



West Oxfordshire Local Plan 2043

Preferred Spatial Options Consultation Paper

October 2025



WEST OXFORDSHIRE
DISTRICT COUNCIL

FOREWORD

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

Although the structure of local government in Oxfordshire is set to change, the Local Plan we are developing now will not be lost or set aside. Once adopted, it will carry forward into the new arrangements and continue to guide future planning decisions. This means that the views you share now will have a lasting impact, helping to shape how the new authority manages growth and protects our communities.

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

National Planning Policy requires us to prepare a plan that delivers 905 homes a year from now until 15 years after it has been approved. As that's likely to be in 2027, this means over 16,000 homes by 2043. We don't have any real choice in this, but we **do** have a choice in what homes are built, and where. While National Policy sets overall housing requirements, West Oxfordshire District Council retains control over the location, type, quality and phasing of development to ensure it reflects local priorities and infrastructure capacity.

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

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

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

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

Cllr Andy Graham
Leader of the Council

Cllr Hugo Ashton
Planning Portfolio Holder
West Oxfordshire District Council

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1. Introduction

- 1.1 This document represents the fourth iteration of West Oxfordshire's Regulation 18 'Plan Making' Stage, for the new West Oxfordshire Local Plan.
- 1.2 The purpose of this document is to seek views on the following issues:
 - Our proposal to extend the 'end-date' of the new Local Plan to 2043.
 - A revised settlement hierarchy which responds to concerns raised through previous public consultation in June 2025.
 - An updated spatial strategy which provides greater clarity on the scale of development expected to come forward in different locations.
 - Areas of land that have been identified as having potential for development including housing and employment. This includes our proposed approach towards existing Local Plan 2031 allocations that are yet to secure planning permission as well as potential new areas of land that could be allocated through the new Local Plan.
- 1.3 This Preferred Spatial Options consultation document represents a further evolution of the West Oxfordshire Local Plan, following from the Preferred Policy Options which were consulted on between June and August 2025¹.
- 1.4 West Oxfordshire District Council is required by national policy to prepare a Local Plan for the area. The current Local Plan is now more than 5 years old, having been adopted in 2018, and so it is necessary to update the Local Plan in accordance with national policy.
- 1.5 This document does not represent a Draft Plan and instead marks another important stage in the consultation process, as we work towards a robust and justified Plan for the district as guided by local stakeholders including local communities, infrastructure providers, statutory agencies and all those with land interests in the District.
- 1.6 Feedback received through this consultation will be taken into account along with further evidence as the Local Plan moves towards the formal regulation 19 (Draft Plan) stage in the new year.
- 1.7 This consultation document is supported by a range of evidence including an interim Housing and Economic Land Availability Assessment, Settlement Sustainability Report, Water Cycle Study, Strategic Flood Risk Assessment, and Sustainability Appraisal².

¹ <https://www.westoxon.gov.uk/planning-and-building/planning-policy/local-plan-2043/>

² <https://www.westoxon.gov.uk/planning-and-building/planning-policy/local-plan-2043/>

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



Guide to responding to consultation

- 1.8 A series of questions are posed under each section of this document, designed to gather views from stakeholders about the merits of the Local Plan proposals.
- 1.9 This is a consultation document and not a Draft Local Plan. We don't currently have all of the answers as to how impacts of development will be managed and mitigated. Further analysis and evidence gathering will be required as we develop the plan further. The proposals set out in this consultation are not set in stone – This is an important stage in the Plan making process as stakeholders have an opportunity to shape the Plan before it is finalised, by responding to the proposals in this consultation.
- 1.10 We encourage anybody reading this document to consider the proposals set out under sections 3 -8 of this document and to respond to the consultation questions.
- 1.11 Be clear about what you consider to be the strengths and weaknesses of the Local Plan proposals. Will they help to meet our objectives? How will they impact on communities and the environment? What do you believe is good and what concerns do you have about the proposals?
- 1.12 It is important that you put your views to us at this stage as this is a real opportunity to shape proposals at the plan making stage.
- 1.13 In parallel with this consultation we have published a number of supporting documentations, some of which are in draft, which will form part of the evidence base supporting the Local Plan when it is eventually submitted to the Planning Inspectorate for review. These include the draft Housing and Employment Land Availability Assessment, The Settlement Sustainability Report, the baseline Infrastructure Delivery Plan and the baseline Water Cycle Study.

2. Progress to Date

- 2.1 This document represents the fourth iteration of the 'Regulation 18', plan making stage of the process.
- 2.2 The council have consulted stakeholders on three previous occasions of different aspects of the Plan as follows;
- **Your Voice Counts (August 2022)**
Early engagement setting out the need for an updated Local Plan and the matters it intends to cover based on six potential areas of focus including the climate and ecological emergency, health and wellbeing of communities, the natural and built environment, housing needs and economic growth.
 - **Your Place Your Plan (August 2023)**
Consultation on a draft vision and series of objectives for the Local Plan to address issues and challenges facing the district. We also undertook a 'Call for Ideas' so that stakeholders could suggest locations for new development including housing, employment, nature recovery and renewable energy. The development sites suggested through the Call for Ideas are a feature of this consultation and have been assessed as part of the Local Plan evidence base.
 - **Your Plan for the Future (June 2025)**
We consulted on an updated vision and objectives as well as a series of Preferred Policy Options for the Local Plan. These comprised of Core Policies, Place-Based Policies, Settlement Strategies and Development Management Policies.
- 2.3 At each stage, the council have analysed responses and used the feedback to shape the next iteration of the Local Plan. Summary reports are available to record key messages received at each stage of consultation³.
- 2.4 At the last round of consultation on the Preferred Policy Options, stakeholders presented clear feedback on fundamental aspects of the Plan which are key to how we identify future locations for new development. These include;
- The Local Plan period
 - The Settlement Hierarchy
 - The Spatial Strategy
 - Definitions of development size
 - Clarity on infrastructure delivery
- 2.5 Further information regarding the feedback we received on these key aspects of the Plan is set out under the relevant sections below.
- 2.6 This is the first time during the Plan making process that preferred development locations have been identified and mapped. We understand that there is likely to be significant interest in this consultation as a result.

³ <https://www.westoxon.gov.uk/planning-and-building/planning-policy/local-plan-2043/>

3. The Local Plan Period

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

CONSULTATION QUESTION 1 –

DO YOU SUPPORT AN EXTENDED LOCAL PLAN END DATE OF 2043?

4. The Settlement Hierarchy

- 4.1 As part of the preferred policy options consultation in summer 2025, views were sought on a proposed 'settlement hierarchy' i.e. a grouping of settlements according to their size, role and function.
- 4.2 The settlement hierarchy was set out in draft 'Core Policy 2' which identified 4 different tiers of settlement as follows:
- Tier 1 – Principal Towns
 - Tier 2 – Service Centres
 - Tier 3 – Villages
 - Tier 4 – Small Villages, Hamlets and Open Countryside
- 4.3 The consultation explained that the categorisation of settlements within the hierarchy is important because it has a direct bearing on the overall spatial strategy and the type and scale of development expected to come forward in different locations.
- 4.4 Draft Core Policy 2 attracted a significant level of response with many stakeholders expressing concerns that certain settlements had been incorrectly categorised – particularly between Tiers 3 and 4 but also to an extent between Tiers 2 and 3.

- 4.5 Underpinning these concerns is an understandable fear that having a settlement categorised in a certain way could result in a disproportionate scale of development being focused on relatively unsustainable locations with detrimental impacts on the character of communities.
- 4.6 It was evident from the responses received that not all settlements function in the same way and that the provision of infrastructure varies across settlements and should be reflected in the way they are categorised.
- 4.7 A summary of comments received on the previously proposed Settlement Hierarchy is illustrated in the table below.

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

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

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

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

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

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

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

- 4.8 The comments received have been carefully considered and the council have undertaken further evidence gathering and analysis to define a further iteration of the settlement hierarchy.
- 4.9 As a result, it is proposed that an additional tier should be included to distinguish between larger villages within which communities can largely meet their day-to-day needs for goods and services and medium and smaller villages that are relatively less sustainable in terms of communities meeting their day-to-day needs.

- 4.10 Five tiers are now proposed as follows:
- Tier 1 – Principal Towns
 - Tier 2 – Service Centres
 - Tier 3 – Large Villages
 - Tier 4 – Medium Villages
 - Tier 5 – Small Villages, Hamlets and Open Countryside
- 4.11 The rationale for this revised approach is as follows.
- 4.12 The Tier 1 – Principal Towns are the District's three main settlements (Witney, Carterton and Chipping Norton) which have the highest populations and the most readily available services and facilities. They act as key service centres for their surrounding hinterlands and few, if any, concerns were raised about them being identified as Tier 1 Principal Towns in the new Local Plan. As such, no change is proposed to this aspect of the settlement hierarchy.
- 4.13 The Tier 2 – Service Centres, whilst offering fewer services and facilities than the Principal Towns, nonetheless, serve an important service centre function – albeit more localised, serving a network of surrounding smaller villages and settlements. Public transport options are generally strong, including rail services at Long Hanborough and Charlbury. Burford and Woodstock also have defined Town Centres in the current adopted Local Plan 2031.
- 4.14 The previous consultation generated some concerns that Bampton and Long Hanborough in particular, have generally fewer facilities and employment opportunities than the other identified service centres and should be re-classified Tier 3 – Villages.
- 4.15 The Council has carefully considered this issue but remain of the view that both Bampton and Long Hanborough should remain classed as Tier 2 – Service Centres with the Council's updated Settlement Sustainability Report (SSR) clearly demonstrating that they offer a range of services and facilities that is largely on a par with the other Tier 2 – Service Centres, with Long Hanborough having the additional benefit of a well-served railway station.
- 4.16 The Tier 3 - Large Villages are those remaining settlements that have a population of over 1,000 residents and that score favourably in the Council's updated Settlement Sustainability Report (SSR). Whilst the SSR inevitably includes a degree of judgement and subjectivity, it provides a good indication of the relative sustainability of individual settlements and has been well-used and generally accepted through a number of previous planning decisions and appeals.
- 4.17 The Tier 4 - Medium Villages are those that have a population of less than 1,000 residents and that score relatively less well within the updated SSR. Notably, as a result of the additional analysis which has been undertaken, a number of villages previously classed within Tier 3 of the settlement hierarchy, are now proposed to be included in Tier 4. This is also consistent with much of the feedback received to the previous consultation.
- 4.18 Tier 5 includes all other villages and settlements not included in Tiers 1 – 4 plus the open countryside. It should be noted that no additional settlements have been placed in this tier as a result of the additional analysis undertaken.
- 4.19 The outcome of this is reflected in Table 2 below.

Table 2 - Proposed Updated Core Policy 2 - Settlement Hierarchy

Tier 1 – Principal Towns

Witney, Carterton, Chipping Norton

Tier 2 – Service Centres

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

Tier 3 – Large Villages

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

Tier 4 – Medium Villages

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

Tier 5 – Small Villages, Hamlets and Open Countryside

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

CONSULTATION QUESTION 2 –

DO YOU SUPPORT THE CONCEPT OF INTRODUCING AN ADDITIONAL TIER INTO THE LOCAL PLAN SETTLEMENT HIERARCHY TO DISTINGUISH BETWEEN LARGE AND MEDIUM-SIZED VILLAGES? WHAT ARE YOUR REASONS?

CONSULTATION QUESTION 3 –

BASED ON THE PROPOSED FIVE-TIERED APPROACH, DO YOU THINK THAT THE SETTLEMENTS LISTED IN TABLE 2 ABOVE HAVE BEEN CLASSIFIED IN THE CORRECT TIER?

5. The Spatial Strategy

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

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

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

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

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

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

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

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

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

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

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

- Tier 1 Principal Towns – a combination of small, medium and strategic-scale sites.
- Tier 2 Service Centres – a combination of small and medium-scale sites with additional strategic-scale development (beyond that already committed through existing permissions and allocations) only taking place by exception and where necessary to meet identified needs.

- Tier 3 Villages – a combination of small and medium-scale sites only and more limited in scale than Tier 2 Service Centres, guided by the existing size and relative sustainability of each settlement in terms of available services and facilities.
- Tier 4 Small Villages, Hamlets and Open Countryside – small-scale development only.

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

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

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

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

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

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

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

Key concerns include:

- Lack of infrastructure (schools, roads, utilities) to support growth.
- Insufficient regard for Neighbourhood Plans.
- Calls for clearer thresholds and more nuanced categorisation, with some villages arguing they should be downgraded to Tier 4 due to their limited capacity.

Environmental and Landscape Protection

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

Transport and Infrastructure

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

Development Scale and Delivery

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

Policy Clarity and Evidence Base

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

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

Table 4 - Key messages about development scales

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

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

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

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

Larger developments raise concerns about:

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

Stakeholders request:

- Clearer criteria for site suitability and cumulative impact.
- Flexibility to allow **larger-scale development** in well-connected villages.

- Better alignment with **Neighbourhood Plans** and **local character**.

Alternative Suggestions:

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

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

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

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

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

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

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

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

Principal Towns (Tier 1)

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

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

Service Centres (Tier 2)

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

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

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

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

Large Villages (Tier 3)

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

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

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

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

Medium Villages (Tier 4)

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

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

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

Small Villages, Hamlets and Open Countryside (Tier 5)

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

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

2. Focus growth along key strategic corridors, notably:

- a. The A40 Corridor – A central growth area, particularly around *Eynsham*, *Witney* and *Carterton*, facilitating existing commitments and enabling new sustainable communities through strategic-scale growth. This includes supporting the aspiration for a rail connection from Carterton to Oxford via Witney and Eynsham, helping reduce car dependency and improve regional connectivity.
- b. A44 Corridor – Strategic-scale growth at *Chipping Norton* and medium-scale growth at *Woodstock*, enabling the delivery of committed development and supporting local infrastructure and services.

3. Prioritise sustainable travel and infrastructure alignment:

- a. Reduce the need to travel, particularly by private car, by focusing growth in accessible locations
- b. Encourage a modal shift toward walking, cycling, and public transport;
- c. Maximise use of existing public transport infrastructure, including but not limited to, Hanborough and Tackley rail stations;
- d. Align growth with existing and planned infrastructure, including transport, schools and utilities.
- e. Make effective use of land and address climate change:
- f. Prioritise the re-use of brownfield and under-utilised land;
- g. Promote compact, walkable communities;
- h. Avoid areas of flood risk, taking full account of climate change projections.

4. Protect environmental and landscape assets:

Conserve and enhance the Cotswolds National Landscape, with great weight given to landscape and scenic beauty, and a limit on the scale and extent of development;

- a. Protect the Oxford Green Belt in accordance with national policy;
- b. Support the emerging Oxfordshire Local Nature Recovery Strategy, embedding opportunities to protect, restore, create and enhance biodiversity and ecological networks as part of development proposals.
- c. Support the integrated management of the natural and historic environment where practicable, and recognise the positive contribution heritage can make in effective place-shaping.

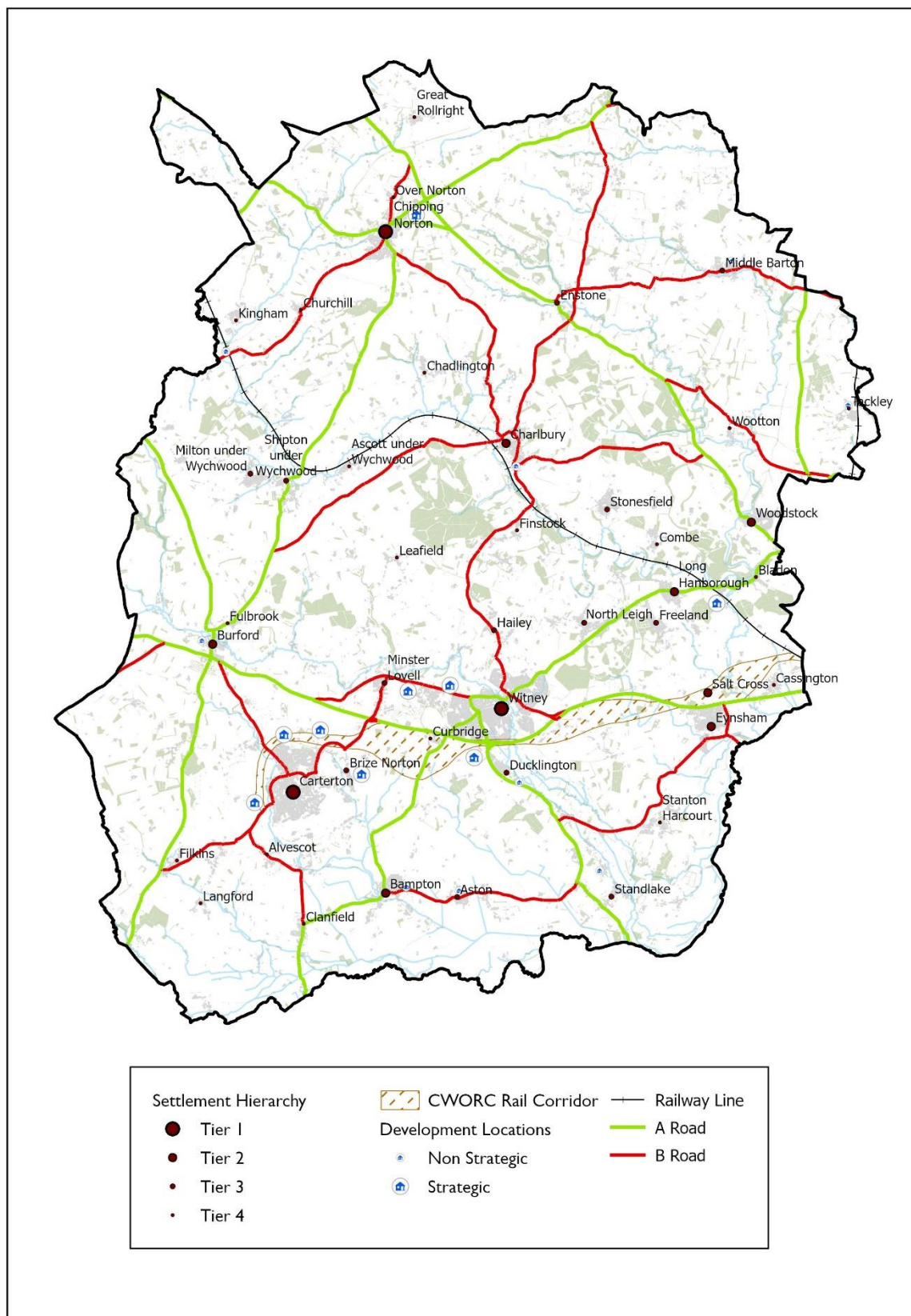
- 5.9 To summarise, the residential development typologies that will be considered in each tier of the settlement hierarchy are set out in the table below;

Table 5 - Settlement Hierarchy Tiers and proposed development scales

Hierarchical Tier	Development Types Considered.
Tier 1 – Principal Towns	Small, medium, large and strategic-scale sites.
Tier 2 – Service Centres	Small and medium-scale sites only, with additional large and strategic-scale development only taking place through existing permissions and allocated sites.
Tier 3 – Large Villages	Small and medium scale only unless allocated.
Tier 4 – Medium Villages	Small-scale only unless allocated.
Tier 5 – Small Villages, Hamlets and Open Countryside	Small-scale development and will only be permitted in limited circumstances.

