8. Education, infrastructure, phasing and long-term management

a. Development shall provide appropriate land and/or proportionate contributions towards early years, primary and special educational needs provision in accordance with the latest requirements of Oxfordshire County Council.

b. Development shall provide contributions towards secondary education provision where required by Oxfordshire County Council, having regard to the availability of capacity at Chipping Norton School and the latest pupil forecasts at the time of any planning application.
c. A phasing, infrastructure delivery and long-term management strategy shall be submitted to and agreed with the Council.
d. The strategy shall demonstrate how necessary infrastructure, mitigation, open space, green infrastructure, drainage, biodiversity assets, active travel improvements, public transport improvements, education provision and utilities upgrades will be secured, delivered and managed over time.
e. Development shall provide proportionate contributions towards infrastructure and mitigation in accordance with the relevant infrastructure, transport, open space, biodiversity, education, health and developer contribution policies of the Local Plan.

Appendix 2 – Housing Trajectory



Appendix 3 - Delivery and Monitoring Framework

Policy	Plan objectives met by the policy	Indicators	Sources of information
Policy SP1 – Settlement hierarchy	3,5	• Total amount of development of allocated sites by settlement tier • Total amount of development of windfall sites by settlement tier	• Housing monitoring/completions data
Policy SP2 – Spatial Strategy	1,2,3,4,5,6	• Percentage of journeys made by sustainable travel • Total amount of development of allocated sites by settlement tier • Total amount of development of windfall sites by settlement tier	• Housing monitoring/completions data
Policy SP3 – Key development principles	2,3	• Percentage of development refused for reasons of key development proposals	• Infrastructure Funding Statement
Policy SP4 – Cotswold National Landscape (CNL)	3	• Number of planning applications approved in the CNL • Number of planning application refused	• Planning applications • Planning decision statements

		for reason relating to the CNL	
Policy SP5- A40 Mass Rapid Transport (MRT) Corridor	1,2	• Amount of development approved within the identified MRT corridor • Total amount of developer contributions towards the delivery of the MRT solution • Number of new mobility hubs per settlement per annum	• Planning decision statements • Infrastructure Funding Statement

Policy	Plan Objectives met by the policy	Indicator	Sources of information
Core Policy 1 - Mitigating and adapting to climate change impacts	1,2,3	• Percentage of new developments which meet all of the policy requirements of Policy DM9 to reduce carbon emissions • Total permissions for/delivery of new renewable energy sources per annum • Percentage of journeys made by sustainable transport or active travel	• BNG metric

		• Total biodiversity net gain per annum	
Core Policy 2 – Delivering new houses	5	• Total number of new dwellings per annum • Total number of permissions/completions per annum on allocated sites • Total number of permissions/completions per annum on windfall sites • Percentage of new homes contributing to Oxford's unmet housing need • 5-year housing land supply	• Housing monitoring/completions data • 5-year housing land supply data • AMR
Core Policy 3 – Economic growth and local prosperity	1,3,6	• Total new employment floorspace from existing commitments • Total new employment floorspace from allocated, strategic sites • Total amount of new businesses per annum in the outlined key sectors • Total amount of new business per annum in non-key sectors • Total loss of employment floorspace	• AMR

Core Policy 4 – Delivering infrastructure in step with new developments	2,4,6	• Amount of new infrastructure per annum by type • Amount of enhanced infrastructure per annum by type • Percentage of development not commenced or occupied due to unsecured infrastructure • Contributions secured through S106 agreements • Contributions secured through CIL contributions	• Infrastructure funding statement • AMR
Core Policy 5 – Water environment	1,2,3	• Number and type of applications permitted within Flood Zones 2 and 3 • Total number of applications refused due to flood risk • Percentage of development with Grampion conditions imposed	• Planning decisions statements
Core Policy 6 – Design excellence and place making	3,4	• Number of refused applications on design grounds	• Planning decision statements

Core Policy 7 – Healthy place shaping	2,4	• Secured developer contributions towards improving accessibility and equality • Number of stakeholders participating in early engagement • Number of applications refused on health impact grounds	• Planning decision statements • Infrastructure Funding Statement
Core Policy 8 – Sustainable transport	1,2,4	• Percentage of journeys made by walking, wheeling and cycling in rural and urban settlements • Percentage of journeys made by public transport in rural and urban settlements • Percentage of journeys made by private car in rural and urban settlements • Percentage of people working at home • Air quality including AQMAs at Witney and Chipping Norton and Oxford Meadows SAC • S106 and CIL contributions funding towards sustainable transport	• Infrastructure Funding Statement

Core Policy 9 – Historic Environment	3	• Percentage of applications refused due to impact on the historic environment or landscape • Conservation areas with an up-to-date Character Appraisal • Number of applications refused due to the impact on non-designated heritage assets	• Planning decision statements
Core Policy 10 – Nature Recovery	1,3	• Total biodiversity net gain per annum • Developer contributions towards nature recovery • Long-term maintenance and monitoring	• BNG metric

Policy	Plan objectives met by the policy	Indicator	Sources of information
Policy DM1 – Green Infrastructure	1,2,3	• Total area of new green infrastructure per annum • Total loss of green infrastructure per annum • Amount of developer contributions secured for improvements to green infrastructure	• West Oxfordshire Open Space study • Infrastructure Funding Statement

Policy DM2 – Ecological protection – Biodiversity Net Gain and Nature Recovery	1,3	• Total biodiversity net gain per annum • Percentage of developments providing off site BNG • Amount of compensation received from developers for loss of ecological features • Percentage of developers joining the Great Crested Newt District Licensing Scheme	• BNG metric • Planning applications
Policy DM3 – Conserving and enhancing landscape character through new development	1,3	• Amount of refused development on the basis of landscape character impact	• Planning application refusal data
Policy DM4 – Light pollution and dark skies	3	• Long term management and maintenance of lighting systems in approved development	• Planning application reserve matters
Policy DM5 – Efficient use of land	1,2,4,5,6	• Number of permissions for development on brownfield sites • Average density of development by area	• Planning Applications • Brownfield site register
Policy DM6 – Trees and hedgerows	1,3	• Total number of new trees/hedgerows planted • Total loss of trees/hedgerows	• TPO register • Planning applications

