

# Woodstock Community and Infrastructure Delivery Plan 2019



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# EXECUTIVE SUMMARY

- ABOUT THIS REPORT
- CONSULTING THE COMMUNITY
- WHAT WOODSTOCK SAID - AN OVERVIEW
- THE STRATEGIC POLICY AND INFRASTRUCTURE CONTEXT
- ACHIEVING THE AIMS OF THE PLAN
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## ABOUT THIS REPORT

**1.1** In February 2019, Woodstock Town Council and Blenheim Estate appointed Community First Oxfordshire (CFO) to consult the community about the current and future needs of the town and produce a Community and Infrastructure Delivery Plan (the Plan). Several new housing sites will be developed in Woodstock in the next decade, bringing hundreds of new homes. Building has commenced on the East of Woodstock site, and planning applications are currently being developed for two sites at north of Hill Rise and north of Banbury Road.

### **1.2 The aims of the Plan were to:**

- 1.** Identify and supply both the 'hard' (physical) infrastructure and 'soft' (social or community) infrastructure needed for Woodstock to continue to prosper and thrive.
- 2.** Ensure the proposed developments preserve and enhance the special character of the existing communities and facilities in the town.
- 3.** Ensure the new communities successfully integrate and connect with the town.
- 4.** Recommend how projects and priorities identified from the community consultation could be achieved.

## CONSULTING THE COMMUNITY

**1.3** Hundreds of residents have been consulted across the Plan process. Twelve public consultation events have been held, a town-wide survey undertaken and over fifty community groups consulted directly. The guiding principles of this community conversation were to ensure that as many residents as possible had an opportunity to take part and to take the discussion from the 'general to the specific', allowing a methodical, step by step process from broad opinion to final priorities to be followed.

**1.4** As well as individual feedback, local institutions and established community organisations including the Marlborough School, Woodstock Primary, Wootton by Woodstock primary, WUFA Pre-School, Breakfast Club and After School Clubs, Woodstock surgery, Sustainable Woodstock and Friends of Old Woodstock offered detailed feedback on a range of issues.

**1.5** The voices of children and young people are often less audible in community consultations. Ensuring that they have been able to voice their opinions and ideas was a priority throughout the consultation process. Fifty+ 3 to 11-year-olds and thirty+ 11 to 16-year-olds took part in targeted consultation exercises. These explored the meaning of community and how community life can be improved for those of all ages, and how intergenerational activities



and initiatives can be supported and developed. In addition, a project is being developed with the primary school, whereby children will be consulted on the type of play provision that could be provided on new development sites, while Young Leaders from the Marlborough School have been invited to join the Community Action Planning Group, which has emerged from the Plan.

- 1.6** Woodstock is an important town in West Oxfordshire. The West Oxfordshire Local Plan 2031 notes that the town has a very good range of services, facilities and employment facilities. These attract usage not only from those who live in Woodstock but those who reside elsewhere. Therefore, development in the town has an interest to and an impact on those from further afield. It is important to give voice to those opinions and consultation responses have been received from Combe and Wootton Parish Councils, and Wootton by Woodstock Primary School.

## WHAT WOODSTOCK SAID – AN OVERVIEW

- 1.7** A huge range of issues, concerns and opportunities were put forward and discussed by the community. These related to social life and infrastructure in Woodstock both as it is now and as it will grow over coming years.
- 1.8** Key issues with regard to the town as a whole included parking in the town centre, traffic in general, and congestion around the school. Road safety and traffic concerns were of paramount importance to many, with regard to the A44 in Old Woodstock in particular but in other locations too. Related to this was a commonly expressed need to improve the pedestrian and cycle environment through better maintenance and the provision of new paths and cycleways. The community also suggested a range of other improvements to existing infrastructure, while putting forward suggestions for new requirements, the most popular being a new doctor's surgery.
- 1.9** In addition, the community survey outlined a range of popularly supported potential social, economic and environmental initiatives, while targeted consultation with groups and organisations gave rise to much positive discussion. Themes included, for example, improving peer to peer support, developing volunteering strategies, working together more effectively, and taking forward ideas to fill gaps in provision of activities for different demographic groups.
- 1.10** There was also much discussion with regard to forthcoming planning applications at north of Hill Rise and north of Banbury road, with residents (particularly in Old Woodstock) putting forward detailed suggestions to maximise the opportunities that development might provide while minimising the impact, particularly in relation to road safety, climate change, design and access and community cohesion.



## THE STRATEGIC POLICY AND INFRASTRUCTURE CONTEXT

- 1.11** A wide range of community priorities with regard to forthcoming development were identified in plan consultation, as will be explored in detail. It is also important to consider these priorities in the light of the strategic planning and infrastructure context, the better to understand how priorities align with this context, offer additional, locally-specific detail or nuance and suggest new considerations.
- 1.12** Key documents considered include: *The West Oxfordshire Local Plan 2031*; *The West Oxfordshire Infrastructure Delivery Plan (IDP), 2016*; *Local Transport Plan 4*; and *The National Planning Policy Framework, 2019*. Reference has also been made to *The West Oxfordshire Open Space Study, 2013* and *The West Oxfordshire Playing Pitch Strategy, 2014*. These latter two reports, while focusing on infrastructure requirements in Witney, Carterton and Chipping Norton, may have relevance to the Woodstock context with regard to particular issues.
- 1.13** Other studies and data sources have been drawn on in order to contribute to the evidence-base underpinning identified priorities, such as the *Heart of Woodstock Parking Survey and the District Data Service Local Insight Profile for Woodstock* (July 2019). *The Woodstock Housing Needs Survey* (report due November 2019) and *West Oxfordshire District Council Parking Survey* (report due January 2020) will also add more supporting detail to the evidence base.