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

Figure 2 - Key Diagram



CONSULTATION QUESTION 4 –

DO YOU SUPPORT THE FOUR PROPOSED SCALES OF RESIDENTIAL DEVELOPMENT (SMALL 1-10 UNITS, MEDIUM 11 – 50 UNITS, LARGE 51 – 300 UNITS AND STRATEGIC 300+ UNITS)? WHAT COULD BE THE IMPLICATIONS OF DEFINING DIFFERENT SCALES OF DEVELOPMENT?

CONSULTATION QUESTION 5 –

DO YOU SUPPORT THE REVISED SPATIAL STRATEGY OUTLINED ABOVE? WOULD THERE BE POSITIVE OR NEGATIVE IMPLICATIONS FOR PEOPLE AND PLACES ARISING FROM THE SPATIAL STRATEGY?

6. Meeting Identified Development Needs

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

Housing Need

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

Housing Supply

- 6.8 In terms of housing supply, we explained through the previous preferred policy options consultation that we propose to add a 10% 'buffer' to the planned level of supply to take account of potential slippages in expected delivery on some sites and to provide a greater degree of resilience, minimising any reliance being placed on speculative 'windfall' development.
- 6.9 Having reviewed the consultation responses received we remain of the view that including a 10% supply buffer is appropriate. When added to the new housing requirement figure of 16,290, the total planned level of supply to 2043 would be 18,000 homes.
- 6.10 Importantly, aiming to supply 18,000 homes not only provides resilience but also provides capacity to assist Oxford City Council in terms of any unmet housing need arising from the ongoing review of its own Local Plan.
- 6.11 The adopted West Oxfordshire Local Plan 2031 includes a clear commitment to assisting Oxford with its unmet housing need and the two authorities have signed a memorandum of understanding to this effect.

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

Sources of Housing Supply

- 6.15 As previously outlined in the preferred policy options consultation, the level of planned housing supply (now proposed to be 18,000) will be met from a combination of the following sources:
- Major existing residential commitments (planning permissions of 10 or more units as of 1st April 2025)
 - Small existing residential commitments (planning permissions of less than 10 units as of 1st April 2025)
 - A windfall allowance of 150 homes per year (applied from 1st April 2028 onwards to avoid any double counting with existing permissions)
 - Site allocations
- 6.16 This is summarised in Table 6 below.

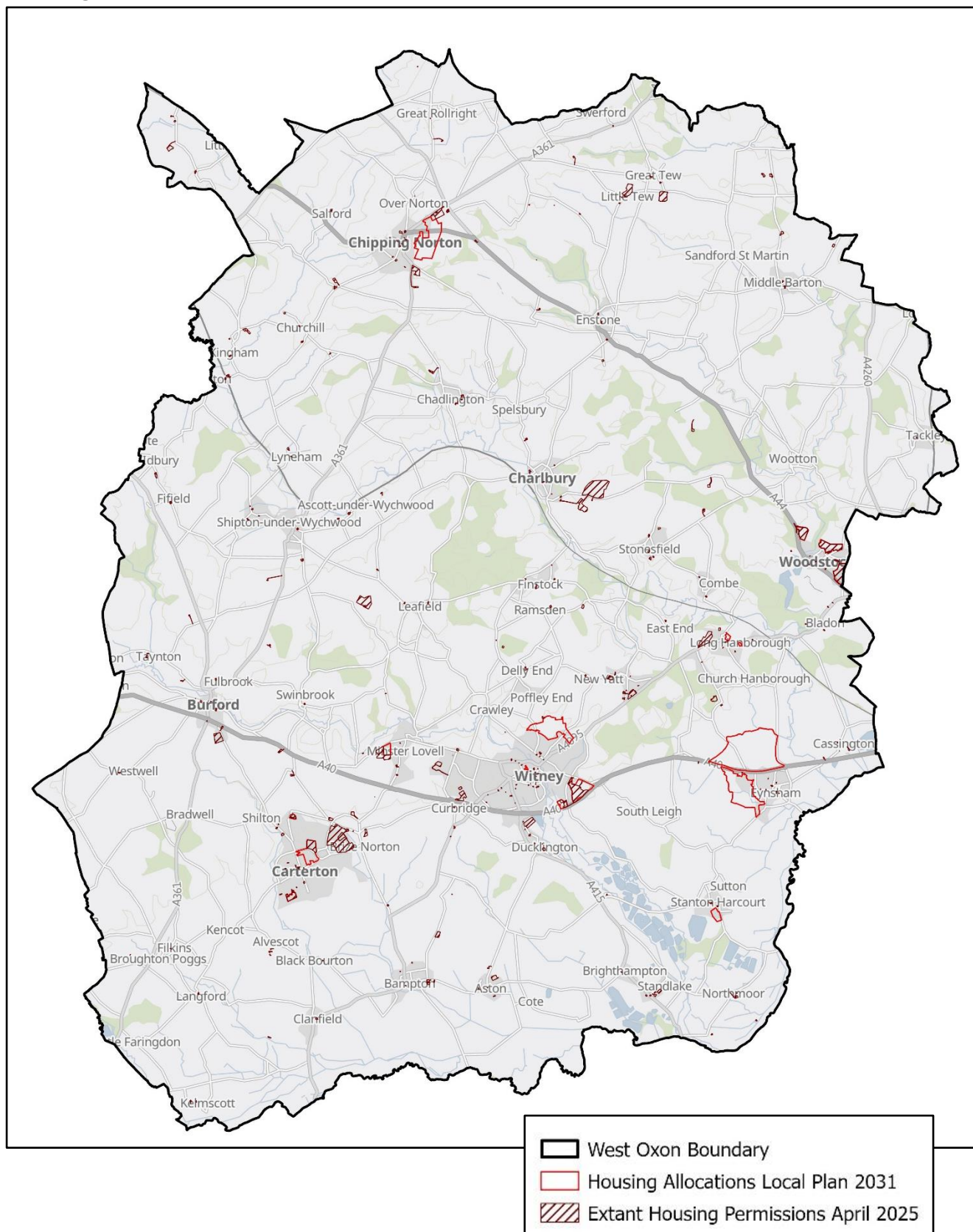
Table 6 - Sources of Housing Land Supply for Local Plan 2043

Source	Number of homes
Major existing residential commitments (planning permissions of 10 or more units as of 1st April 2025)	2,036 ⁴
Small existing residential commitments (planning permissions of less than 10 units as of 1 st April 2025)	294 ⁵
Windfall (2028 – 2043)	2,250
Allocations	13,420
Total	18,000

⁴ Applying a 10% discount for potential lapses

⁵ Applying a 10% discount for potential lapses

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



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

Figure 4 - Residential Completions by Parish 2011-2025

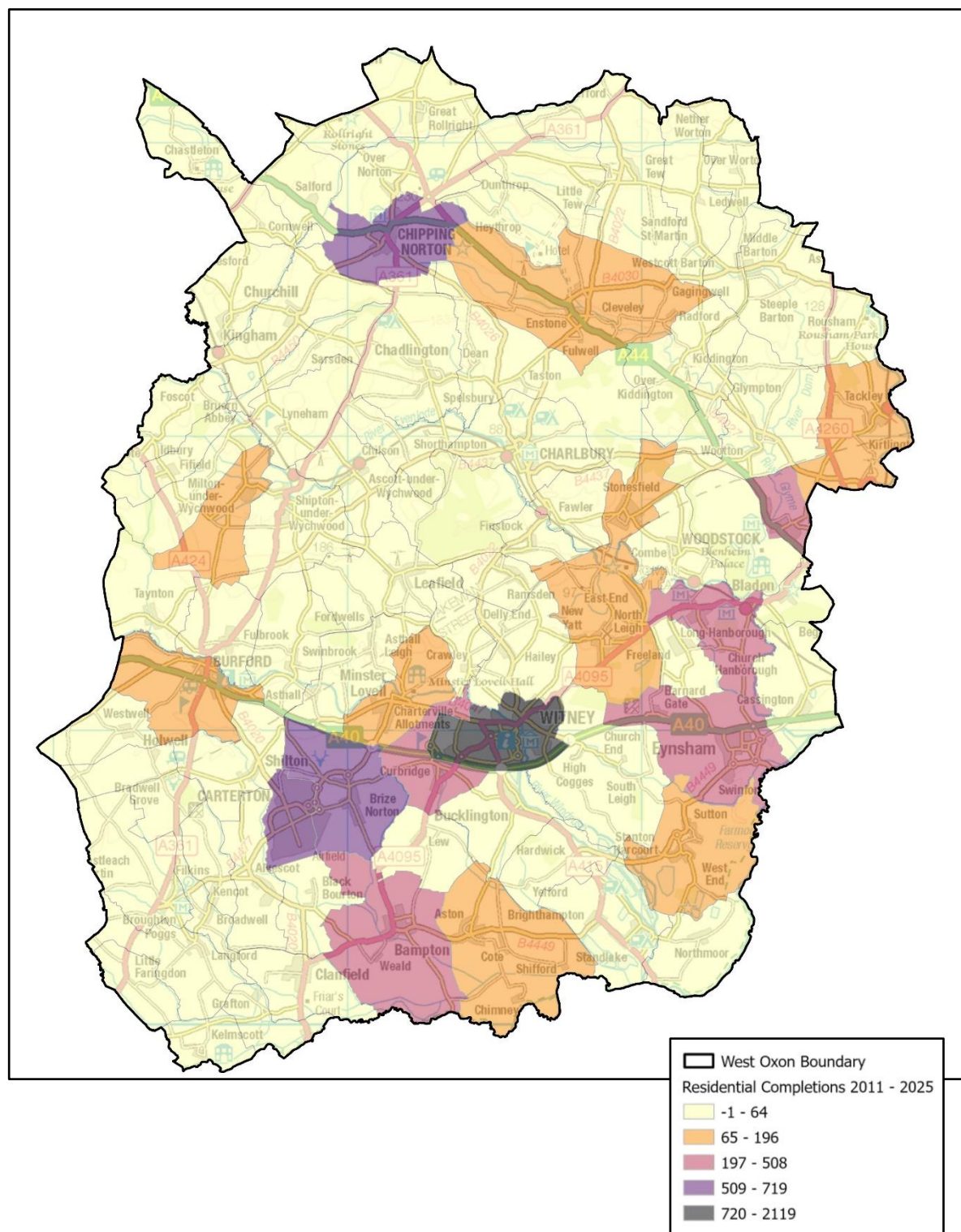
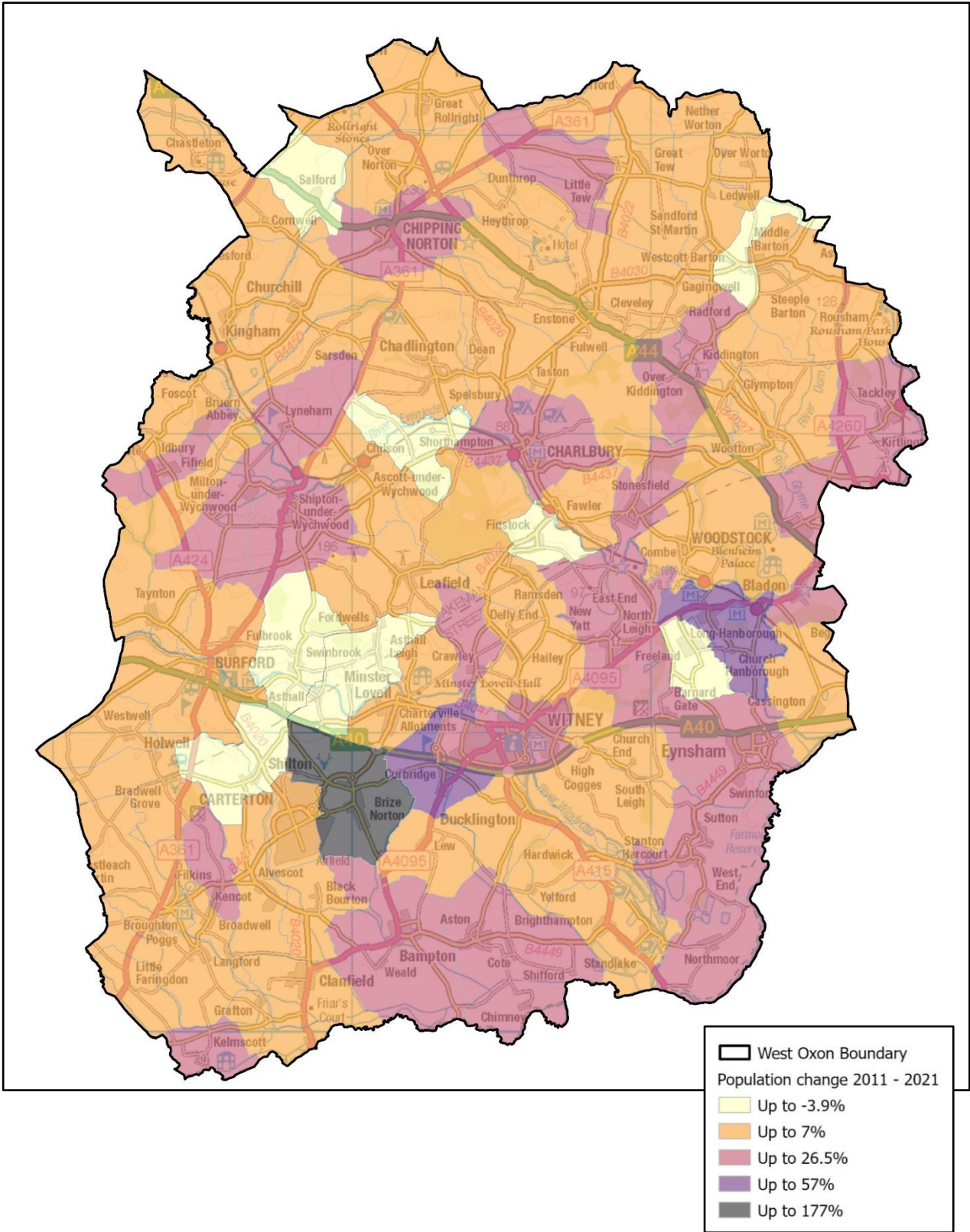


Figure 5 - Percentage Population change by Parish 2011 - 2021



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

Economic Need

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

Table 7 - West Oxfordshire Employment Land Needs to 2041

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

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

Conserving and enhancing the natural environment

- 6.35 The Local Plan will contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, sites of biodiversity and geological value and soils. It should recognise the intrinsic character and beauty of the countryside and the wider benefits from natural capital and ecosystem services, including the economic and other benefits of the best and most versatile agricultural land, and of trees and woodland.
- 6.36 Planning policies will minimise impacts on and provide net gains for biodiversity, including by establishing ecological networks that are more resilient to current and future pressures, incorporating features which support priority or threatened species.

- 6.37 Although the environmental qualities of West Oxfordshire will not have a bearing on calculating housing and economic needs for the district (the district council intends to meet its development requirements in full), it will have a strong influence on how development is distributed in the district.
- 6.38 West Oxfordshire is a special place with an attractive natural landscape, rich cultural heritage and biodiverse natural environment.
- 6.39 Notwithstanding the quality of the natural environment in the district, nature has suffered in recent years through a variety of pressures including development, population growth, and pollution arising from human activity.
- 6.40 With pressure for further development and population growth in West Oxfordshire, measures need to be introduced to protect and enhance natural capital and improve ecological connectivity, for the multiple benefits this would bring for people and nature. This could be delivered by focussing on the protection and enhancement of habitats.
- 6.41 West Oxfordshire's natural landscape is important, and the Local Plan must help to create a more resilient, more connected, network of nature across the district.
- 6.42 The emerging Local Nature Recovery Strategy for Oxfordshire represents a key step in identifying the most important locations for biodiversity and both the measures and locations where they can deliver the greatest benefits.
- 6.43 The figures below show important ecological areas as part of the Local Nature Recovery Strategy⁶ for Oxfordshire and the extent and distribution of environmental constraints in West Oxfordshire, which will have a bearing on the distribution of development as part of the Local Plan spatial strategy.