		• Total number of trees and hedgerows provided by replacement planting • Total number of trees protected by a TPO	
Policy DM7 – Sport, recreation and play	2	• Total number of new playing pitches, sport, recreation and play facilities per annum • Total loss of playing pitches, sport, recreation and play facilities per annum • Identified need for new playing pitches, sport, recreation and play facilities as guided by the latest relevant WODC studies • Developer contributions secured for new sport, recreation and play facilities	• Open Space Study • West Oxfordshire Playing Pitch Strategy • Infrastructure Funding Statement
Policy DM8 – A healthy food environment	2,3	• Total number of allotment/community food growing plots in the district • Total number of new allotment/community food growing plots per annum • Total loss of allotment/community	• Open Space study • Allotment waiting lists

		food growing plots per annum • Number of people on waiting lists for an allotment plot	
Policy DM9 – Net zero carbon development	1	• Percentage of new developments which meet all of the policy requirements • Total reduction of fossil fuel use • Total reduction in carbon emissions • Air quality across the district • Total permissions for/delivery of new renewable energy sources per annum • Total loss of renewable energy sources per annum	• Energy statements • Air quality annual reports • Planning applications
Policy DM10 – Renewable and low carbon energy development	1,3	• Total permissions for/delivery of new renewable energy sources per annum • Total capacity of renewable energy in the district • Total loss of renewable energy sources per annum	• Energy statements
Policy DM11 – Retrofitting for energy	1	• Number of buildings retrofitted for energy	• Planning applications

efficiency, carbon reduction and climate resilience		efficiency, carbon reduction and climate resilience	
Policy DM12 – Waste and the Circular Economy	1	• Percentage of household waste being sent for recycling/reuse per household • Percentage of waste being sent to landfill per household	• AMR
Policy DM13 – Air quality and pollution	1,3	• Air quality including in AQMAs and Oxford Meadows Special Area of Conservation	• LAQM framework • Annual status report
Policy DM14 – Town Centres	2,4,6	• Total amount of retail development per Town Centre per annum • Total loss of retail development per Town Centre per annum • Vacancy rates per town centre	• Town centre strategies • AMR
Policy DM15 – Community Facilities and Services	2,4	• Number of community facilities and services per area of the district • Total amount of floorspace permitted for new community uses per annum • Total loss of floorspace for community uses per annum	• AMR • Planning applications

		• Number of facilities or services allocated as assets of community value per annum • Developer contributions secured for new community facilities and services	
Policy DM16 – Active and healthy travel	1,2,4	• Percentage of journeys completed by walking, wheeling and cycling • Developer contributions (CIL and S106) for active travel enhancements • Air quality improvements including AQMAs at Chipping Norton and Witney	• Public surveys? • Infrastructure Funding Statement • Annual air quality reports
Policy DM17- Parking standards for new development (car and cycle parking)	1,2	• Amount and capacity of available public car parking spaces • Amount and capacity of available public cycle spaces	• West Oxfordshire Car Parking Strategy
Policy DM18 – Windfall housing development on unallocated sites	1,5	• 5-year land supply • Number of windfall permissions/completions per settlement • Proportion of windfall permissions/completions already granted by settlement	• Housing monitoring/completions data • 5-year land supply data • Brownfield site register • Planning applications

		• Proportion of brownfield sites allocated for windfall housing	
Policy DM19 – Creating mixed and balanced communities	2,4,5	• Proportion of homes built to Building Regulation M4(3) – wheelchair adaptable • Proportion of home built to accessible and adaptable standards • Proportion of residential permissions/completions by type, size and tenure	• Housing monitoring/completions data • Planning Applications • 5-year land supply data
Policy DM20 – Affordable Housing	2,4,5	• Number of affordable housing permissions/completions per annum • Proportion of total housing completions which are affordable • Number of people on the WODC affordable housing waiting list	• Housing monitoring/completions data • Affordable housing waiting list • 5-year land supply data
Policy DM21 – Specialist Housing	2,4,5	• Total permissions for specialist housing per annum • Delivery of specialist housing per annum	• Housing monitoring/completions data • 5-year land supply data
Policy DM22 – Custom and Self-build housing	4,5	• Amount of land allocated for self-build and custom projects per annum	• Housing monitoring/completions data • Self-build register

		• Number of self-build and custom housing permissions granted per annum • Number of people on the WODC self-build register who require a plot	• 5-year land supply data
Policy DM23 – Community Led Housing	2,4,5	• Total amount of floor-space permitted for community-led housing	• Housing monitoring/completions data • 5-year land supply data
Policy DM24 – Meeting the needs of Travelling Communities	2,4,5	• Total number of pitches/plots for travelling communities • Total number of new pitches/plots for travelling communities • Level of identified need	• AMR • Oxfordshire Gypsy and Traveller, Travelling Show person and Boat Dweller Accommodation Assessment (GTAA)
Policy DM25 – Loss, replacement and sub-division of existing dwellings	1,5	• Total number of new dwellings created by sub-division • Total number of replaced dwellings, on a 1:1 basis • Total loss of dwellings • Number of empty residential dwellings	• Housing monitoring/completions data • 5-year land supply data • AMR • List of empty homes
DM26 - Conversion, Extension and Alteration of Traditional Buildings	1,3	• Number of planning applications approved for the conversion, extension and alteration of existing buildings	• Planning applications • AMR

		• Number of planning applications approved for the conversion, extension and alteration of existing buildings	
Policy DM27 – Provision and Protection of Land for Employment	1,4,6	• Total amount of employment floorspace available • Total amount of employment floor space lost to alternative uses per annum • Total amount of new employment land generated per annum • Total amount of new businesses per annum	• AMR • Planning applications
DM28 – Supporting the Rural Economy	1,3,6	• Total amount of rural employment space in Tier 5 settlements • Total area of floor space permitted for farm and estate diversification • Total number of rural worker's dwellings permitted	• Planning applications • AMR
DM29 – Learning, Skills and Training Opportunities	2,4,6	• Number of new or improved educational and training facilities • Percentage of approved development that has a CESP	• Planning applications • OCC data?
DM30 – Sustainable Tourism	1,2,3,4,6	• Estimates of number of tourism related visitors	• Town surveys • Planning applications

		at different points of the year • Percentage of brownfield land and existing buildings which are reused for tourism purposes • Number of new short-term holidays lets per annum by location • Percentage of tourism developments which include local procurement/supply chain commitments • Number of tourism proposals approved which are not in main or rural service centres	• AMR • Brownfield site register? Planning permissions for/delivery of new short-term holiday lets
DM31- Digital Infrastructure and Connectivity	2,4,6	• Percentage of new homes and businesses with full connectivity, including in underserved communities • Net additional flexible and sustainable working spaces, facilitated by improved connectivity • Percentage of new digital infrastructure that is not located in a place where it causes visual harm or harm to the environment	• Planning applications

Policy	Plan objectives met by the policy	Indicators	Sources of information
Policy CA1 – Strategic Development Framework for the Carterton Area	1,2,3,4,5,6	• Total amount of employment floorspace available • Total amount of employment floor space lost to alternative uses per annum • Total amount of new employment land generated per annum, including those that complement RAF Brize Norton • Total amount of new businesses per annum • Total number of new dwellings per annum, by type, including MOD housing • Total amount of development on brownfield sites • Total biodiversity net gain per annum • Percentage of journeys made by sustainable transport or active travel • Amount of new or enhanced community	• AMR • Brownfield site register • BNG metric • Infrastructure Funding Statement • Planning decision statements

		infrastructure per annum by type • Total amount of contributions secured through S106 and CIL agreements • Total area of new green infrastructure per annum • Total loss of green infrastructure per annum • Amount of refused development on the basis of landscape character impact	
Policy CA2 – Carterton Town Centre	2,3,4,5,6	• Total gain of new retail development by type, per annum • Total loss of retail development by type, per annum • Total gain of new businesses by type, per annum • Total loss of businesses by type, per annum • Percentage of journeys made by sustainable transport or active travel • Total number of new dwellings per annum	• AMR • Brownfield site register