⁶ <https://letstalk.oxfordshire.gov.uk/lnrs-phase3-consultation>

Figure 6 - Local Nature Recovery Strategy

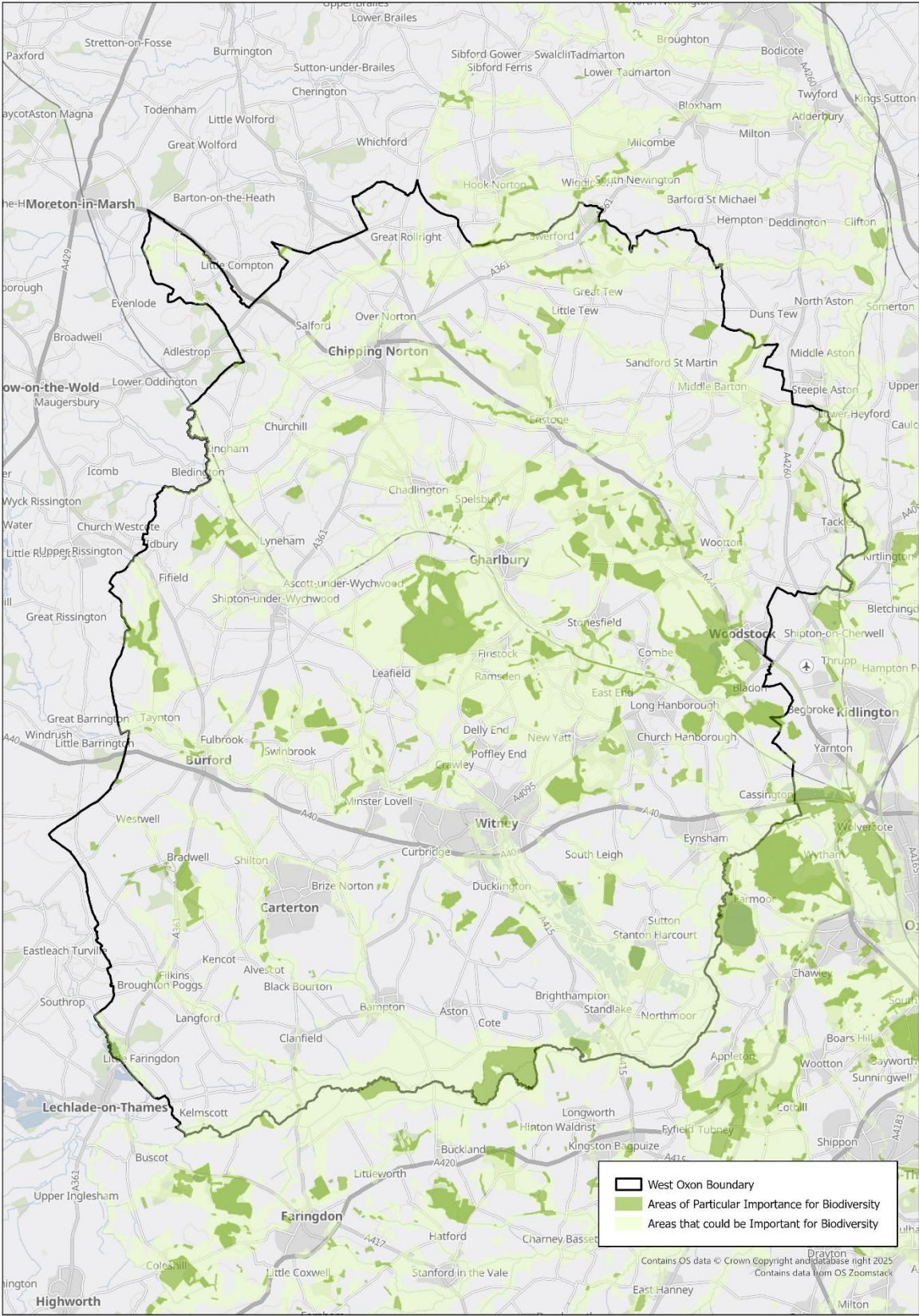
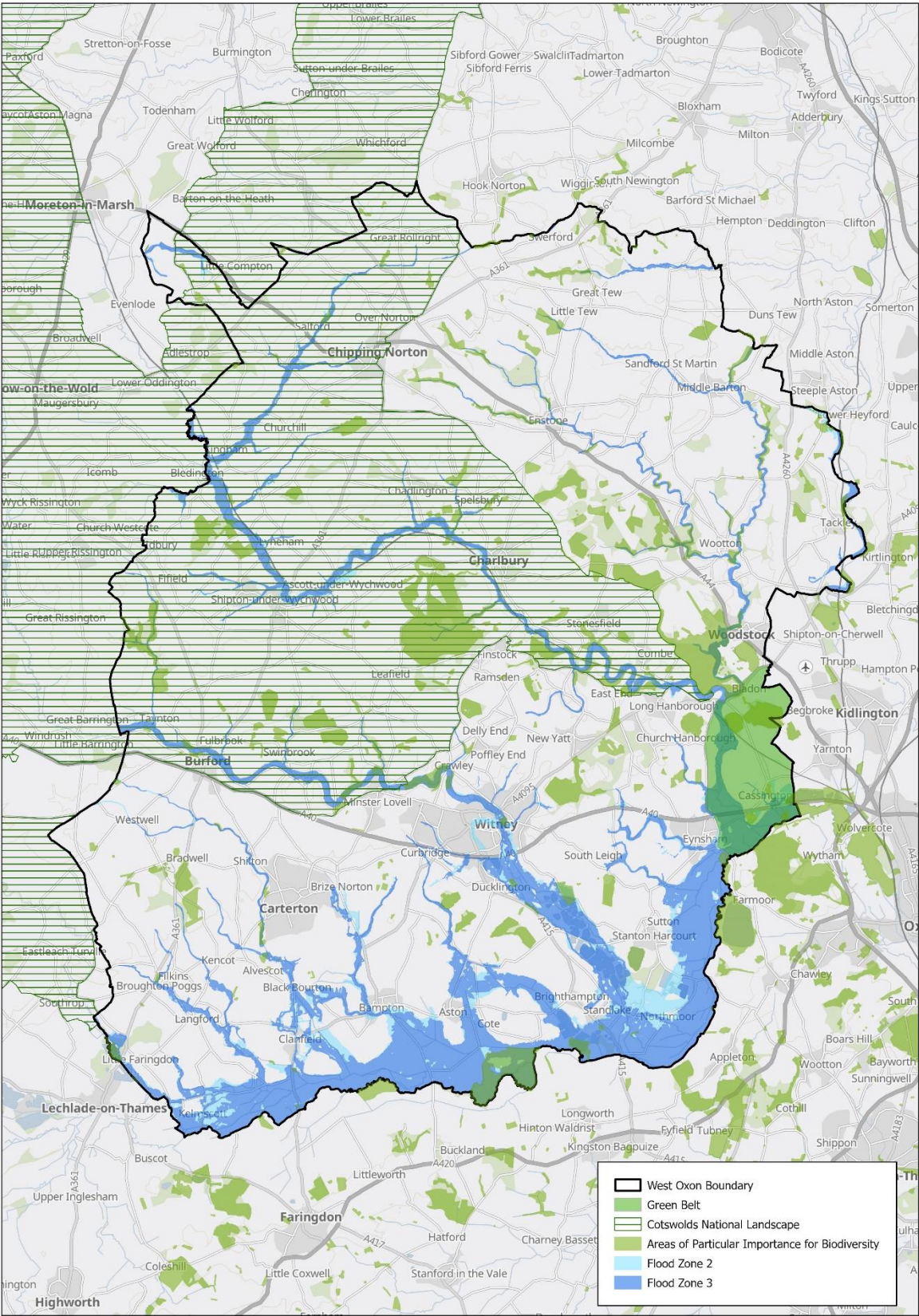


Figure 7 - Environmental Constraints in West Oxfordshire



Infrastructure Delivery

- 6.44 The Local Plan promotes a sustainable pattern of development that seeks to align growth and infrastructure. It sets out an overall strategy for the pattern, scale and design quality of places and will make sufficient provision transport, community and utilities infrastructure, including energy, waste, water supply and wastewater.
- 6.45 The Local Plan will be supported by an Infrastructure Delivery Plan (IDP) which will provide a framework for co-ordinating the infrastructure necessary to support development and communities in West Oxfordshire. It will be based on an assessment of infrastructure capacity and needs, in consultation with infrastructure providers with an indication of costs, delivery timescales and delivery partners to ensure that infrastructure can be delivered in the right place and at the right time to support growth.
- 6.46 Development identified in the Local Plan 2043 will be planned and phased in such a way, that the necessary infrastructure is delivered in a timely manner to support growth. The Local Plan 2043 will include a development trajectory which will set timeframes for residential and economic development to be brought forward. This will be aligned with the Infrastructure Delivery Plan for the district to ensure that development and infrastructure delivery is aligned as closely as possible. The Local Plan will set out the infrastructure that would be required to be delivered within each strategic development site.
- 6.47 Extending the Local Plan period to 2043 will allow development to align with long term infrastructure projects such as the delivery of the Carterton Witney Oxford Railway Corridor (CWORC) and essential upgrades to waste water treatment works.
- 6.48 At this stage, the Council has produced a baseline IDP report which assesses existing capacity across a range of infrastructure types in the district⁷, has undertaken a review of existing transport conditions⁸ and has produced a water cycle study scoping report⁹.
- 6.49 These reports provide a clear indication of the challenges facing the district in terms of infrastructure provision and that investment will be required across a range of infrastructure types to support development.
- 6.50 Key issues identified relate to the capacity of highways network, wastewater treatment capacity, capacity of GP surgeries and capacity of schools. It is acknowledged that these challenges and constraints exist, and it is the role of the Plan and associated IDP to align planned growth with infrastructure provision. There may be a need to phase development in a particular way to ensure that essential infrastructure is delivered ahead of new development where possible.
- 6.51 We are limited in our powers to deliver infrastructure enhancements directly, but we are increasing our capability to match development with infrastructure investment through the following policies:
- We have recently adopted the Community Infrastructure Levy within the District to supplement fund raising for infrastructure provision.
 - We have engaged with Thames Water, the Environment Agency and Ofwat to gain their support for imposing 'Grampian conditions' on approved applications which prevent commencement of either ground works or occupancy until water and sewerage capacity is in place.

⁷ <https://www.westoxon.gov.uk/media/1n4pqnnz/west-oxfordshire-idp-baseline-report-july-2025-final-090725.pdf>

⁸ <https://www.westoxon.gov.uk/media/1kynzjlx/oxfordshire-county-council-transport-existing-conditions-report-june-2025.pdf>

⁹ https://www.westoxon.gov.uk/media/oxuf3hnd/whs10174-wodc-scoping-water-cycle-study_v2-0.pdf

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

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

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

The Carterton-Witney-Oxford Corridor (CWORC) project

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

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

6.56 The indicative rail corridor is illustrated at Figure 8 below. Further engineering studies will be needed to determine the best alignment and how it should be phased to support new developments.

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



6.57 The CWORC has been an important factor in identifying a number of the Council's preferred spatial options. Options along the proposed route have been chosen for their sustainability, even without a mass transit link. However, should the project move forward, it would provide our planners and developers with the opportunity to consider higher densities of development in these locations (subject to other relevant planning considerations) and make appropriate provision for the scheme including any on-site works / wider project funding.

6.58 These principles are referred to later in this report when discussing sites that may be affected by the CWORC route.

Carterton Area Strategy

6.59 The preparation of this Local Plan is closely aligned with West Oxfordshire District Council's wider work on the Carterton Area Strategy. Carterton is one of the district's most significant towns and will play a central role in meeting future housing, employment and infrastructure needs.

6.60 The Carterton Area Strategy will sit alongside the Local Plan, providing a focused framework for unlocking the town's potential and guiding investment in the surrounding villages. Together, these plans will ensure that growth in and around Carterton is coordinated, sustainable and shaped by local priorities - from revitalising the town centre to improving transport links, green spaces and community facilities.

- 6.61 By engaging in this Local Plan consultation, you are also helping to shape the future direction of the Carterton Area Strategy, ensuring that the voices of residents, businesses and local organisations are reflected in both documents and carried forward into the district's long-term vision for the comprehensive development and regeneration of the Carterton area. This will be particularly important in helping to determine the content of the Regulation 19 draft Local Plan in spring next year.

CONSULTATION QUESTION 6 –

DO YOU SUPPORT THE PRINCIPLE OF WEST OXFORDSHIRE MEETING ITS IDENTIFIED HOUSING AND EMPLOYMENT DEVELOPMENT NEEDS IN FULL?

ARE THE ENVIRONMENTAL AND INFRASTRUCTURE CONSTRAINTS, BEYOND THOSE REFERRED TO IN SECTION 6, THAT SHOULD INFLUENCE THE DEVELOPMENT REQUIREMENTS FOR THE PLAN?

7. Strategic Spatial Options

- 7.1 In this section we focus on 'strategic' spatial options that have the potential to contribute towards the overall planned supply of 18,000 homes and up to 25 ha of employment space.
- 7.2 For residential development, in accordance with the classification outlined earlier in Section 5, strategic sites are those that can accommodate more than 300 homes.
- 7.3 In the remainder of this document, reference is made to the concept of a 'standalone community'. This term is used to describe self-contained new communities that are designed to have a sufficient critical mass to support a range of services and facilities to meet day-to-day needs, while also being well connected to the nearest larger settlement for access to higher-order services and facilities. The intention is to create balanced, sustainable places that combine local self-sufficiency with strong physical and functional links to the wider district.
- 7.4 For ease of reference, the paper deals first with existing strategic allocations from the adopted West Oxfordshire Local Plan 2031 before considering new strategic spatial options that have been identified as potentially suitable for allocation through the new Local Plan 2043.

Local Plan 2031 Strategic Allocations

- 7.5 The adopted Local Plan 2031 identifies five sites capable of delivering 300 or more homes:
- Salt Cross Garden Village¹⁰ (2,200 homes plus 40 ha employment space)
 - West Eynsham SDA (1,000 homes)
 - East Witney SDA (450 homes)
 - North Witney SDA (1,400 homes)
 - East Chipping Norton SDA (1,200 homes plus 5 ha employment space)
 - REEMA North and Central, Carterton (300 homes).
- 7.6 Of these, the only site that has secured planning permission for the whole site is the East Witney SDA which now has outline planning permission for 450 homes (20/02654/OUT) and is actively being marketed, with reserved matters application/s expected in 2026.

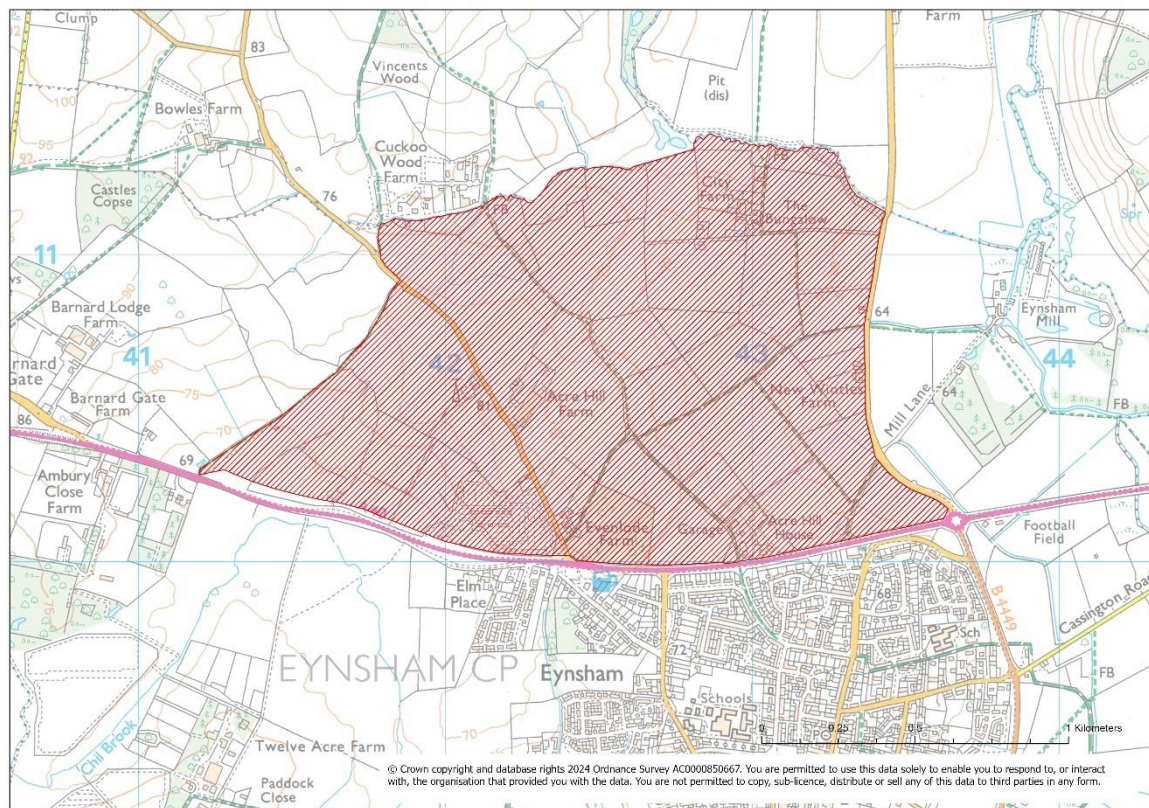
¹⁰ formerly referred to as the Oxfordshire Cotswolds Garden Village

- 7.7 For this reason, the East Witney SDA will be treated as an existing commitment for the purposes of the new Local Plan 2043 with the 450 homes included in the large (>10 dwellings) commitments outlined earlier in Section 6.
- 7.8 The other sites have either secured planning permission only in part (East Chipping Norton SDA, West Eynsham SDA, REEMA North and Central) or not at all (Salt Cross Garden Village, North Witney SDA).
- 7.9 Importantly, national policy requires planning policies to reflect changes in the demand for land and where there is no reasonable prospect of an application coming forward, local authorities should either re-allocate land for a more deliverable use, or if appropriate, de-allocate the site where it remains undeveloped.
- 7.10 Considering this and given that these sites were initially allocated in 2018 and have yet to come forward, except for the East Witney SDA, we consider that it would be appropriate to refresh and update these existing allocations as part of the new Local Plan 2043.
- 7.11 This will provide the opportunity to confirm that they remain deliverable propositions and to take account of any relevant changes in circumstance since the 2031 Local Plan was adopted in 2018.
- 7.12 Further, detailed explanation of each site and its current progress is outlined below together with commentary on how they might be addressed through the Local Plan 2043.