		• Total amount of development on brownfield sites • Total amount of development on infill sites • Total area of new green infrastructure per annum • Total loss of green infrastructure per annum	
Policy CA3 – RAF Brize Norton	2,4,6	• Number of refused applications for reasons relating to RAF Brize Norton • Amount of new or enhanced community infrastructure per annum related to the support of RAF Brize Norton • Total amount of contributions secured through S106 and CIL agreements related to the support of RAF Brize Norton	• Infrastructure Funding Statement • Planning decision statements
Policy CA4 – MOD Housing Area of Redevelopment Opportunity (ARO)	1,2,3,4,5	• Number of refused applications for reasons relating to RAF Brize Norton • Number of new MOD dwellings per annum, by type	• Planning decision statements • AMR • Infrastructure Funding Statement

		• Percentage of journeys made by sustainable transport or active travel • Amount of new or enhanced community infrastructure per annum related to the support of RAF Brize Norton • Total amount of contributions secured through S106 and CIL agreements related to the support of RAF Brize Norton	
Policy CA5 – Land West of Carterton Strategic Location for Growth (SLG)	1,2,3,4,5	• Number of new homes per annum, by type • Amount of new or enhanced community infrastructure per annum • Percentage of journeys made by sustainable transport or active travel • Total increase in Biodiversity Net Gain onsite • Total increase in Biodiversity Net Gain offsite • Total amount of new green infrastructure • Total loss of green infrastructure	• AMR • Infrastructure Funding Statement • BNG metric

Policy CA6 – Land North of Carterton	2,3,4,5	• Number of development applications refused for reasons associated with safeguarded land for the West Oxfordshire Mass Rapid Transport Corridor • Number of new homes per annum, by type • Number of affordable homes per annum, by type • Percentage of journeys made by sustainable transport or active travel • Total increase in Biodiversity Net Gain onsite • Total increase in Biodiversity Net Gain offsite • Total amount of new green infrastructure • Total loss of green infrastructure • Amount of new or enhanced community infrastructure per annum, including the expansion of Carterton Football Club •	• Planning decision statements • AMR • BNG metric • Infrastructure Funding Statement
Policy CA6 – Land Northeast of Carterton	2,3,4,5	• Number of new homes per annum, by type	• AMR • BNG metric

		• Number of affordable homes per annum, by type • Percentage of journeys made by sustainable transport or active travel • Total increase in Biodiversity Net Gain onsite • Total increase in Biodiversity Net Gain offsite • Total amount of new green infrastructure • Total loss of green infrastructure • Amount of new or enhanced community infrastructure per annum, including for education provision • Provision of new highway infrastructure	• Infrastructure Funding Statement
Policy CA7 – Land East of Brize Norton	2,3,4,5	• Number of new homes per annum, by type • Number of affordable homes per annum, by type • Percentage of journeys made by sustainable transport or active travel • Total increase in Biodiversity Net Gain onsite	• AMR • BNG metric • Infrastructure Funding Statement

		• Total increase in Biodiversity Net Gain offsite • Total amount of new green infrastructure • Total loss of green infrastructure • Amount of new or enhanced community infrastructure per annum, including for education provision • Provision of new highway infrastructure	
Policy WIT1 – Witney Area Strategy	1,2,3,4,5,6	• Total amount of employment floorspace available • Total amount of employment floor space lost to alternative uses per annum • Total amount of new employment land per annum • Total amount of new businesses per annum • Total loss of businesses per annum • Total number of new dwellings per annum, by type	• AMR • Brownfield site register • Annual air quality reports • BNG metric • Infrastructure Funding Statement • Planning decisions statements

		• Total amount of affordable housing per annum • Total amount of development on brownfield sites • Air quality at Witney AQMA • Total biodiversity net gain per annum • Percentage of journeys made by sustainable transport or active travel • Amount of new or enhanced community infrastructure per annum by type • Total amount of contributions secured through S106 and CIL agreements • Total area of new green infrastructure per annum • Total loss of green infrastructure per annum • Total amount of refused development on the basis of the impact on Witney's historic or natural assets	
Policy WIT2 – Witney Town Centre	1,2,3,4,6	• Total gain of new retail development by type, per annum	• AMR • Infrastructure Funding Statement

		• Total loss of retail development by type, per annum • Total gain of new businesses by type, per annum • Total loss of businesses by type, per annum • Amount of new or enhanced community infrastructure per annum by type • Percentage of journeys made by sustainable transport or active travel • Total number of new dwellings by type, per annum • Total amount of development on brownfield sites • Total amount of development on infill sites • Total area of new green infrastructure per annum • Total loss of green infrastructure per annum • Total amount of refused development on the basis of the impact on Witney's historic or natural assets	• Brownfield register • Planning decisions notices

Policy WIT3 – Windrush Valley	1,3	• Number of development and land management proposals refused for reasons of landscape character or the Cotswold National Landscape	• Planning decision statements
Policy WIT4 – Land at Welch Way Area of Redevelopment Opportunity	1,2,3,4,5,6	• Total number of new dwellings by type, per annum • Total gain of new retail development by type, per annum • Amount of new or enhanced community infrastructure per annum by type • Average density of development	• AMR • Infrastructure Funding Statement
Policy WIT5 – Land South of Witney	2,3,4,5	• Number of new homes completed • Number of affordable homes completed • Provision of/contribution towards supporting infrastructure • Total increase in on-site Biodiversity Net Gain • Total increase in off-site Biodiversity Net Gain	• AMR • Infrastructure Funding Statement • BNG metric

Policy WIT6 – Land West of Witney, South Burford Road	2,3,4,5	• Number of new homes completed • Number of affordable homes completed • Provision of/contribution towards supporting infrastructure • Total increase in on-site Biodiversity Net Gain • Total increase in off-site Biodiversity Net Gain	• AMR • Infrastructure Funding Statement • BNG metric
Policy WIT7 – Land North of Burford Road, Witney	2,3,5	• Number of new homes completed • Number of affordable homes completed • Provision of/contribution towards supporting infrastructure • Total increase in on-site Biodiversity Net Gain • Total increase in off-site Biodiversity Net Gain	• AMR • Infrastructure Funding Statement • BNG metric
Policy CN1 – Chipping Norton Area Strategy	1,2,3,4,5,6	• Total amount of development refused on the basis of the impact on the Cotswold National Landscape or Chipping Norton's historic environment	• Planning decisions statements • Brownfield site register • AMR • Infrastructure Funding Statement

		• Total amount of development on brownfield sites • Total number of new dwellings by type, per annum • Amount of new or enhanced community infrastructure per annum by type • Total amount of employment floorspace available • Total amount of employment floor space lost to alternative uses per annum • Total amount of new employment land per annum	
Policy CN2 – Chipping Norton Town Centre	2,3,4,6	• Total gain of new retail development by type, per annum • Total loss of retail development by type, per annum • Percentage of journeys made by sustainable transport or active travel • Visitor numbers per annum	• AMR • Town Centre surveys

Policy BA1 – Bampton Area Strategy	1,2,3,4,5	• Total number of new dwellings by type, per annum • Total number of affordable houses per annum • Amount of new or enhanced community infrastructure per annum by type • Total increase in BNG	• AMR • Infrastructure Funding Statement • BNG metric
Policy BA2 – Land East of Bampton	1,2,3,4,5	• Total number of new dwellings by type, per annum • Total number of affordable houses per annum • Amount of new or enhanced community infrastructure per annum by type • Total increase in on-site Biodiversity Net Gain • Total increase in off-site Biodiversity Net Gain	• AMR • Infrastructure Funding Statement • BNG metric
Policy BU1 – Burford Area Strategy	1,2,3,4,5,6	• Total amount of development refused on the basis of the impact on the Cotswold National Landscape or Burford's historic environment	• Planning decision statements • AMR • Town surveys • Infrastructure Funding Statement

		• Number of new dwellings per annum, by type • Percentage of journeys made by sustainable transport or active travel • Visitor numbers per annum • Number of parking spaces • Amount of new or enhanced community infrastructure per annum	• West Oxfordshire Parking Strategy
Policy BU2 – Burford Town Centre	1,2,3,4,6	• Total gain of new retail development by type, per annum • Total loss of retail development by type, per annum • Percentage of journeys made by sustainable transport or active travel • Visitor numbers per annum • Air quality • Total amount of development refused on the basis of the impact on the Cotswold National Landscape or Burford's historic environment	• AMR • Town Centre Surveys • Annual Air Quality report • Planning Decision Statements
Policy BU3 – Land South of Sheep Street	2,3,4,5	• Total number of new dwellings by type, per annum	• AMR • Infrastructure Funding Statement

		• Total number of affordable houses per annum • Amount of new or enhanced community infrastructure per annum by type • Number of new parking spaces • Total increase in on-site Biodiversity Net Gain • Total increase in off-site Biodiversity Net Gain	• BNG metric • West Oxfordshire Parking Strategy
Policy CH1 – Charlbury Area Strategy	1,2,3,4,5,6	• Number of visitors per annum • Number of new dwellings per annum, by type • Amount of development on brownfield sites • Total amount of development refused on the basis of the impact on the Cotswold National Landscape or Charlbury's historic environment • Percentage of journeys made by sustainable transport or active travel • Amount of new or enhanced community infrastructure per annum	• AMR • Brownfield site register • Planning decision statements • Infrastructure Funding Statement

Policy CH1 – Land at Jefferson's Piece	2,3,5	• Total number of new dwellings by type, per annum • Total number of affordable houses per annum • Amount of new or enhanced community infrastructure per annum by type • Total increase in on-site Biodiversity Net Gain • Total increase in off-site Biodiversity Net Gain	• AMR • Infrastructure Funding Statement • BNG metric
Policy CH2 – Land South of Hydac		• Total number of new dwellings by type, per annum • Total number of affordable houses per annum • Amount of new or enhanced community infrastructure per annum by type • Total increase in on-site Biodiversity Net Gain • Total increase in off-site Biodiversity Net Gain	• AMR • Infrastructure Funding Statement • BNG metric
Policy EYN1 – Eynsham Area Strategy	1,2,3,4,5,6	• Number of new dwellings per annum, by type • Amount of new employment floorspace	• AMR • BNG metric

		• Amount loss of retail floorspace to other uses • Total biodiversity net gain per annum • Amount of new or enhanced community infrastructure per annum by type • Amount of new or enhanced community infrastructure that is shared with Salt Cross Garden Village per annum by type	• Infrastructure Funding Statement
Policy LH1 – Long Hanborough Area Strategy	2,3,4,5	• Total number of new dwellings by type, per annum • Total number of affordable houses per annum • Amount of new or enhanced community infrastructure per annum • Amount of development on brownfield or infill sites • Percentage of journeys made by sustainable transport or active travel, including from Hanborough Station • Total increase in Biodiversity Net Gain	• AMR • Brownfield site register • Infrastructure Funding Statement • BNG metric • Planning decision statements

		• Total amount of development refused on the basis of the impact on Pinsley Wood or nearby SACs • Total amount of development refused on the basis of the Cotswold National Landscape	
Policy HAN1 – Land West of Hanborough Station	1,2,3,4,5	• Total number of new dwellings by type, per annum • Total number of affordable houses per annum • Total employment floor space completed • Amount of new or enhanced community infrastructure per annum by type • Total increase in on-site Biodiversity Net Gain • Total increase in off-site Biodiversity Net Gain • Total amount of development refused on the basis of the impact on Pinsley Wood or nearby SACs	• AMR • BNG metric • Infrastructure Funding Statement • Planning decision statements

Policy ARO3 – Hanborough Station Area of Redevelopment Opportunity	1,2,3,4	• Amount of contributions towards the enhancement of rail infrastructure and station facilities • Improved active travel and public transport links between the station and its surrounding settlements • Adequate parking spaces •	• Infrastructure Funding Statement
Policy WO1 – Woodstock Area Strategy	1,2,3,4,5,6	• Total amount of development refused on the basis of the impact on Blenheim Palace World Heritage Site or Woodstock's historic townscape • Amount of development on brownfield or infill sites • Number of new dwellings per annum, by type • Percentage of journeys made by sustainable transport or active travel • Visitor numbers per annum • Amount of new or enhanced community infrastructure per annum	• Planning decision statements • AMR • Brownfield site register • Town Centre Surveys

Policy WO2 – Woodstock Town Centre	1,2,3,4,6	• Amount of new or enhanced community infrastructure per annum • Amount of development utilising the reuse of vacant or underused buildings • Visitor numbers per annum • Amount of new retail and other independent businesses	• AMR • Town Centre Surveys
Policy WO3 – Blenheim Palace World Heritage Site	3	• Total number of development applications refused on the basis of the impact on the Outstanding Universal Value (OUV) of Blenheim Palace World Heritage Site	• Planning decision statements
Policy RA1 – Rural Area Strategy	1,2,3,4,5,6	• Total number of new dwellings by type, per annum • Total number of affordable houses per annum • Amount of new or enhanced community infrastructure per annum by type	• AMR • Infrastructure Funding Statement • BNG metric

		• Total number of new public and community transport services • Percentage of journeys made by sustainable transport or active travel • Total increase in Biodiversity Net Gain	
Policy RA2 – Land North of Aston	1,2,3,4,5	• Total number of new dwellings by type, per annum • Total number of affordable houses per annum • Amount of new or enhanced community infrastructure per annum by type • Total increase in on-site Biodiversity Net Gain • Total increase in off-site Biodiversity Net Gain	• AMR • Infrastructure Funding Statement • BNG metric
Policy RA3 – Land at Kingham Station	1,2,3,4,5,6	• Total number of new dwellings by type, per annum • Total number of affordable houses per annum • Total employment floor space completed	• AMR • Infrastructure Funding Statement • BNG metric