Salt Cross Garden Village

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

Figure 9 - Salt Cross Garden Village Allocation



- 7.14 The adopted Local Plan 2031 allocates the site as a 'strategic location for growth' (SLG) intended to accommodate about 2,200 homes together with around 40 hectares of business land in the form of a science/technology park and a range of supporting services and facilities including new schools, open spaces, community facilities and an integrated public transport hub (park and ride).
- 7.15 The site was initially identified in 2016 in response to an increase in West Oxfordshire's identified housing needs and to assist Oxford City with its unmet housing needs as identified at that time.
- 7.16 Although the site is not yet under construction, Salt Cross is being actively promoted on behalf of the landowners by Grosvenor who submitted an outline planning application in 2020.
- 7.17 Policy EW1 of the current Local Plan 2031 applies and requires comprehensive development led by an 'Area Action Plan' (AAP). Council Officers have therefore been working with Grosvenor, Eynsham Parish Council, the local community and other key stakeholders over several years to bring the AAP forward.
- 7.18 The draft AAP was submitted for examination in 2021 and after a lengthy examination, the Inspector's final report was published in March 2023, recommending that it be adopted subject to a number of changes.

- 7.19 However, a subsequent legal challenge means the District Council has been unable to adopt the AAP, and the examination has now been re-opened on a focused basis to consider Policy 2 relating to net-zero carbon development.
- 7.20 A hearing session took place in June 2025, and the Inspector issued her initial findings on 1 August 2025, concluding that the Council's proposed approach is consistent with national policy but identifying several soundness concerns which need to be addressed through main modifications to the policy as submitted.
- 7.21 Consultation on those main modifications is taking place from 3 October – 14 November 2025 after which point the Inspector will issue her final report.
- 7.22 The District Council is aiming to adopt the AAP in December 2025 or January 2026 and is in active discussions with the site promoter Grosvenor to determine how their currently submitted outline planning application can be refreshed and updated in line with the adopted AAP to enable it to be determined next year.

Implications for the Local Plan 2043

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

Quantum of Development

- 7.25 As outlined above, the adopted Local Plan refers to the provision of ‘about 2,200 homes’ together with ‘about 40 hectares’ of business land, in the form of a new science and technology park.
- 7.26 The emerging AAP confirms this assumed level of development and in relation to housing, emphasises that 2,200 homes is not a maximum ‘ceiling’ to development and may be exceeded if it is demonstrated to accord with the overall vision, core objectives and relevant policies set out in the AAP and relevant policies of the West Oxfordshire Local Plan 2031 and Eynsham Neighbourhood Plan.
- 7.27 The overall gross site area of Salt Cross is around 220 hectares (544 acres). Discounting the proposed 40 hectares of business land (science and technology park) leaves 180 hectares. Applying a typical net-to-gross ratio of between 40% - 60% (reasonable for a large garden community such as this) results in between 2,520 – 3,780 homes using an average density of 35 dwellings per hectare.
- 7.28 This suggests that the 2,200 homes identified in the adopted Local Plan 2031 and the draft Area Action Plan (AAP) is relatively ‘conservative’ and potentially capable of being increased through a combination of higher development densities and an increase in the extent of the ‘developable area’ within the site. Importantly, it would not be necessary to increase the overall site boundary.
- 7.29 Coupled with this, there is the potential to bring forward new dwellings within the 40-hectare science and technology park through more of a mixed-use development which in itself would assist in bringing activity and interest to this part of the site throughout the day and night.
- 7.30 In terms of timescales however, it should be noted that even if the number of homes at Salt Cross were to be increased, these would not all be built by the end of the period covered by the new Local Plan (2043). Moreover, an increase in allocation at Salt Cross would necessarily be conditional on a step change in transport accessibility to Oxford, most likely through a mass transit intervention such as the first phase of the Carterton Witney Oxford rail corridor described at the end of Section 6. Other infrastructure enhancements in the Eynsham area may also be a pre-condition.
- 7.31 Applying the same assumptions used in the phasing evidence for the AAP, if the Council were to resolve to grant outline planning permission in summer 2026, allowing for completion of any legal agreements, discharge of conditions, reserved matters etc. the first housing completions might reasonably be expected to take place at Salt Cross in the second half of 2030.
- 7.32 This would mean around 2,125 homes likely to be completed by 31st March 2043 as outlined below¹¹.

¹¹ The illustrative trajectory applies the same assumptions used in the AAP supporting evidence on infrastructure phasing but rolled forward to reflect first residential completions taking place in 2030

Table 8 - Salt Cross Development Trajectory

Year	Completions per annum
2030/31	50
2031/32	70
2032/33	135
2033/34	160
2034/35	180
2035/36	195
2036/37	195
2037/38	210
2038/39	210
2039/40	210
2040/41	195
2041/42	180
2042/43	135
Total	2,125

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

Carterton-Witney-Oxford Rail Corridor (CWROC)

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

A Refreshed and Updated Allocation for Salt Cross Garden Village

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

CONSULTATION QUESTION 7 –

DO YOU SUPPORT THE PRINCIPLE OF UPDATING AND REFRESHING THE EXISTING ALLOCATION FOR SALT CROSS GARDEN VILLAGE AS PART OF THE LOCAL PLAN 2043?

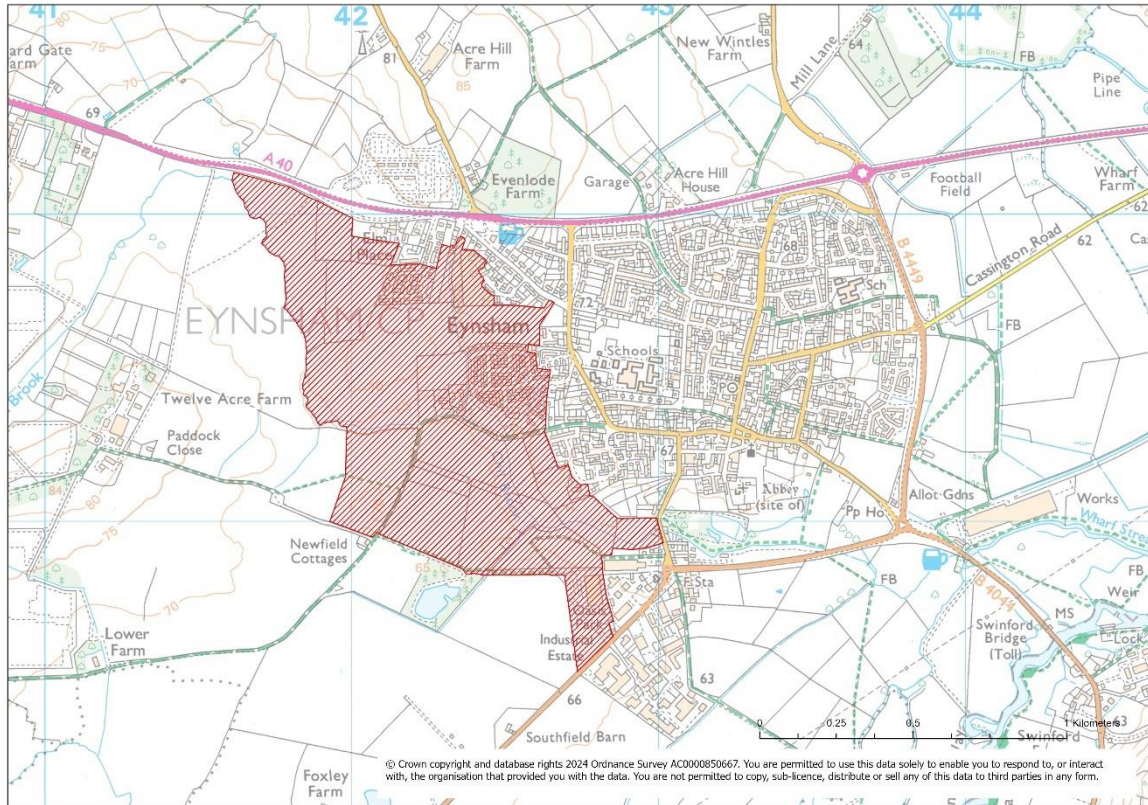
CONSULTATION QUESTION 8 –

SHOULD THE ALLOCATION BE UPDATED, SHOULD IT ADDRESS THE QUANTUM OF DEVELOPMENT AND CWORC PLUS ANY OTHER RELEVANT CHANGES IN CIRCUMSTANCE SINCE 2018?

West Eynsham SDA

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

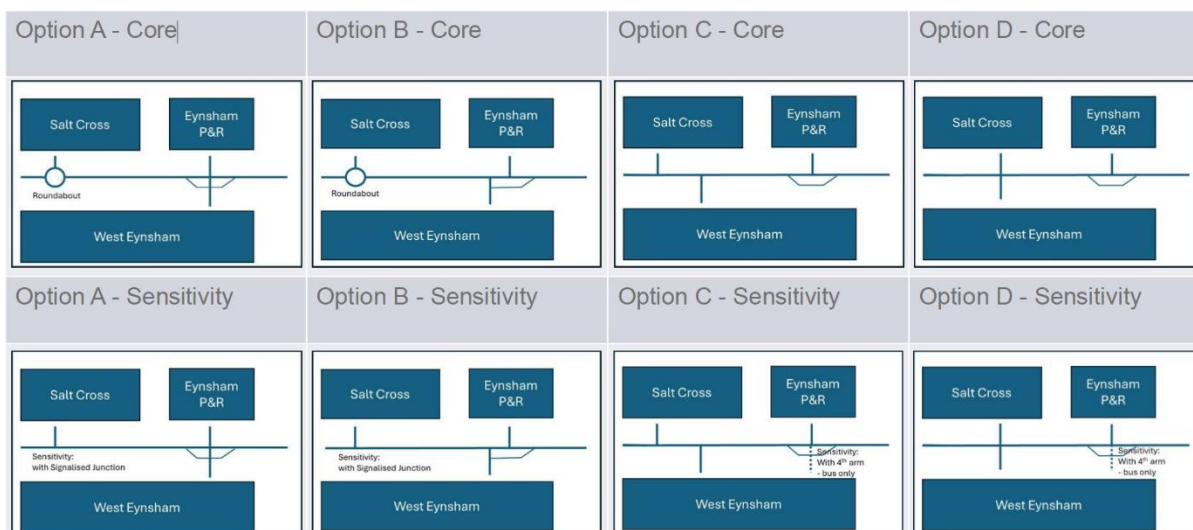
Figure 10 - West Eynsham Allocation



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

- 7.46 In order to move matters forward, the District Council commissioned consultants Pell Frischmann to prepare an A40 access options assessment¹². The primary purpose of the report is to assess and recommend a preferred access arrangement from the A40 to development at West Eynsham (and Salt Cross).
- 7.47 The report considers four core scenarios plus an additional ‘variant’ scenario for each i.e. 8 scenarios in total.

Figure 11 - West Eynsham Access Scenarios



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

¹² <https://www.westoxon.gov.uk/media/xm5dq3ey/west-eynsham-sda-a40-access-options-assessment-june-2025.pdf> +

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

Implications for the Local Plan 2043

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

CONSULTATION QUESTION 9 –

DO YOU SUPPORT THE PRINCIPLE OF UPDATING AND REFRESHING THE EXISTING ALLOCATION FOR THE WEST EYNSHAM SDA AS PART OF THE LOCAL PLAN 2043?

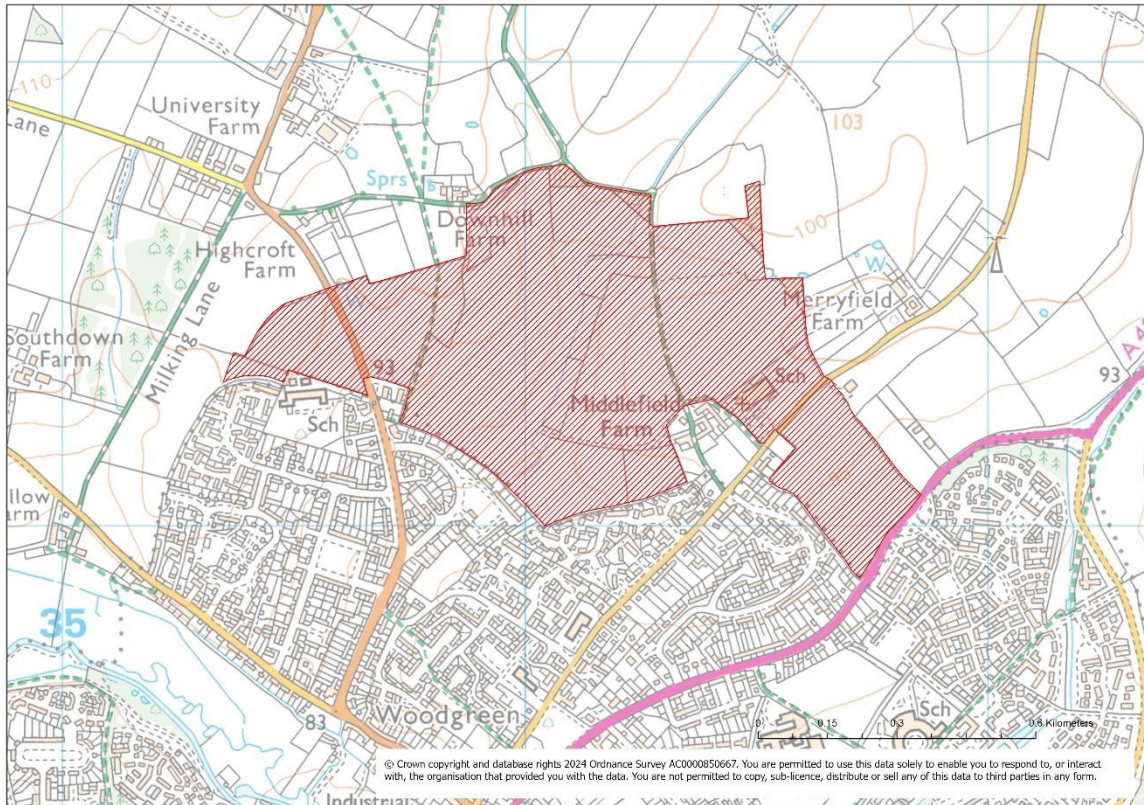
CONSULTATION QUESTION 10 –

SHOULD THE ALLOCATION BE UPDATED, SHOULD IT ADDRESS THE QUANTUM OF DEVELOPMENT AND THE UPDATED A40 ACCESS OPTIONS ASSESSMENT (JUNE 2025) PLUS ANY OTHER RELEVANT CHANGES IN CIRCUMSTANCE SINCE 2018?

North Witney Strategic Development Area

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

Figure 12 - North Witney Strategic Development Area



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

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

Implications for the Local Plan 2043

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

CONSULTATION QUESTION 11 –

DO YOU SUPPORT THE PRINCIPLE OF UPDATING AND REFRESHING THE EXISTING ALLOCATION FOR THE NORTH WITNEY SDA AS PART OF THE LOCAL PLAN 2043?

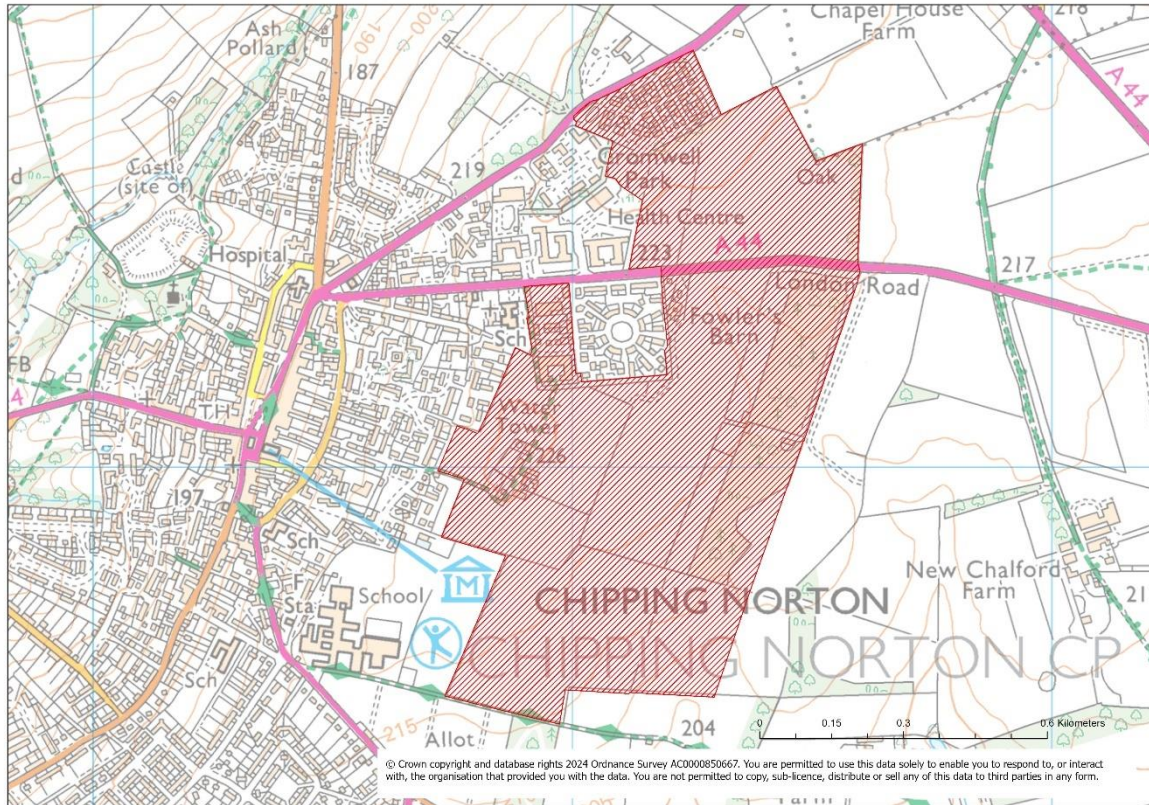
CONSULTATION QUESTION 12 –

SHOULD THE ALLOCATION BE REFRESHED AND UPDATED, DO YOU SUPPORT A REDUCED QUANTUM OF DEVELOPMENT (1,250 HOMES) ARE THERE ANY OTHER PARTS OF THE ALLOCATION THAT SHOULD BE UPDATED?