		• Amount of new or enhanced community infrastructure per annum by type • Total increase in on-site Biodiversity Net Gain • Total increase in off-site Biodiversity Net Gain	
Policy RA4 – Land at the Down's, Standlake	2,3,5	• Total number of new dwellings by type, per annum • Total number of affordable houses per annum • Total employment floor space completed • Amount of new or enhanced community infrastructure per annum by type • Total increase in on-site Biodiversity Net Gain • Total increase in off-site Biodiversity Net Gain	• AMR • Infrastructure Funding Statement • BNG metric
Policy RA5 – Rousham Road, Tackley	2,3,5	• Total number of new dwellings by type, per annum • Total number of affordable houses per annum	• AMR • Infrastructure Funding Statement • BNG metric

		• Total employment floor space completed • Amount of new or enhanced community infrastructure per annum by type • Total increase in on-site Biodiversity Net Gain • Total increase in off-site Biodiversity Net Gain	
Policy RA6 – Enstone Business Park	1,2,3,6	• Total employment floor space completed • Percentage of journeys made to the site by public transport or active travel • Total increase in Biodiversity Net Gain • Total amount of new green infrastructure • Total contributions from development to support the viability, delivery and operations of Enstone Airfield	• AMR • BNG metric • Infrastructure Funding Statement

Appendix 3 – Glossary

AAP - Area Action Plan	A detailed planning framework for a specific area, such as Salt Cross Garden Village.
Active Travel	Getting about in a way that makes you physically active, like walking, wheeling or cycling.
Affordability ratio	The affordability ratio is a measure of the house price to income ratio in an area.
Affordable home ownership products	
Affordable housing	Housing which is affordable to those who cannot afford market priced housing locally to rent or purchase. There are a number of forms of affordable housing including social rented housing, affordable rented housing, first homes etc.
Air Quality Management Area (AQMA)	An Air Quality Management Area (AQMA) is declared for an area where the local air quality is unlikely to meet the Government's national air quality objectives.
Best and most versatile agricultural land	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
Biodiversity	Refers to the variety of life on Earth at all its levels.

Biodiversity Net Gain (BNG)	An approach to development and/or land management that aims to leave the natural environment in a measurably better state than it was beforehand.
BNG hierarchy	A structured framework that dictates how developers in England must avoid, mitigate and compensate for ecological impacts
Building for a Healthy Life	A widely used design tool for creating places that are better for people and nature.
Building with Nature	A voluntary framework of standards for delivering good green infrastructure. Consists of 12 standards built around the themes of core, wellbeing, water and wildlife.
Build to rent	Purpose built housing that is typically 100% rented out. Schemes will usually offer longer tenancy agreements of three years or more and will typically be professionally managed stock in single ownership and management control.
Carbon sequestration	The capturing, removal and storage of carbon dioxide (CO2) from the earth's atmosphere.
CIA – Climate Impact Assessment	A report required for major developments to assess how proposals address climate risks and contribute to net-zero goals.
CIL - Community Infrastructure Levy	A charge which can be levied by local authorities on new development in their area.

Circular economy	A model of production and consumption, which involves sharing, leasing, reusing, repairing, refurbishing and recycling existing materials and products as long as possible.
Climate adaptation	Adaptation seeks to reduce the risks posed by climate changes, and to benefit from any associated opportunities where possible. It is one of two main policy responses to climate change, the other being mitigation.
Climate mitigation	Efforts to reduce or prevent emission of greenhouse gases.
Clustering of developments	
Community Employment Plans	Community Employment Plans (CEPs) also known as Employment and Skills Plans provide opportunities for people to access skills and training associated with large development sites.
Community-led or co-housing	Community-led housing is an umbrella term for a range of models that includes cohousing, Community Land Trusts (CLTs), cooperatives, self-help and self-build housing.
Community Masterplan	A masterplan which has been informed by a process of demonstrably meaningful and effective community engagement.
Community Right to Build Orders	An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development.

Conservation Management Plans	Conservation management plans have been developed as a tool to help pull together an understanding of what matters and why and how to conserve and manage it. From this informed basis, plans are then used to develop programmes of repair, restoration or to draw up proposals for change.
Core Policies	Strategic policies that apply across the entire district and address key issues such as climate change, housing, infrastructure and design.
Cotswolds National Landscape	A nationally designated Area of Outstanding Natural Beauty (AONB) covering part of West Oxfordshire.
Custom and self-build housing	Housing built by an individual, a group of individuals or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing.
Dark skies	Dark Sky Reserves are designated by the International Dark-Sky Association (IDA). They are areas that offer exceptional starry nights and are specifically protected for scientific, natural, educational, cultural, heritage and/or public enjoyment.
Decide and provide	
Design Code	A set of simple, concise, illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area.
Design Guide	A document providing guidance on how development can be carried out in accordance with good design practice.

Development plan	Is defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and 72 published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the local planning authority decides that the neighbourhood plan should not be made.
Ecosystem services	The direct and indirect contributions ecosystems (known as natural capital) provide for human wellbeing and quality of life. This can be in a practical sense, providing food and water and regulating the climate, as well as cultural aspects such as reducing stress and anxiety.
Embodied carbon	Embodied carbon is the amount of carbon emitted during the construction of a building. The extraction of raw materials, the manufacturing and refinement of materials, transportation, installation and disposal of old supplies can all produce embodied carbon emissions.
Energy Hierarchy	A framework for reducing energy use and emissions: Lean (reduce demand), Clean (use efficient systems), Green (use renewables).
Food poverty	The inability of individuals and households to secure an adequate and nutritious diet. It can affect those living on low incomes, with limited access to transport and poor cooking skills.
Fossil fuel	A hydrocarbon-containing material such as coal, oil, and natural gas, formed naturally in the Earth's crust from the remains of dead plants and animals that is extracted and burned as a fuel.

Fuel poverty	Fuel poverty in England is measured using the Low-Income Low Energy Efficiency (LILEE) indicator. Under this indicator, a household is considered to be fuel poor if they are living in a property with a fuel poverty energy efficiency rating of band D or below and when they spend the required amount to heat their home, they are left with a residual income below the official poverty line.
Golden rules for green belt development	Contributions which should be made ('Golden Rules') where major development involving the provision of housing is proposed on land released from the Green Belt through plan preparation or review, or on sites in the Green Belt subject to a planning application
Green Belt	A planning designation intended to prevent urban sprawl by keeping land permanently open.
Green infrastructure	A network of multi-functional green space and other green features, urban and rural, which can deliver quality of life and environmental benefits for communities.
Grey water recycling	The treatment of wastewater from appliances such as showers, baths and sinks, to be re-used and fed back into a property for non-potable purposes such as flushing toilets.
Health Impact Assessments (HIA)	A tool to identify and optimise the health and wellbeing impacts of planning.
Healthy Homes Principles	To ensure better and more inclusive health outcomes, the Town and Country Planning Association (TCPA) has identified 11 Healthy Homes principles that all new homes must provide including access to natural light and climate resilience

Healthy place shaping	A collaborative approach which aims to create sustainable, well designed, thriving communities where healthy behaviours are the norm and which provide a sense of belonging, identity and community.
HELAA - Housing and Economic Land Availability	An assessment of land availability identifies a future supply of land which is suitable, available and achievable for housing and economic development uses.
Heritage Assets	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).
Heritage Impact Assessments	A document that outlines the historic or archaeological significance of a building or landscape within its wider setting. It includes an outline of any proposed works, an assessment of their impact on the building or landscape and a mitigation strategy.
Historic Environment	The physical evidence of past human activity, including buildings, monuments and landscapes.
HIA – Health Impact Assessment	A tool to identify and optimise the health and wellbeing impacts of planning.
HRA - Habitat Regulations Assessment	Require Natural England to secure compliance with the requirements of the Directives when specifically discharging its nature.

IDP - Infrastructure Delivery Plan	Sets out the infrastructure that is required to support the delivery of the allocated housing and employment growth through the Local Plan to 2043.
Infrastructure	The physical and institutional systems that underpin society. Examples include roads and other transport facilities, flood defences, schools and other educational facilities, medical facilities, sporting and recreational facilities and open space.
Innovative housing delivery models	
Key workers	A key worker, critical worker or essential worker is a public-sector or private-sector employee who is considered to provide an essential service (e.g. health and social care, education)
Large scale development	Development of between 50 and 299 units
LDS – Local Development Scheme	Sets out a work programme in relation to main planning policy documents.
Lighting buffer zones	An area surrounding a protected, dark or ecologically sensitive space where light spill is strictly controlled or prohibited
Living local	Local living provides people with the opportunity to meet the majority of their daily needs within a reasonable distance of their home.

LNRS – Local Nature Recovery Strategies	Strategies that propose how and where to recover nature and improve the wider environment across England, to be prepared by Oxfordshire County Council as the 'responsible body'.
Local Development Scheme (LDS)	Sets out a work programme in relation to main planning policy documents.
Local Green Space	The designation of land as Local Green Space through local and neighbourhood plans allows communities to identify and protect green areas of particular importance to them.
Local Plan	A Local Plan guides decisions on future development proposals and addresses the needs and opportunities of a specific area.
Major development	For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m2 or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.
Marketing Guidelines	A set of guidelines which should be followed (typically for a period of at least 12 months) to demonstrate active marketing before the loss of employment land or community facilities can be considered
Medium and high distinctiveness habitats	
Medium scale development	Development of between 10 and 49 units

Mobility Hubs	Where several transport modes and community facilities are located together for seamless interchange.
Natural capital	The world's stock of natural resources, which includes geology, soils, air, water, habitats and all living organisms.
Natural flood management	The implementation of natural measures which help to alleviate the risk of flooding.
Nature Recovery	A strategic approach to restoring and enhancing biodiversity and ecological networks.
NDP - Neighbourhood Development Plan	A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. Sets out the vision for an area and the planning policies for the use and development of land within the parish or neighbourhood.
Neighbourhood Development Orders	An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which parish councils and neighbourhood forums can grant planning permission for a specific development proposal or classes of development.
Net Zero Carbon	The term net zero means achieving a balance between the carbon emitted into the atmosphere, and the carbon removed from it. This balance – or net zero – will happen when the amount of carbon we add to the atmosphere is no more than the amount removed.
NPPF – National Planning Policy Framework	Sets out the Governments planning policies for England and how these should be applied.

On-site renewable energy generation	
Operational carbon	The term used to describe the emissions of carbon dioxide and other global warming gases during the in-use operation of a building (e.g. providing heat or cooling).
Oxfordshire Local Nature Recovery Strategy	A county-wide strategy to guide biodiversity restoration and nature-based planning.
Oxfordshire Strategic Vision	Sets out a highly ambitious pathway for long-term change towards a more sustainable future. Prepared by the Future Oxfordshire Partnership, the Vision is designed to be overarching and cross-cutting to inform a range of local and national plans, strategies and programmes.
Place-Based Policies	Policies that apply to specific geographic areas within the district, such as the Cotswolds National Landscape or Blenheim Palace WHS.
PPA – Planning Performance Agreement	A proactive and beneficial way of working with the council to develop your proposals.
PPG - Planning Policy Guidance	Sets out the government's policies on different aspects of planning policy.
Preferred Policy Options	The Council's emerging proposals for how key planning issues should be addressed in the new Local Plan.

Previously developed (brownfield) land/buildings	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.
Principal Towns / Service Centres / Villages	Categories within the settlement hierarchy that determine the scale and type of development appropriate in each location.
Priority species	An animal, plant or fungus officially identified as being highly threatened, in decline or ecologically important
Proportionate scale growth	Growth that ensures that the size and number of new homes built in an area directly align with the size, character and infrastructure capacity of the existing community
Regenerative farming	Any form of farming which at the same time improves the environment. This primarily means regenerating the soil.
Regulation 18	Preparation of a Local Plan
Regulation 19	Publication of a Local Plan

Renewable and low-carbon energy provision	Renewable energy refers to energy derived from natural sources that are replenished at a higher rate than they are consumed (e.g. sunlight and wind). Low-carbon energy refers to the electricity generated from energy sources that emit significantly less greenhouse gas emissions than conventional fossil fuels.
Retrofit	In this context it refers to when a property is fitted with renewables or energy efficiency measures after it has been built (i.e. retrospectively).
River Basin Management Plans	River basin management plans (RBMPs) set the legally binding locally specific environmental objectives that underpin water regulation (such as permitting) and planning activities. A key aspect of the Government's 25 Year Environment Plan.
Rural economy	
SA – Sustainability Appraisal	To appraise the social, environmental and economic effects of a plan from the outset.
Safe routes to schools	Safer Routes to School schemes are packages of measures designed to tackle safety concerns and reduce dependence on travelling to school by car.
SCI – Statement of Community Involvement	A document that outlines how a local authority will involve the public in the planning process

SDA – Strategic Development Area	Large-scale sites identified for significant housing and infrastructure development.
Settlement Hierarchy	A classification of settlements based on their size, services and role in the district, used to guide the distribution of development.
SHELAA - Strategic Housing and Economic Land Availability Assessment	Confirms the availability of land and assesses the potential suitability of development sites for allocation in the local plan.
Spatial Strategy	A strategy which takes into account social, economic and environmental factors such as health and housing, and which does not purely focus on the regulation and the control of land.
SPD – Supplementary Planning Documents	Information about adopted and forthcoming planning documents which provide guidance for anyone submitting planning applications.
Specialist housing	
Stewardship	A fundamental aspect of the Garden City model, which outlines how the right financial and governance structures can provide a framework to pay for the creation and maintenance of community assets in perpetuity.