East Chipping Norton SDA

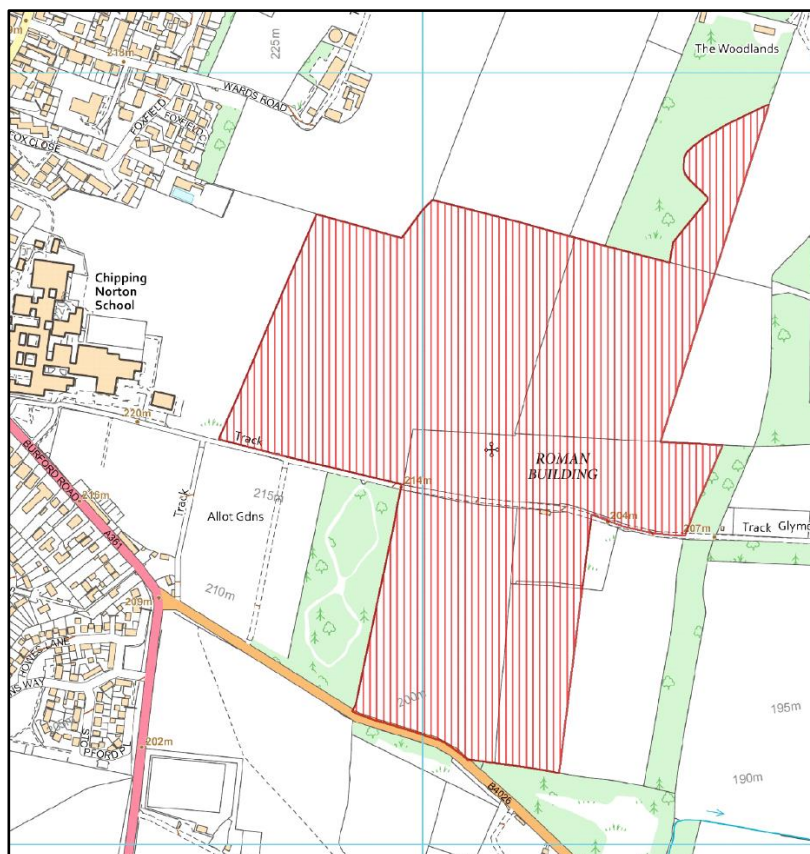
- 7.69 The land east of the Chipping Norton Strategic Development Area (SDA) is allocated in the current Local Plan 2031 for the provision of about 1,200 homes. Policy CN1 applies.

Figure 13 - East Chipping Norton SDA



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

Figure 14 - Scheduled Monument within East Chipping Norton SDA



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

Implications for the Local Plan 2043

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

CONSULTATION QUESTION 13 –

DO YOU SUPPORT THE PRINCIPLE OF UPDATING AND REFRESHING THE EXISTING ALLOCATION FOR THE EAST CHIPPING NORTON SDA AS PART OF THE LOCAL PLAN 2043?

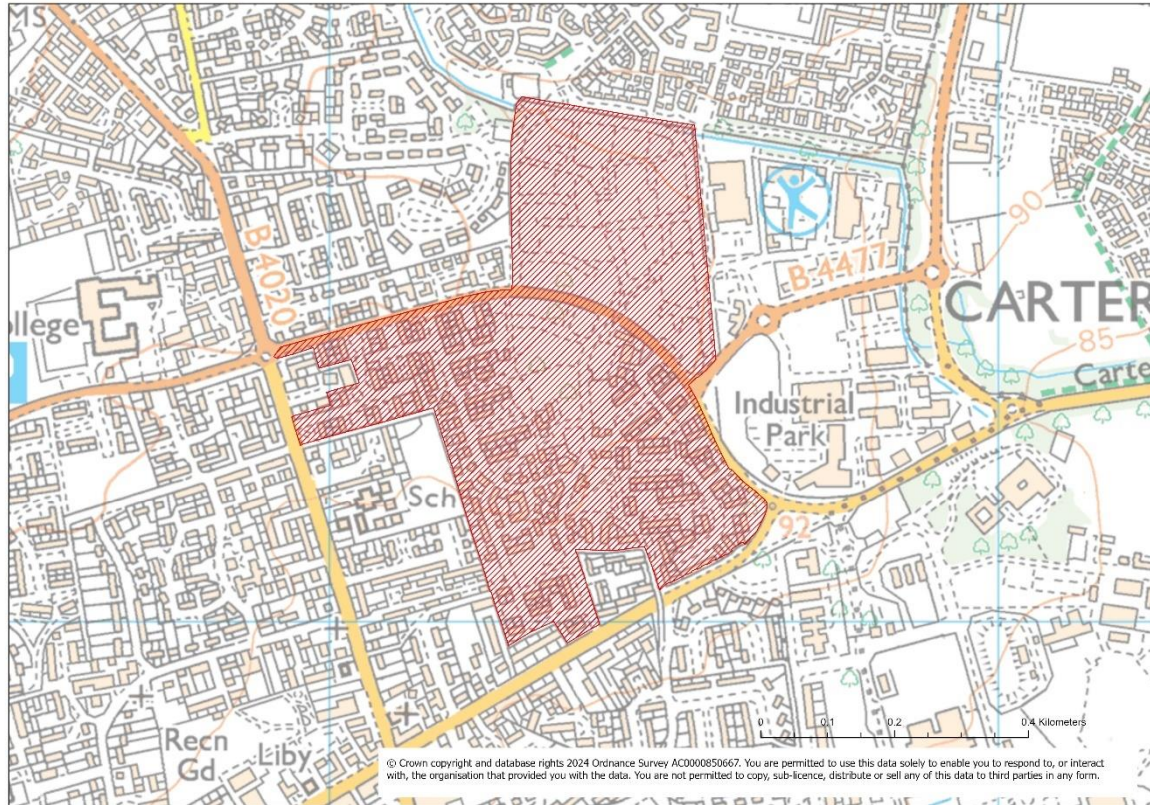
CONSULTATION QUESTION 14 –

SHOULD THE ALLOCATION BE UPDATED, SHOULD IT BE BASED ON A REDUCED QUANTUM OF DEVELOPMENT WITH A NORTHERN FOCUS PRIMARILY ON THE LAND BETWEEN LONDON ROAD AND BANBURY ROAD PLUS ANY OTHER RELEVANT CHANGES IN CIRCUMSTANCE SINCE 2018?

REEMA North and Central, Carterton

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

Figure 15 - REEMA North and Central



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

Implications for the Local Plan 2043

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

CONSULTATION QUESTION 15 –

DO YOU SUPPORT THE PRINCIPLE OF UPDATING THE EXISTING ALLOCATION FOR REEMA NORTH AND CENTRAL AS PART OF THE LOCAL PLAN 2043?

CONSULTATION QUESTION 16 –

SHOULD THE ALLOCATION BE REFRESHED AND UPDATED, SHOULD IT CONTINUE TO BE BASED ON AN ASSUMED QUANTUM OF 300 HOMES PLUS ANY OTHER RELEVANT CHANGES IN CIRCUMSTANCE SINCE 2018?

Summary of Local Plan 2031 Strategic Allocations

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

Table 9 - Summary of Local Plan allocations

Site	Number of homes built by 2043
Salt Cross Garden Village	2,125
West Eynsham SDA	950
North Witney SDA	1,250
East Chipping Norton SDA	750 ¹³
REEMA North and Central	300
Total	5,375

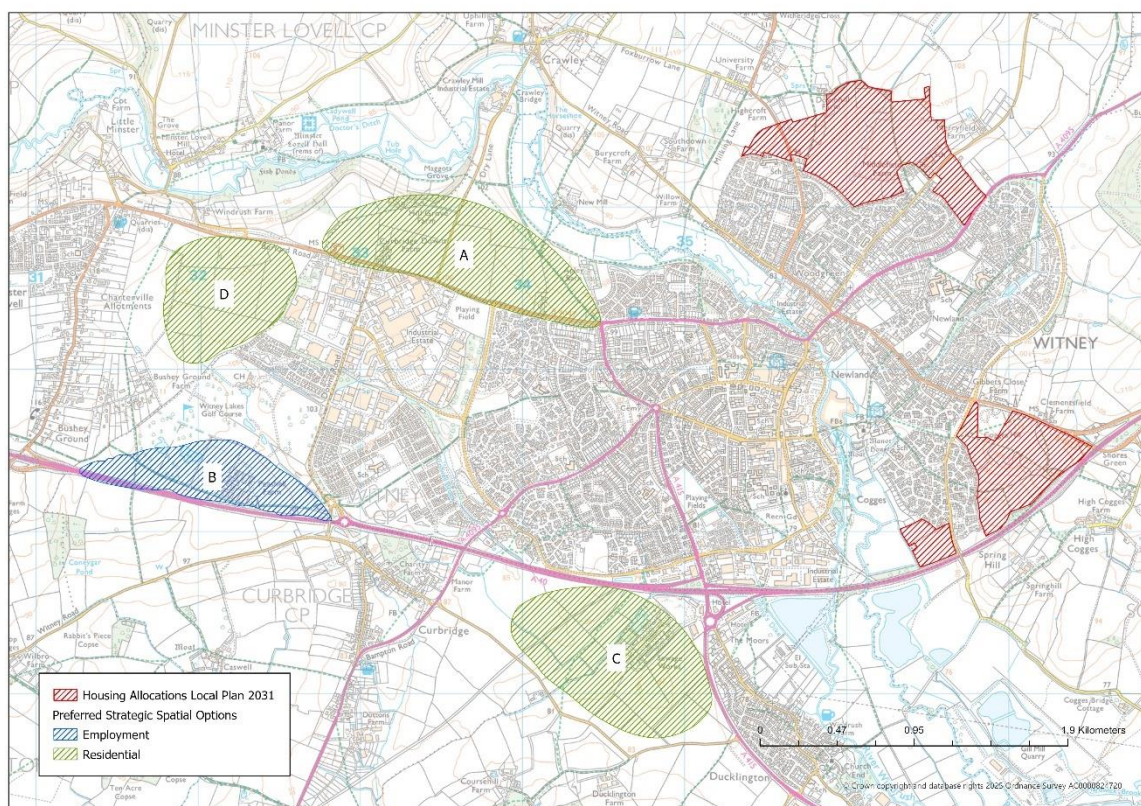
- 7.85 Based on the proposed overall supply of 18,000 homes and taking account of existing commitments and anticipated windfall, this would mean around 8,000 new homes having to be identified through new site allocations.
- 7.86 The remainder of this section outlines a number of strategic-scale spatial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

¹³ Updated strategic allocation considered under preferred Spatial Options below but updated quantum of development considered here.

Preferred Strategic Site Options

Witney Preferred Strategic Development Sites

Figure 16 - Witney Preferred Strategic Spatial Locations¹⁴



AREA A – Land North of Burford Road, Witney	
Proposed Land use	Residential
Indicative Capacity Range	600 – 800 dwellings

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

¹⁴ Locations of preferred strategic spatial options illustrated on the map are indicative at this stage.

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

CONSULTATION QUESTION 17 – AREA A

IS THIS A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST STRATEGIC SCALE DEVELOPMENT IN THIS LOCATION?

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

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

CONSULTATION QUESTION 18 – AREA B

IS THIS A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST STRATEGIC SCALE DEVELOPMENT IN THIS LOCATION?

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

- 7.101 This area has long been promoted for residential development across successive Local Plans. Residential development in this location would be consistent with the spatial strategy although it would straddle the parishes of Ducklington and Curbridge and is disjointed from the built-up area of Witney due to the segregating effect of the A40.
- 7.102 Development has spilled out from Witney in recent years into the strategic gap that was previously defined to protect the separate identity of Witney and Ducklington. The development of the Travel Lodge and Lidl supermarket at the Ducklington Roundabout have added to the previously existing development in the vicinity including the Four Pillars Hotel, petrol filling station, abattoir and sewage treatment works.

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

CONSULTATION QUESTION 19 – AREA C

IS THIS A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST STRATEGIC SCALE DEVELOPMENT IN THIS LOCATION?

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

- 7.110 Development at the edge of Witney has grown the town to the west over a number of decades with successive new housing estates added as urban extensions to the town. Deer Park was followed by development at Coral Springs and Thorney Leys before more recent development at Windrush Place and Colwell Green. Although there remains a further outstanding planning permission for 75 dwellings to the west of Downs Road, it feels as though Witney has reached its furthest western extent at this stage. Further westward development would start to erode the gap between Witney, Curbridge and Minster Lovell and start to result in the likely coalescence of nearby settlements.
- 7.111 Having said that, with reconfiguration of land uses to the west of Witney, there could be potential to establish a permanent green gap to the west of Witney by expanding or realigning the existing golf course within the green gap
- 7.112 The landscape to the west of Witney is relatively flat and as it sits on a plateau, is less exposed than land to the north within the Windrush Valley or land to the south within the Thames Valley.
- 7.113 Development in this location would be broadly consistent with the spatial strategy as it is situated on the edge of Witney and is located in close proximity to existing employment opportunities to the west of the town. The area is situated adjacent to the 234 bus service which operates along the B4047, a heavily trafficked route to the north of the development area with up to 10,000 annual average daily total traffic movements¹⁵.
- 7.114 Waste Water arising from development in this location would be treated at Witney Sewage Treatment Works. Dry Water Flows at Witney Sewage Treatment Works are already exceeded 80% of the time, so investment will be required to improve the capacity of the sewage treatment works.

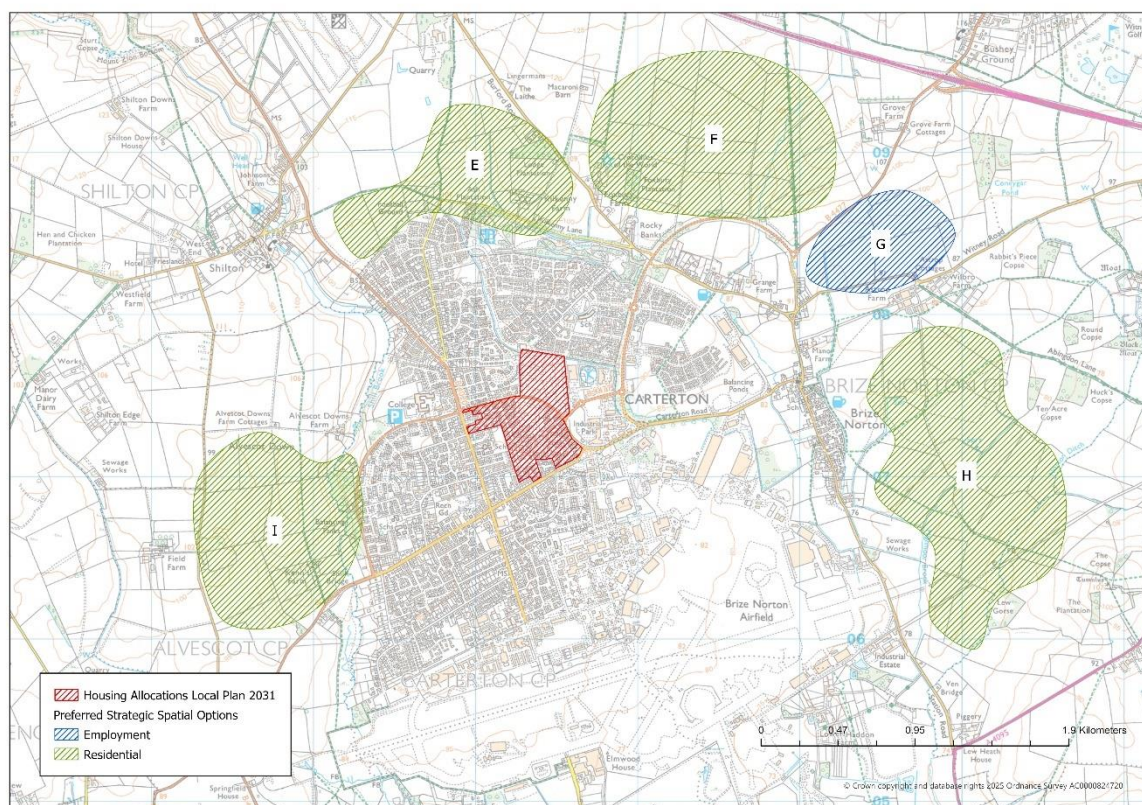
CONSULTATION QUESTION 20 – AREA D

IS THIS A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST STRATEGIC SCALE DEVELOPMENT IN THIS LOCATION?

¹⁵ <https://www.westoxon.gov.uk/media/1kynzjlx/oxfordshire-county-council-transport-existing-conditions-report-june-2025.pdf>

Carterton Preferred Strategic Site Options

Figure 17 - Carterton Preferred Strategic Spatial Locations¹⁶



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

Proposed Land use	Residential
Indicative Capacity Range	700 – 800 dwellings

- 7.115 Land in this area has been promoted for development over many years but a number of agents and site promoters. Previously ruled out in favour of development to the east of Carterton within Brize Norton parish, it was considered that development in this location would be disjointed from the nearby principal settlement, would be harmful in landscape terms and was limited by a constrained local highway network.
- 7.116 This preferred location would represent development of a standalone community near to the principal town of Carterton and would be consistent with the Local Plan spatial strategy, although development would be focused within the parishes of Shilton and Brize Norton.
- 7.117 There is an opportunity to deliver a comprehensive development opportunity in the area within a strengthened landscape framework, with improved highway access and with improved walking and cycling routes to neighbouring areas. Subject to viability and the provision of other essential mitigation, development in this location also offers the potential to facilitate an expansion/redevelopment of the existing Carterton Football Club which has well-developed ambitions to create a new sports hub in this location. Key sensitivities relate to ecology, landscape, minerals resources and proximity to Shilton Conservation Area in the western part of the area.

¹⁶ Locations of preferred strategic spatial options illustrated on the map are indicative at this stage.

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

CONSULTATION QUESTION 21 – AREA E

IS THIS A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST STRATEGIC SCALE DEVELOPMENT IN THIS LOCATION?

AREA F – North East of Carterton (Brize Norton)	
Proposed Land use	Residential
Indicative Capacity Range	1,500 – 2,500 ¹⁷ dwellings

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

¹⁷ Upper limit of development would be beyond Local Plan timescale and would be contingent on delivery of mass transit infrastructure delivery

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

CONSULTATION QUESTION 22 – AREA F

IS THIS A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST STRATEGIC SCALE DEVELOPMENT IN THIS LOCATION?