Strategic scale development	Residential development of more than 300 units
SuDS – Sustainable Drainage Systems	Drainage solutions that manage surface water runoff in a sustainable way, reducing flood risk and improving water quality.
Supplementary Planning Documents	Information about adopted and forthcoming planning documents which provide guidance for anyone submitting planning applications.
Sustainability Appraisal	To appraise the social, environmental and economic effects of a plan from the outset.
20-minute neighbourhood	The 20-minute neighbourhood concept is one method of supporting local living and aims to provide access to the majority of daily needs within a 20-minute walk, wheel or cycle.
Urban cooling	Measures that can help to reduce temperatures in urban areas such as providing additional tree and vegetation cover.
Village Design Statements	Tools that local communities use to influence the design of new development locally by identifying, describing and analysing local character and drawing guidance directly from this character.
Whole building approach	An approach that uses an understanding of a building in its context to find balanced solutions that save energy, sustain heritage significance, and maintain a comfortable and healthy indoor environment. A whole building approach also takes into account wider environmental, cultural, community and economic issues, including energy supply.

WHS – World Heritage site	A site of outstanding cultural or natural importance designated by UNESCO, such as Blenheim Palace.
Windfall Sites	Housing sites that come forward unexpectedly and are not specifically allocated in the Local Plan.

Appendix 4 – Local Plan 2031 Superseded Policies

Policy Reference	Title	Superseded / Not Superseded	Superseded by What?
OS1	POLICY OS1: Presumption in favour of sustainable development	Superseded	National Planning Policy Framework
OS2	POLICY OS2: Locating development in the right places	Superseded	Policy SP1 – Settlement Hierarchy Policy SP2 – Spatial Strategy
OS3	POLICY OS3: Prudent use of natural resources	Superseded	Policy SP3 – General Development Principles Policy CP3 – Water Environment Policy DM8 – Healthy Food Environment
OS4	POLICY OS4: High quality design	Superseded	Policy CP6 – Design Excellence and Placemaking
OS5	POLICY OS5: Supporting Infrastructure	Superseded	Policy CP4 – Delivering Infrastructure In-step with nrew development
H1	POLICY H1: Amount and distribution of housing	Superseded	Policy CP2 – Delivering New Homes

H2	POLICY H2: Delivery of New Homes	Superseded	Policy CP2 – Delivering New Homes
H3	POLICY H3: Affordable housing	Superseded	Policy DM20 – Affordable Housing
H4	POLICY H4: Type and mix of new homes	Superseded	Policy DM19 – Creating Mixed and Balanced Communities
H5	POLICY H5: Custom and self-build housing	Superseded	Policy DM22 – Custom and Self Build Housing
H6	POLICY H6: Existing housing	Superseded	Policy DM25 – Loss, Replacement and Sub-Division of Existing Dwellings
H7	POLICY H7: Travelling communities	Superseded	Policy DM24 – Meeting the Needs of Travelling Communities
H8	POLICY H8: Land at Cuckoowood Farm, Freeland	Not Superseded	

E1	POLICY E1: Land for employment	Superseded	Policy CP3 – Supporting Economic Growth and Local Prosperity Policy DM27 – Provision and protection of land for Employment
E2	POLICY E2: Supporting the Rural Economy	Superseded	Policy DM28 – Supporting the Rural Economy
E3	POLICY E3: Re-use of non-residential buildings	Superseded	Conversion, Extension and Alteration of Traditional Buildings
E4	POLICY E4: Sustainable tourism	Superseded	Policy DM30 – Sustainable Tourism
E5	POLICY E5: Local services and community facilities	Superseded	Policy DM15 – Community Facilities and Services
E6	POLICY E6: Town centres	Superseded	Policy DM14 – Town Centres
T1	POLICY T1: Sustainable transport	Superseded	Policy CP8 – Sustainable Transport

T2	POLICY T2: Highway Improvement Schemes	Superseded	Policy CP8 - Sustainable Transport
T3	POLICY T3: Public transport, walking and cycling	Superseded	Policy CP8 - Sustainable Transport Policy DM16 – Active and Healthy Travel
T4	POLICY T4 : Parking provision	Superseded	Policy DM17 – Parking standards for new development (Car and Cycle Parking)
EH1	POLICY EH1: Cotswolds Area of Outstanding Natural Beauty	Superseded	Policy SP4 – Cotswolds National Landscape (CNL)
EH2	POLICY EH2: Landscape character	Superseded	Policy DM3 – Conserving and enhancing landscape character through new development
EH3	POLICY EH3: Biodiversity and geodiversity	Superseded	Policy DM2 – Biodiversity Net Gain (BNG) and Nature Recovery
EH4	POLICY EH4: Public realm and green infrastructure	Superseded	Policy DM1 – Green Infrastructure

EH5	POLICY EH5: Sport, recreation and children's play	Superseded	Policy DM7 – Sport, Recreation and Play
EH6	POLICY EH6: Decentralised and renewable or low carbon energy development (excepting wind turbines)	Superseded	Policy DM10 – Renewable and Low Carbon Energy Development
EH7	POLICY EH7: Flood risk	Superseded	Policy CP5 – Water Environment
EH8	POLICY EH8: Environmental protection	Superseded	Polic DM4 – Light Pollution and Dark Skies Policy DM13 – Air Quality and Pollution
EH9	POLICY EH9: Historic environment	Superseded	Policy CP9 – Historic Environment
EH10	POLICY EH10: Conservation areas	Superseded	Policy CP9 – Historic Environment
EH11	POLICY EH11: Listed buildings	Superseded	Policy CP9 – Historic Environment

EH12	POLICY EH12: Traditional Buildings	Superseded	Policy CP9 – Historic Environment
EH13	POLICY EH13: Historic landscape character	Superseded	Policy CP9 – Historic Environment
EH14	POLICY EH14: Registered historic parks and gardens	Superseded	Policy CP9 – Historic Environment
EH15	POLICY EH15: Scheduled monuments and other nationally important archaeological remains	Superseded	Policy CP9 – Historic Environment
EH16	POLICY EH16: Non-designated heritage assets	Superseded	Policy CP9 – Historic Environment
WIT1	POLICY WIT1: East Witney Strategic Development Area (450 homes)	Superseded	Approved Planning Application 20/02654/OUT
WIT2	POLICY WIT2: North Witney Strategic Development Area (1,400 homes)	Not Superseded	

WIT3	POLICY WIT3: Woodford Way Car Park, Witney	Not Superseded	
WIT4	POLICY WIT4: Land West of Minster Lovell	Superseded	Development Completed
WIT5	POLICY WIT5: Witney Town Centre Strategy	Superseded	Policy WIT2 – Witney Town Centre
WIT6	POLICY WIT6: Witney sub-area strategy	Superseded	Policy WIT1 – Strategic Development Framework for the Witney Area
CA1	POLICY CA1: REEMA North and Central	Superseded	Approved Planning Application 25/02878/FUL
CA2	POLICY CA2: Land at Milestone Road, Carterton	Superseded	Development Complete
CA3	POLICY CA3: Land at Swinbrook Road, Carterton	Superseded	Development Complete

CA4	POLICY CA4: Carterton Town Centre Strategy	Superseded	Policy CA2 – Carterton Town Centre
CA5	POLICY CA5: Carterton sub-area strategy	Superseded	Policy CA1 – Strategic Framework for the Carterton Area
CN1	POLICY CN1: East Chipping Norton strategic development area (1,200 homes)	Superseded	Policy CN3 – Land east of Chipping Norton at London Road Strategic Location for Growth (SLG)
CN2	POLICY CN2: Chipping Norton Sub-Area Strategy	Superseded	Policy CN1 - Strategic Development Framework for the Chipping Norton Area
EW1	POLICY EW1: Oxfordshire Cotswolds Garden Village Strategic Location for Growth (2,200 homes)	Not Superseded	Approved Planning Application 18/02574/RES
EW2	POLICY EW2: West Eynsham Strategic Development Area (1,000 homes)	Not Superseded	
EW3	POLICY EW3: Land East of Woodstock (300 homes)	Superseded	Approved Planning Application 16/01364/OUT

EW4	POLICY EW4: Land north of Hill Rise, Woodstock (120 homes)	Superseded	Approved Planning Application 21/00189/FUL
EW5	POLICY EW5: Land north Banbury Road, Woodstock (180 homes)	Superseded	Approved Planning Application 21/00217/OUT
EW6	POLICY EW6: Land at Myrtle Farm, Long Hanborough (50 homes)	Superseded	Allocation Removed
EW7	POLICY EW7: Land at Oliver's Garage, Long Hanborough (25 homes)	Superseded	Development Completed
EW8	POLICY EW8: Former Stanton Harcourt Airfield (50 homes)	Superseded	Development Completed
EW9	POLICY EW9: Blenheim World Heritage Site	Superseded	Policy WO3 – Blenheim Palace World Heritage Site (WHS)
EW10	POLICY EW10: Eynsham – Woodstock Sub - Area Strategy	Superseded	Policy EYN1 – Strategic Framework for the Eynsham Area Policy LH1 – Strategic Development Framework for the Long Hanborough Area

			Policy WO1 – Strategic Development Framework for the Woodstock Area Policy RA1 – Strategic Development Framework for the Rural Area
BC1	POLICY BC1: Burford – Charlbury sub-area strategy	Superseded	Policy BU1 – Strategic Development Framework for the Burford Area Policy CH1 – Strategic Development Framework for the Charlbury Area Policy RA1 – Strategic Development Framework for the Rural Area

WEST OXFORDSHIRE DISTRICT COUNCIL

www.westoxon.gov.uk

West Oxfordshire

Local Development Scheme (LDS)

July 2026

Contents

1. Introduction 3
2. West Oxfordshire Local Plan 2031 3
3. West Oxfordshire Local Plan 2043 3
4. Salt Cross Garden Village Area Action Plan (AAP) 4
5. Supplementary Planning Documents (SPDs) 5
6. Neighbourhood Planning 5
7. Statement of Community Involvement (SCI) 6
8. LDF Monitoring Report 6
9. LDS availability and updates 6

Appendix 1 – Document Profiles 8

Appendix 2 – Overall Timetable 12

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 July 2026 – July 2029.

1.2 During the three-year period covered by the LDS, local government reorganisation is expected to take place across Oxfordshire. The exact form and timing of any changes are not yet known and may affect the structure and responsibilities of existing councils. However, the LDS remains an important document in setting out the Council's intended programme for preparing and reviewing planning policy documents.

1.3 The documents identified within it, in particular the emerging West Oxfordshire Local Plan, will continue to have effect once adopted, regardless of any changes to local government arrangements. This ensures continuity in the planning framework and provides clarity for communities, developers and stakeholders throughout the transition period and beyond.

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 To date there have been four main periods of public consultation carried through the Regulation 18 'plan preparation' stage, in October 2022 (initial scoping) October 2023 (ideas and objectives), June 2025 (preferred policy options). And November 2025 (Preferred Spatial 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 online.

3.6 The fourth Regulation 18 consultation on preferred spatial options was undertaken for 7 weeks from early November to December 2025. The main focus of the consultation was on a series of preferred locations for residential and commercial development. A consultation summary report has been made available online.

3.7 The regulation 19 pre-submission draft plan will be formally published for a statutory period of consultation in August 2026. This will cover a minimum period of at least 6-weeks.

3.8 Subject to Member approval, the Regulation 19 draft Plan will be submitted for examination before the end of December 2026.

- Publication of draft Local Plan (Regulation 19) August 2026
- Submission for examination December 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 2031 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 - known as Salt Cross Garden Village - is being supported by central Government through its locally led garden village, towns and cities programme.

4.2 The detailed planning of the garden village is to be led by the Salt Cross Garden Village Area Action Plan which was formally adopted by the Council on 25 February 2026. The adopted AAP and accompanying documents are available to view online.

4.8 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.

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 2024 – 31st March 2025 and is available online.

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	Regulation 18 initial scoping consultation – **August - October 2022** **(COMPLETE)** Regulation 18 focused consultation on draft plan objectives and spatial strategy options along with a 'call for sites' exercise – **August – October 2023** **(COMPLETE)** Regulation 18 consultation on preferred policy options – **June 2025** **(COMPLETE)** Regulation 18 consultation on preferred spatial options – **November 2025** **(COMPLETE)** Publication of pre-submission draft Local Plan (Regulation 19) – **August 2026** Submission of pre-submission draft Local Plan (Regulation 22) – **December 2026** Examination and adoption – **2027**
Conformity	Prepared in conformity with the National Planning Policy Framework (NPPF) – December 2024 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	The AAP establishes 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 is delivery and implementation.
Geographical coverage	Oxfordshire Cotswolds Garden Village Strategic Location for Growth (SLG) north of Eynsham (now referred to as Salt Cross Garden Village).
Timetable	Submission – **February 2021** **(COMPLETE)** Examination hearings – **June/July 2021** **(COMPLETE)** Consultation on Main Modifications – **September/November 2022** **(COMPLETE)** Inspector's Report received – **March 2023** **(COMPLETE)** Examination re-opened to consider Policy 2 - Net Zero Carbon Development – **April 2024** **(COMPLETE)** Hearing Session – **June 2025** **(COMPLETE)** Post-Hearing Letter – **August 2025** **(COMPLETE)** Consultation on Main Modifications – **October 2025** **(COMPLETE)** Inspector's Final Report – **January 2026** **(COMPLETE)** Adoption – **February 2026** **(COMPLETE)**
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 led by the Council's Planning Policy Team under the direction of the Planning Policy Manager.
Resource requirements	Internal resources comprised 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 carried out in accordance with the requirements of the adopted Statement of Community Involvement (SCI).

Appendix 2 – Overall Timetable

Document	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	Dec-26
West Oxfordshire Local Plan 2043							FC	FC			S
Salt Cross Area Action Plan (AAP)	A										

Key: IC = Informal Consultation; FC = Formal Consultation; S = Submission; A = Adoption