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

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

CONSULTATION QUESTION 23 – AREA G

IS THIS A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST STRATEGIC SCALE DEVELOPMENT IN THIS LOCATION?

AREA H – East of Brize Norton	
Proposed Land use	Residential
Indicative Capacity Range	1,500 – 2,500 ¹⁸ dwellings

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

¹⁸ Upper limit of development would be beyond Local Plan timescale and would be contingent on delivery of mass transit infrastructure delivery

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

CONSULTATION QUESTION 24 – AREA H

IS THIS A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST STRATEGIC SCALE DEVELOPMENT IN THIS LOCATION?

AREA I – Land at West Carterton (Alvescot)

Proposed Land use	Residential
Indicative Capacity Range	600 – 1,000 dwellings

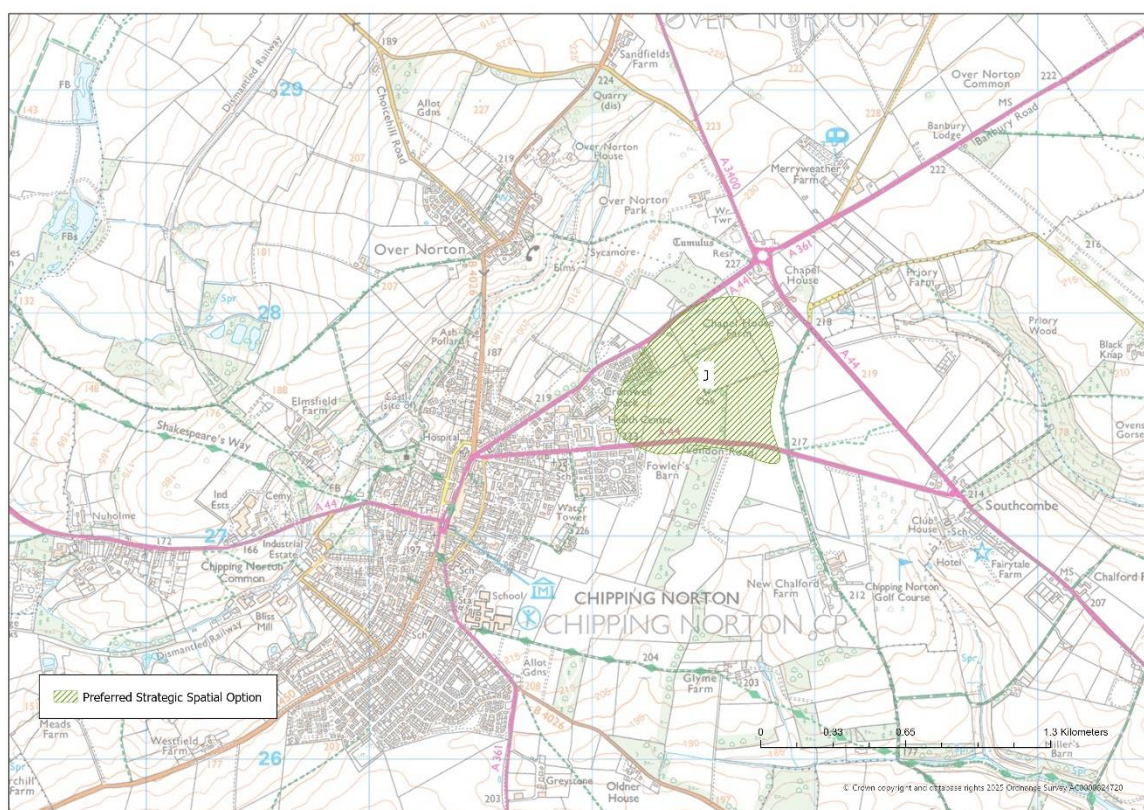
- 7.142 Area I has been promoted for development over many years but has previously been ruled out in preference of development to the east of Carterton.
- 7.143 This area is disjointed from the built-up area of Carterton although development in this location would be broadly consistent with the Local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

CONSULTATION QUESTION 25 – AREA I

IS THIS A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST STRATEGIC SCALE DEVELOPMENT IN THIS LOCATION?

Chipping Norton Preferred Strategic Site Options

Figure 18 - Chipping Norton Preferred Strategic Spatial Locations¹⁹



AREA J – East Chipping Norton

Proposed Land use	Residential
Indicative Capacity	750 dwellings ²⁰

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

7.147 The existing allocation for 1,200 dwellings to the south of London Road is constrained by the extent of the Scheduled Monument in the area and it is therefore not appropriate to carry the allocation forward in its current form.

¹⁹ Location of preferred strategic spatial option illustrated on the map is indicative at this stage.

²⁰ Counted as part of revised east Chipping Norton allocation

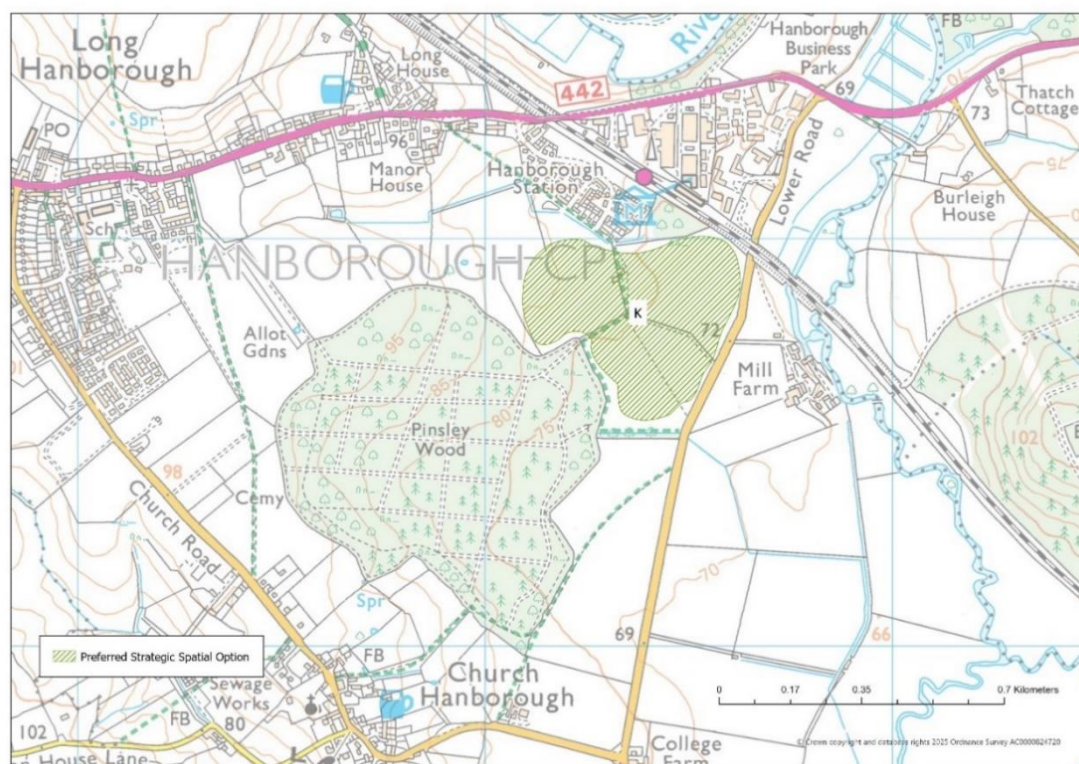
- 7.148 The area to the north of London Road is relatively unconstrained and situated outside of the Cotswolds National Landscape.
- 7.149 Development in this location would relate reasonably well to the existing built-up area of Chipping Norton provided the eastern extent of development isn't located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

CONSULTATION QUESTION 26 – AREA J

IS THIS A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST STRATEGIC SCALE DEVELOPMENT IN THIS LOCATION?

Long Hanborough Preferred Strategic Site Options

Figure 19 - Long Hanborough Preferred Strategic Spatial Option²¹



AREA K – Land South West of Hanborough Station

Proposed Land use	Residential
Indicative Capacity	300 dwellings

- 7.155 Long Hanborough is classified as a Tier 2 Service Centre and the Spatial Strategy therefore acknowledges that the settlement is suitable for a proportionate level of growth appropriate to its size and to support its local service function, with a particular emphasis on good public transport accessibility.
- 7.156 The Council acknowledges that Long Hanborough has been subject to quite significant growth since 2011 which has altered the character of the settlement in certain locations and although investment has been made in infrastructure to support new development, there are existing issues with transport, utilities and community infrastructure that need to be resolved with any future plans for the community. Developments at Olivers Garage, Church Road, south of Hanborough Station and south of Witney Road to the west of the village have been completed and there is a further scheme for 150 dwellings that has been approved but is yet to commence.

²¹ Location of preferred strategic spatial option illustrated on the map is indicative at this stage.

- 7.157 This preferred spatial option is considered to be consistent with the Local Plan spatial strategy, as it focuses development at Hanborough station and therefore seeks to maximise opportunities for use of rail infrastructure. It is recognised however, that this location has a number of environmental and heritage sensitivities, relating to its proximity to the Ancient Woodland at Pinsley Wood and its historic landscape character. Development in this location will need to be planned and phased in such a way that it protects and enhances the settlement character of Long Hanborough, contributes to nature recovery and natural capital within the site and adjoining area and is supported by necessary investment in infrastructure.
- 7.158 Development in this location would be predominantly residential led, although there is potential to deliver connectivity improvements to the south of the village from Lower Road and to link into Hanborough station. Hanborough Station plays an important role as a mobility hub for West Oxfordshire communities and will be a focus for investment, both to improve the frequency of rail services operating from the station and to improve connectivity to it. There is an opportunity to align new residential development with wider plans for a mobility hub at Hanborough Station.
- 7.159 The A4095 between North Leigh and Hanborough is a highly trafficked route with over 10,000 annual average daily traffic flows along the route. Annual average daily traffic flows fall to less than 4,000 between Hanborough and Bladon, suggesting that traffic may terminate at Hanborough station or take alternative southern routes from the A4095 to join the A40²².
- 7.160 Hanborough Railway Station has the highest volume of passenger numbers of any station in West Oxfordshire (286,402 in 2023/34). Passenger numbers grew from around 119,000 in 2011 to 271,000 in 2016 and are at an all-time high. Accessibility to the station is an issue, particularly in terms of constrained car parking availability and poor integration with other forms of public transport such as bus provision.
- 7.161 Waste Water treatment capacity at Hanborough is a significant issue to be resolved affecting the health and wellbeing of communities and the natural environment. Church Hanborough Sewage Treatment works currently has no capacity to accommodate additional flows arising from new development and has been operating outside its permit in recent years.
- 7.162 Dry weather flows at the Church Hanborough STW are exceeded over 90% of the time and clearly operates in breach of its permits. This has led to degradation of water quality within the River Evenlode catchment. Wastewater treatment capacity needs to be increased to accommodate any new development. New development must be phased in such a way that infrastructure capacity is delivered first.
- 7.163 Hanborough is relatively well served by community infrastructure with capacity available for students at the primary school, a modern GP facility with adequate floorspace for the patient list size, dentist, café, shop, community and recreation spaces and employment sites.
- 7.164 The preferred development site is in an environmentally sensitive location with historic landscapes, proximity to ancient woodland and a strong relationship with areas identified for ecological enhancement. Development in this location must be planned in the context of a robust green infrastructure network. Significant opportunity to take a high-quality green infrastructure-led approach to development incorporating opportunities from the Local Nature Recovery Strategy.

²² <https://www.westoxon.gov.uk/media/1kynzjlx/oxfordshire-county-council-transport-existing-conditions-report-june-2025.pdf>

CONSULTATION QUESTION 27 – AREA K

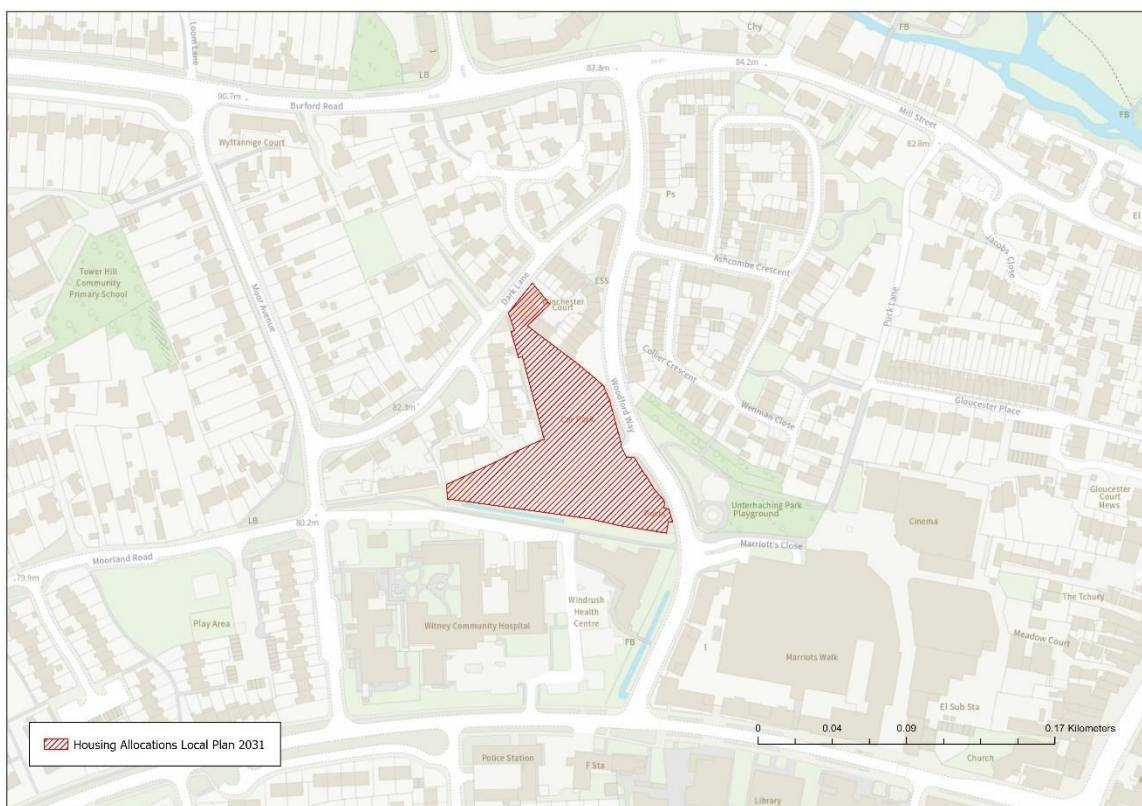
IS THIS A SUITABLE LOCATION FOR STRATEGIC SCALE DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST STRATEGIC SCALE DEVELOPMENT IN THIS LOCATION?

8. Other Spatial Options

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

Woodford Way Car Park

Figure 20 - Woodford Way Non-Strategic Allocation



- 8.4 Woodford Way Car Park is an irregularly shaped parcel of land close to Witney Town Centre currently in use as a surface level car park. The site is owned by the District Council.

- 8.5 It is a previously developed ('brownfield') site in a highly sustainable location and lends itself to residential development, the principle of which has already been established through a previous planning permission and allocation in the adopted Local Plan 2031. Policy WIT3 applies.
- 8.6 Since the Local Plan was adopted, the District Council has been considering various options for the site with a view to bringing forward a planning application. The current Local Plan allocation refers to 'around 50 homes' but the initial appraisals carried out by the Council suggest that the site may be capable of accommodating up to 75 dwellings in the form of apartments.
- 8.7 The new Local Plan provides the opportunity to refresh and update the current allocation to better reflect the anticipated capacity of the site and also to take account of any other relevant changes in circumstances since the site was first allocated for development in 2018.
- 8.8 The Council is committed to ensuring that the mix of tenures at Woodford Way includes a good proportion of social rented housing and that a planning application for the site is submitted within the next 12 – 24 months.
- 8.9 The site is currently utilised as a car park and is a well-used and valued resource for communities accessing the town centre, local services and employment. Any future development proposals for this area would need to ensure that adequate provision for car parking is retained within accessible locations within the town.

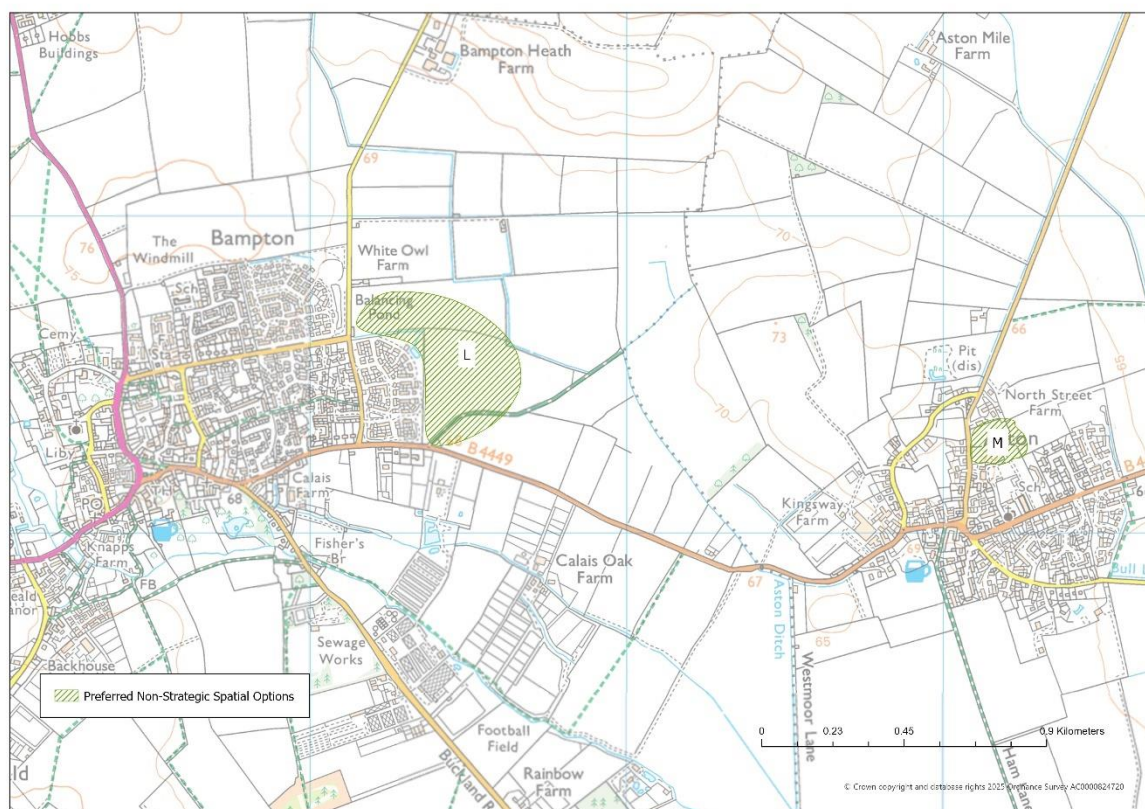
CONSULTATION QUESTION 28 –

DO YOU SUPPORT THE PRINCIPLE OF UPDATING AND REFRESHING THE EXISTING ALLOCATION FOR WOODFORD WAY CAR PARK, WITNEY AS PART OF THE LOCAL PLAN 2043?

CONSULTATION QUESTION 29 –

SHOULD THE ALLOCATION BE REFRESHED AND UPDATED, DO YOU AGREE THAT THIS SHOULD BETTER REFLECT ANTICIPATED SITE CAPACITY (75 HOMES) PLUS ANY OTHER RELEVANT CHANGES IN CIRCUMSTANCE SINCE 2018?

Figure 21 - Bampton and Aston Preferred Non-Strategic Development Locations²³



AREA L – East of Bampton

Proposed Land use	Residential
Indicative Capacity	150 dwellings

- 8.10 The identification of this preferred site option is consistent with the Local plan Spatial Strategy.
- 8.11 Bampton is classified as a Tier 2 service centre and although it may not score as highly as other service centres for the provision of services and facilities and is relatively isolated from the transport network compared with other settlements in this category, it does function as a service centre for surrounding rural communities and residents are largely able to meet basic day to day needs within the community.
- 8.12 Land to the east of the village would add to the further eastern and northern and eastern expansion of the town as exemplified by developments at New Road and Mount Owen Road since 2017.
- 8.13 The Council considers that this indicative area is suitable for development in that it would relate well to the existing built-up area and would be well contained within an existing strong landscape framework.
- 8.14 It is also considered that development in this location would have limited impact on the historic character of the settlement as it is located outside of the Conservation Area and adjacent to more recent development that has taken place in the village.

²³ Location of preferred non-strategic spatial options illustrated on the map are indicative at this stage.

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

CONSULTATION QUESTION 30 – AREA L

IS THIS A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST DEVELOPMENT IN THIS LOCATION?

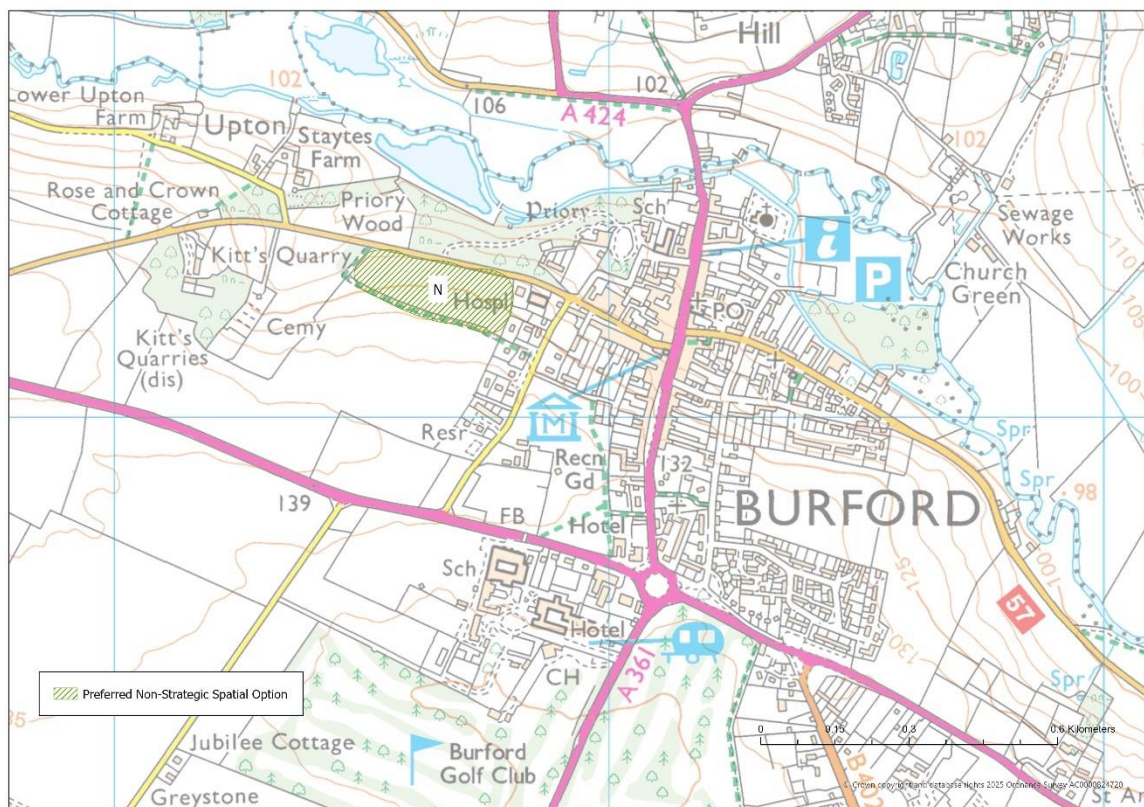
AREA M – North of Aston	
Proposed Land use	Residential
Indicative Capacity	40 dwellings

- 8.19 Development in this location would be consistent with the Local Plan spatial strategy in that it would focus medium scale development at a Tier 3 large village.
- 8.20 The Council recognises that Aston has been a focus for considerable development in recent years without complementary enhancements to local infrastructure. As with development at Bampton, development at Aston would discharge to Bampton Sewage Treatment works which currently has insufficient capacity to serve the current population. Infrastructure upgrades would need to be delivered in advance of any further development at Aston to address existing issues, which include records of sewer flooding within the settlement.
- 8.21 The preferred, indicative location for development is considered to relate well to the existing built form of the village and is well contained in landscape terms.

CONSULTATION QUESTION 31 – AREA M

IS THIS A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST DEVELOPMENT IN THIS LOCATION?

Figure 22 - Burford Preferred Non-Strategic Development Location²⁴



AREA N – South of Sheep Street, Burford	
Proposed Land use	Residential
Indicative Capacity	70 dwellings

- 8.22 Classified as a Tier 2 Service Centre, the Spatial Strategy dictates that Burford is a suitable location for a proportionate level of growth, but the historic character of the town and location within the Cotswolds National Landscape mean the town is particularly constrained.
- 8.23 The preferred spatial option has the potential to accommodate a proportionate level of housing development in a sustainable and accessible location, along with additional off-street car parking for the town.
- 8.24 Situated to the west of the town, the preferred spatial option is located in the Cotswolds National Landscape but due to the slope of the land, would be well contained within the local landscape. The area is outside of the Burford Conservation Area but located directly adjacent to its western edge. The area is also adjacent to the listed building at Burford Priory and its grounds which are situated to the north of the preferred development option.
- 8.25 Archaeology within the site may present a barrier to development and will require further investigation to determine the historic significance of the area.

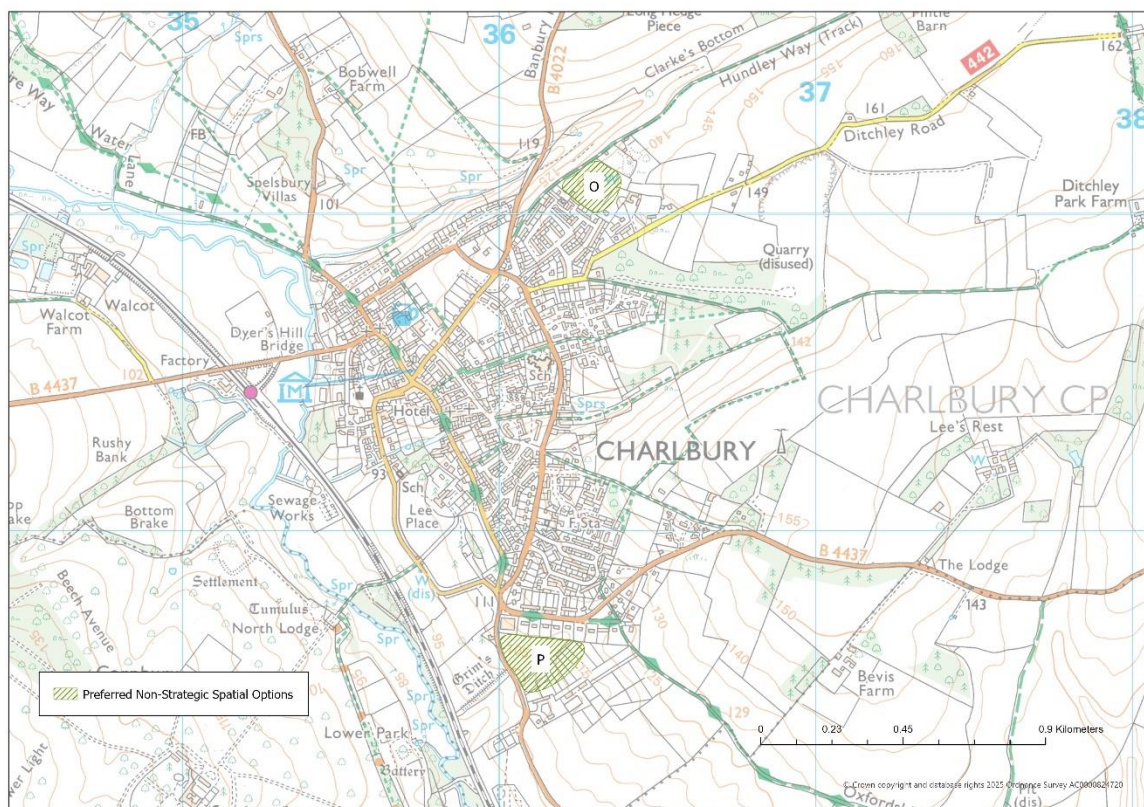
²⁴ Location of preferred non-strategic spatial option illustrated on the map is indicative at this stage

- 8.26 Access to the area could be provided directly from Sheep Street which has moderate capacity to support additional new traffic even with on-street parking. Some of the surrounding roads in the vicinity of the site are narrow and therefore quite constrained. Access will require visibility splays appropriate to vehicular speed as Sheep Street is narrow. Footway provision will be required to link to existing network and extension of street-lighting will be necessary. There is a pavement on one side of Sheep Street and PROW along the southern site boundary towards the town centre. The town centre is within a 10-minute level walk (as is Burford Primary School). Town centre bus services link Burford with Carterton, Witney and Woodstock.

CONSULTATION QUESTION 32 – AREA N

IS THIS A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST DEVELOPMENT IN THIS LOCATION?

Figure 23 - Charlbury Preferred Non-Strategic Development Locations²⁵



AREA O – Jeffersons Piece

Proposed Land Use	Residential
Indicative Capacity	40 dwellings

²⁵ Location of preferred non-strategic spatial options illustrated on the map are indicative at this stage

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

CONSULTATION QUESTION 33 – AREA O

IS THIS A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST DEVELOPMENT IN THIS LOCATION?

AREA P – Land south of Hydac, Charlbury	
Proposed Land Use	Residential
Indicative Capacity	40 dwellings

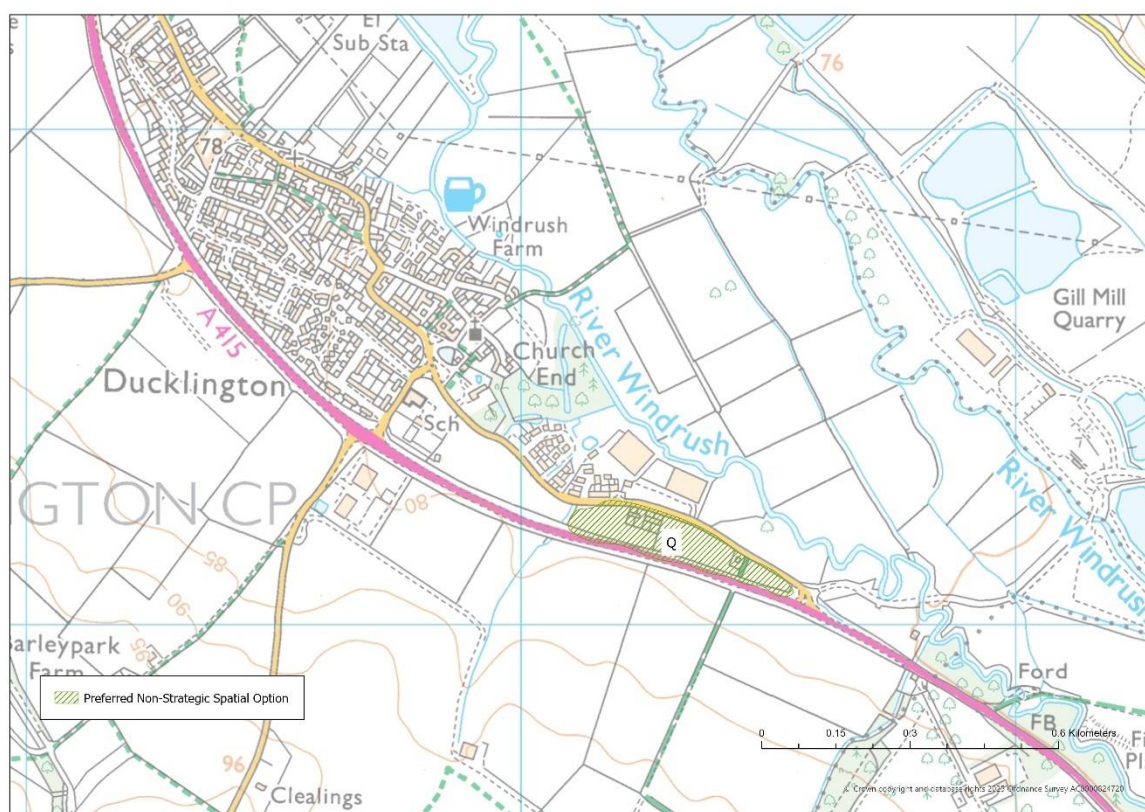
- 8.30 Charlbury is classified as a Service Centre, the second tier of the settlement hierarchy and scores relatively well as such in terms of its provision of services and facilities.
- 8.31 The town benefits from rail services direct to Oxford, London and Worcester. The Cotswold Line has benefited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

- 8.35 The site area lies wholly within the Cotswolds National Landscape and Charlbury Conservation Area.

CONSULTATION QUESTION 34 – AREA P

IS THIS A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST DEVELOPMENT IN THIS LOCATION?

Figure 24 - Ducklington Preferred Non-Strategic Development Location²⁶



AREA Q – South of Ducklington

Proposed Land Use	Residential
Indicative Capacity	40 dwellings

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

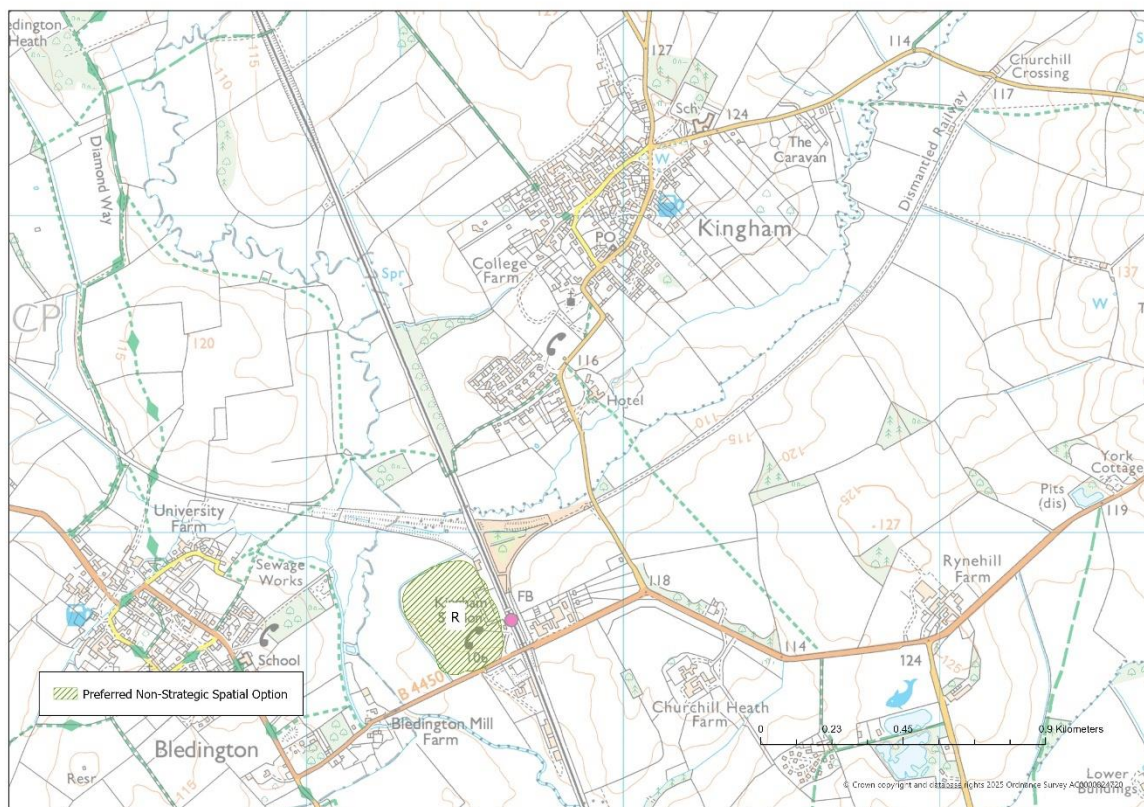
²⁶ Location of preferred non-strategic spatial option illustrated on the map is indicative at this stage

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

CONSULTATION QUESTION 35 – AREA Q

IS THIS A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST DEVELOPMENT IN THIS LOCATION?

Figure 25 - Kingham Preferred Non-Strategic Development Location²⁷



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

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

²⁷ Location of preferred non-strategic spatial option illustrated on the map is indicative at this stage

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

CONSULTATION QUESTION 36 – AREA R

IS THIS A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST DEVELOPMENT IN THIS LOCATION?

Figure 26 - Middle Barton Preferred Non Strategic Development Location²⁸



AREA S – Middle Barton

Proposed Land Use	Residential
Indicative Capacity	80 Dwellings

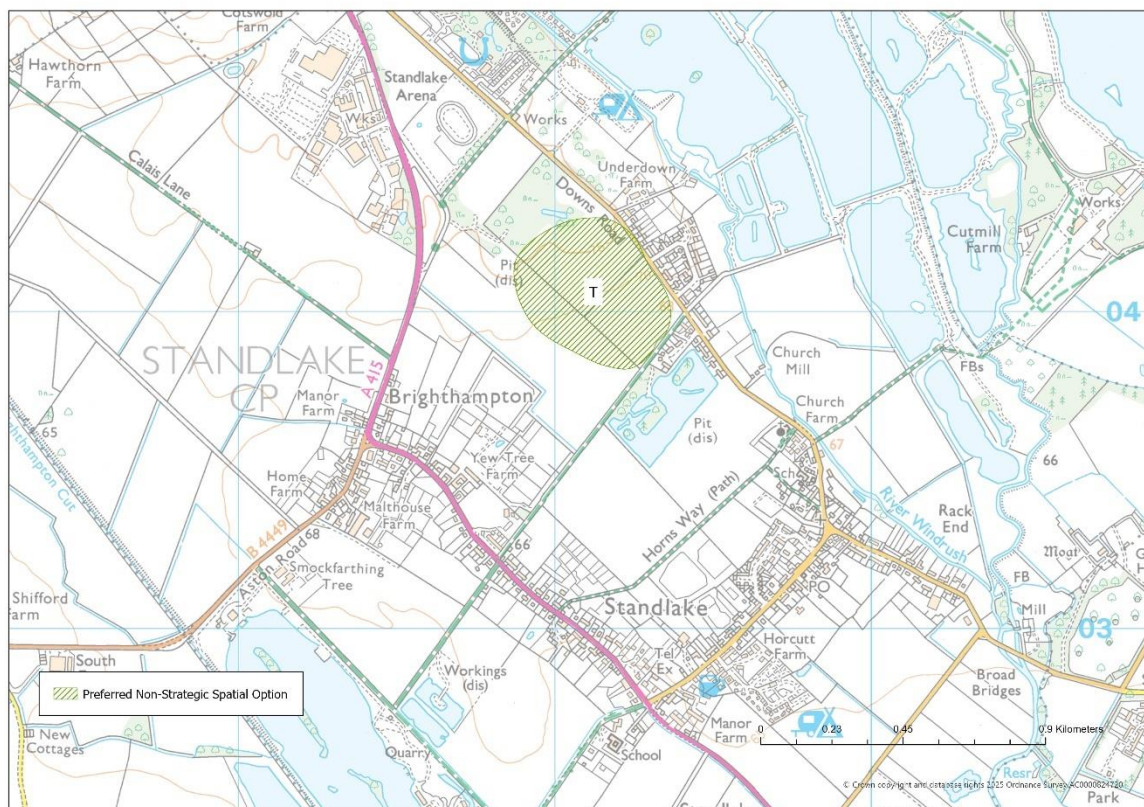
²⁸ Location of preferred non-strategic spatial option illustrated on the map is indicative at this stage

- 8.48 The draft settlement hierarchy set out earlier in this document classifies Middle Barton as a Tier 3 village (large village). Although it may not score as highly as other villages for the provision of services and facilities and is relatively isolated from the transport network compared with other settlements in this category, it does benefit from a shop, post office, primary school and public house.
- 8.49 Officers consider that the indicative area to the northeast of the village is suitable for development of an appropriate scale. The area is elevated but not significantly prominent given the housing that protrudes northwards along Worton Road. There is relative enclosure provided by hedgerows except northwards towards open fields.
- 8.50 There are public rights of way that traverse the site which will need to be effectively integrated into any new development on the site.
- 8.51 The area is ecologically rich with records of protected species in the vicinity. The Middle Barton SSSI lies to the east of the area and may be connected hydrologically. Any new development would therefore be required to retain hedgerows, create new natural green spaces, provide bird and bat boxes and create hedgehog highways. Local Nature Recovery Strategy mapping includes opportunities in this area to enhance priority habitats.
- 8.52 Access to public transport is a recognised constraint to development in this area and would need to be adequately addressed for any new development to be accommodated.

CONSULTATION QUESTION 37 – AREA S

IS THIS A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST DEVELOPMENT IN THIS LOCATION?

Figure 27 - Standlake Preferred Non-Strategic Development Location²⁹



AREA T – The Downs Standlake	
Proposed Land Use	Residential
Indicative Capacity	200 Dwellings

- 8.53 Standlake is classified as a large village in the proposed settlement hierarchy. Siting large scale development in this location would be consistent with the Local Plan spatial strategy as proposed at Section 4 of the consultation document.
- 8.54 Officers consider that this indicative location is suitable for development in that it is relatively self-contained with limited landscape impact and well related to existing development in the vicinity.
- 8.55 It is considered that development in this location should be accompanied by upgraded services including potential for additional retail provision, to improve accessibility to services and facilities for residents and to improve the sustainability of the settlement.
- 8.56 Development in this area would provide an opportunity to contribute towards the Lower Windrush Valley project. The area is not covered in the Local Nature Recovery Strategy mapped network, however other opportunities to contribute to nature conservation include pond creation and woodland enhancement.

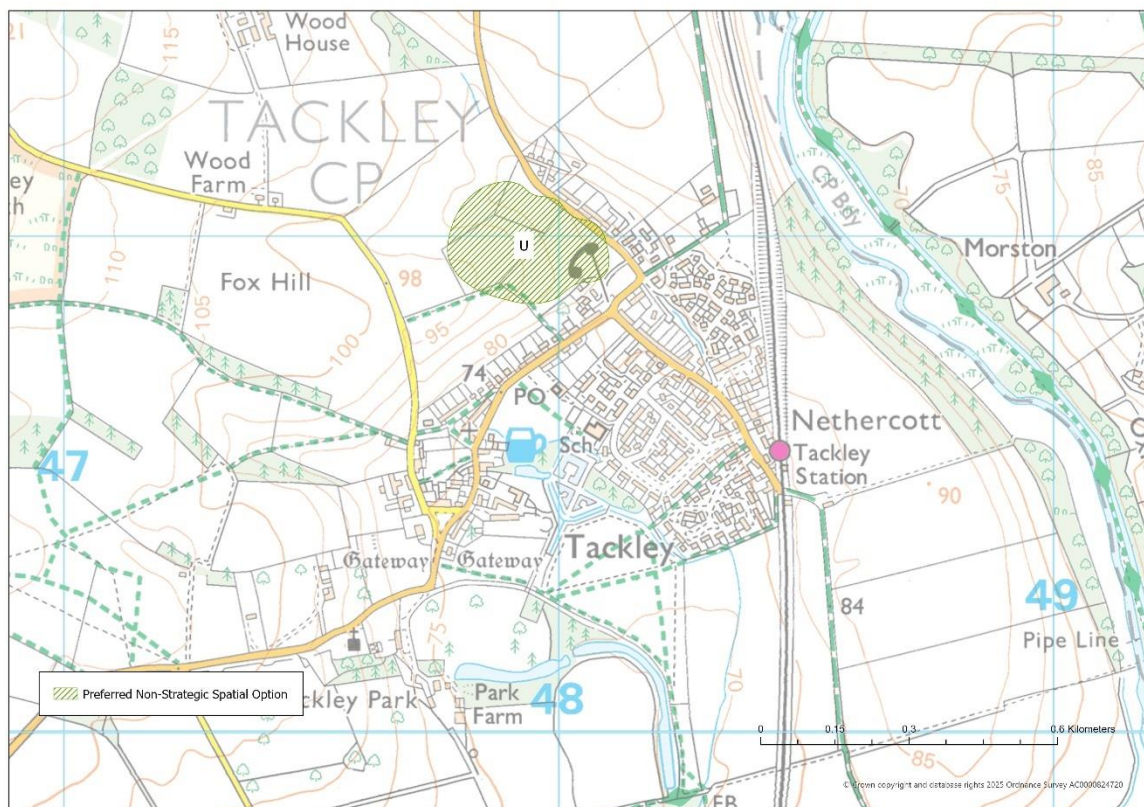
²⁹ Location of preferred non-strategic spatial option illustrated on the map is indicative at this stage

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

CONSULTATION QUESTION 38 – AREA T

IS THIS A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST DEVELOPMENT IN THIS LOCATION?

Figure 28 – Tackley Preferred Non-Strategic Development Location³⁰



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

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

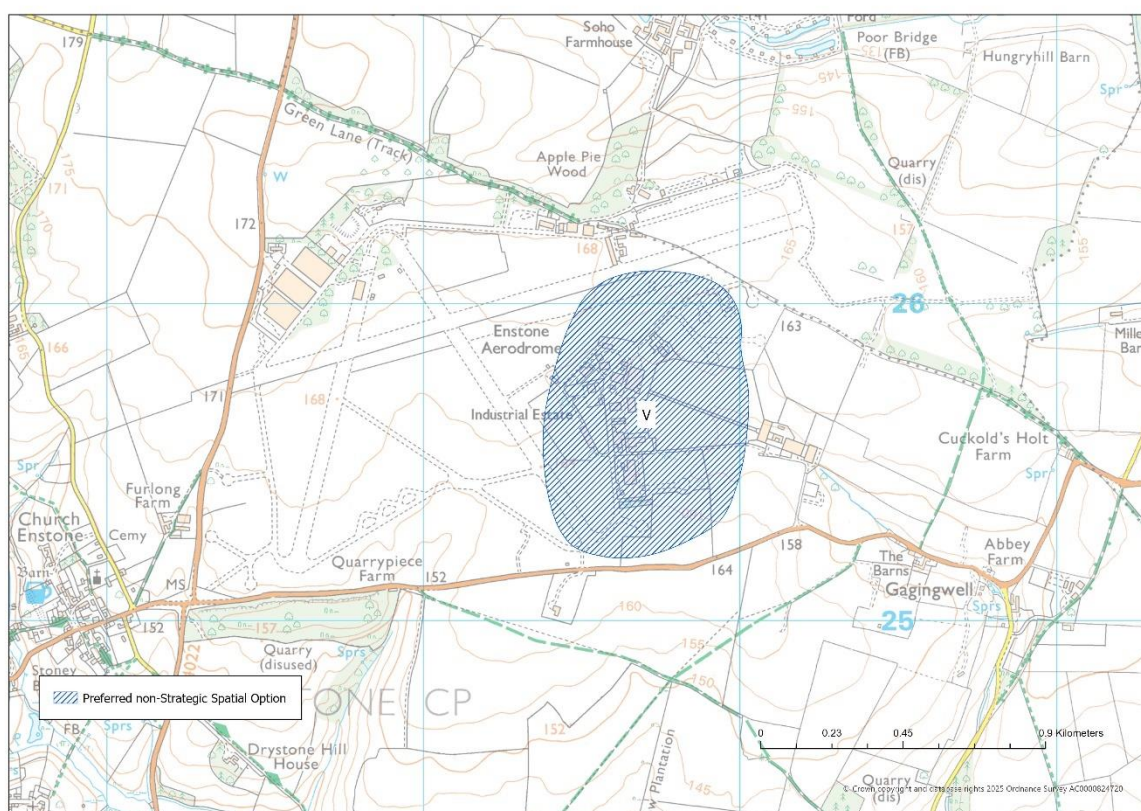
³⁰ Location of preferred non-strategic spatial option illustrated on the map is indicative at this stage

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

CONSULTATION QUESTION 39 – AREA U

IS THIS A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST DEVELOPMENT IN THIS LOCATION?

Figure 29 - Enstone Preferred Non Strategic Development Location³¹



AREA V – Enstone Airfield

Proposed Land Use	Employment
Indicative Capacity	10 Hectares

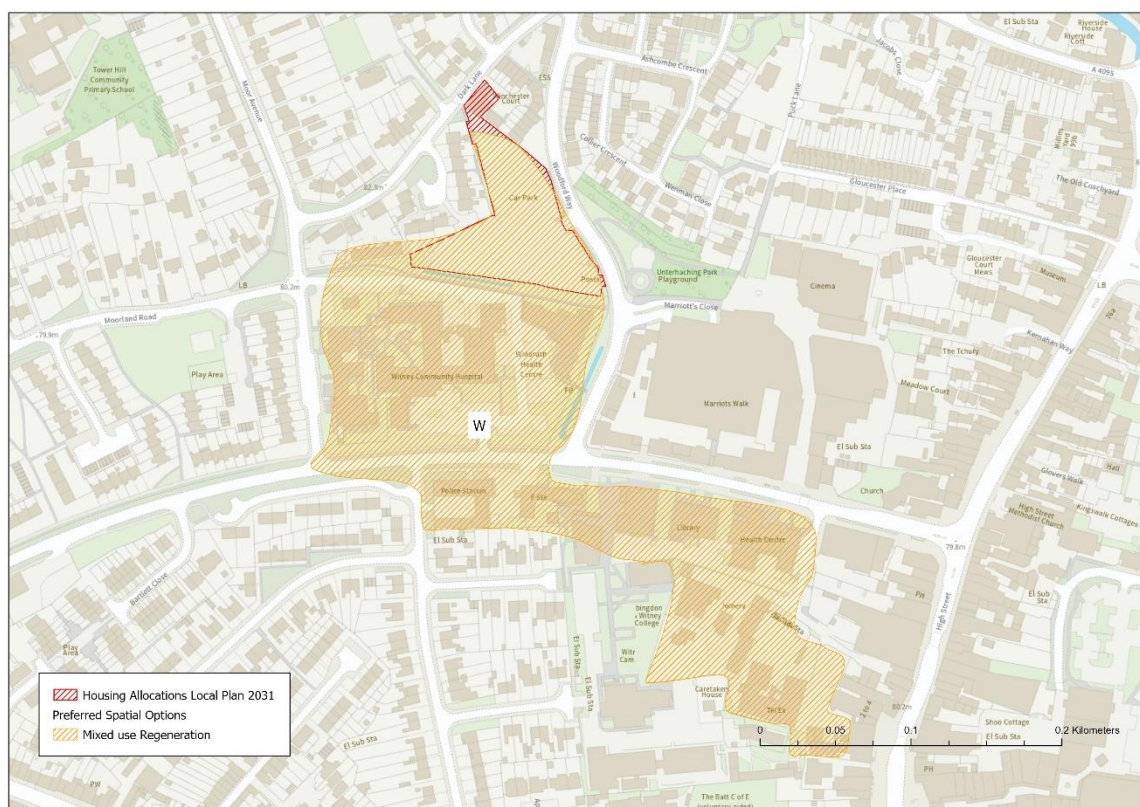
- 8.64 This spatial option represents an opportunity to expand employment provision within an existing employment site at Enstone airfield.
- 8.65 It represents an opportunity to expand and consolidate employment development within an existing brownfield site, making a valuable contribution to employment provision in the northern part of the district.

³¹ Location of preferred non-strategic spatial option illustrated on the map is indicative at this stage

CONSULTATION QUESTION 40 – AREA V

IS THIS A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST DEVELOPMENT IN THIS LOCATION?

Figure 30 - Witney Central Preferred Non Strategic Development Location³²



AREA W – Welch Way, Witney

Proposed Land use	Mixed Use Regeneration
Indicative Capacity Range	50 – 100 dwellings

- 8.66 This spatial option incorporates the previously allocated site at Woodford Way Car Park in Witney but identifies a broader area of underutilised space and civic buildings which could provide a useful brownfield development opportunity, to intensify residential land uses in a highly accessible and sustainable location whilst retaining or enhancing existing community uses.
- 8.67 Development in this location would be consistent with the Local Plan spatial strategy as it represents an opportunity for intensification of development on brownfield land within the principal town of Witney.
- 8.68 This option is situated on the edge of Witney town centre. The area currently comprises a mix of uses including police station, fire station and library, other community uses including Witney Hospital, Windrush Medical Practice and Nuffield Health centre, existing businesses at Clarke's Timber Yard and the BT depot and car parking at Woodford Way.

³² Location of preferred non-strategic spatial option illustrated on the map is indicative at this stage

- 8.69 The area has been identified as a preferred spatial option as it represents an opportunity to regenerate part of central Witney, enhance and consolidate existing community services and to make use of underutilised space such as that at the police station and to the rear of the High Street.
- 8.70 Land assembly is a potential issue in bringing this land forward for development. Any future development proposals for this area would need to protect and enhance a wide range of existing community uses and ensure that adequate provision for other uses, such as car parking, is retained within accessible locations within the town.

CONSULTATION QUESTION 41 – AREA W

IS THIS A SUITABLE LOCATION FOR NON-STRATEGIC DEVELOPMENT? WHAT ARE THE REASONS FOR OR AGAINST DEVELOPMENT IN THIS LOCATION?

9. Next Steps

- 9.1 Consultation on the Preferred Spatial Options is due to take place for a 7-week period between November and December 2025
- 9.2 Following consultation, all responses will be given due consideration as the Council undertakes further evidence gathering and analysis, particularly in relation to infrastructure capacity and delivery for energy, transport and the water environment, in preparation for the Regulation 19, Draft Local Plan. This will be published and subject to further consultation in spring 2026.
- 9.3 It should be noted that whilst Officers will endeavour to take account of all responses received, the Local Plan is being prepared in the context of national policy – in particular a significant increase in the number of new homes that needs to be planned for under the Government's new standard method.
- 9.4 As such, difficult decisions will need to be made. If, following this consultation, some sites are removed or reduced in size, they will need to be substituted with additional sites, or the allocations on preferred sites increased. The alternative is to allow more speculative planning applications in unplanned locations which will lead to a less sustainable and satisfactory outcome.