## ACHIEVING THE AIMS OF THE PLAN

- 1.14** Physical infrastructure includes essential services and facilities such as schools, roads, water, gas and electricity and open space. Community infrastructure includes community groups, organisations and initiatives etc. which meet the social, cultural, recreational etc. needs and requirements of local people of all ages.
- 1.15** A wide range of ideas to improve or provide new or improved infrastructure and meet community concerns relating to development were identified through the plan consultation. There are three main potential delivery mechanisms:
- **Via the Section 106 developer contributions process<sup>1</sup>**
  - **Via planning application requirements on new development sites**
  - **Via resident-led Community Action Planning**
- 1.16** The West Oxfordshire Local Plan 2031 (Policy OS5) sets out expectations of developers regarding contributions to infrastructure, while taking

into account relevant strategic infrastructure items identified within the Infrastructure Delivery Plan (IDP)<sup>2</sup>. The final schedule of items to be included in S106 agreements as relate to Hill Rise and north of Banbury Road will be decided in discussion between Blenheim Estate, West Oxfordshire District Council, Oxfordshire County Council and other stakeholders, including Woodstock Town Council. These discussions will take into account the requirements of the Local Plan and IDP, while being informed by community priorities identified in the Plan.

- 1.18.** It should be noted that not all community-identified ideas and projects will be deliverable or able to be financed via the development of sites at Hill Rise and north of Banbury Road. It should also be noted that detailed exploration of the different options for delivering potential Section 106 infrastructure priorities is outside the scope of this Plan.

## WHAT WOODSTOCK SAID – A SUMMARY OF PRIORITIES

- 1.19** In early discussions, Woodstock Town Council and Blenheim Estate suggested that the following issues (in no particular order) might emerge as priorities for the town: maximum affordability for new housing; a doctor's surgery; school and pre-school issues; green spaces (particularly the recreation ground); and parking. Each of these issues and many others have been commented on by the community (often extensively) throughout the Plan process. The material summarised in Tables 1-4 below sets out the priority issues derived from consultation.
- 1.20** These priority issues can be used to inform discussions between Blenheim Estate, West Oxfordshire District Council, Oxfordshire County Council and other stakeholders in relation to planning applications and Section 106 agreements for forthcoming development proposals. They can also be used to help guide the emerging community action planning process. Extensive supporting evidence and commentary can be found in the main body of the report.
- 1.21** Additionally, and importantly, the material can also be used to inform current or future discussions between community, developer, Local Authorities and other stakeholders to take forward by other means those projects and initiatives which are unable to be delivered via forthcoming development.

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<sup>1</sup> These are bespoke agreements negotiated between local councils and the developer, requiring the developer to make contributions towards managing the impacts of development. There is the possibility, subject to the West Oxfordshire District Council implementation schedule, that the Community Infrastructure Levy may be applicable on future developments in Woodstock.

<sup>2</sup> West Oxfordshire District Council, 2018. West Oxfordshire Local Plan 2031.  
<https://www.westoxon.gov.uk/media/1936509/Local-Plan-BOOK-WEB.pdf>.



**1.22** The recommendations are presented as they relate to the three main delivery mechanisms noted above: **planning applications at north of Hill Rise and north of Banbury Road; Section 106 developer obligations; and Community-led Action Planning.**

### Planning applications at north of Hill Rise and north of Banbury Road.

**Table 1 – Matters for consideration in planning applications<sup>3</sup>**

| Theme                                 | Matters for consideration on both sites   |   |
|---------------------------------------|---|---|
| <b>Environment and climate change</b> | <p>Enable electric-car charging points on new houses</p> <p>Ensure very high energy efficiency on new houses</p> <p>Install appropriate renewable energy heat and electricity systems on new houses</p> <p>Maximise the use of low-carbon building materials</p> <p>Provide installations to preserve and encourage wildlife, including bat and swift boxes</p> <p>Establish wildlife corridors through the site</p> <p>Maximise appropriate planting of trees, plants, hedgerows etc. throughout the site</p> <p>Set aside a small area for allotments at Hill Rise and explore extension of existing allotment site at north of Banbury Road to help meet existing local demand</p> |   |
| <b>Design and built environment</b>   | <p>Ensure the layout of new housing has regard for existing housing, including views</p> <p>Maximise the provision of amenity green space</p> <p>Ensure housing design responds to local architectural styles</p> <p>Minimise light pollution from new footpaths etc. while maintaining safety; consider 'street-level' lighting solutions</p>  |   |
| <b>Site access</b>                    | <b>Hill Rise</b>  | <b>Banbury Road</b>   |
|                                       | <p>No vehicular access from Rosamund Drive to the new site</p> <p>Consider vehicular access to the northern end of the site via a roundabout</p>  | <p>Main vehicular site access from Banbury Road</p> <p>Ensure site access avoids, or minimises the impact to, the existing stone wall on Banbury Road</p> |

<sup>3</sup> In no particular order. See Part 1 of the Report for detailed supporting evidence and commentary.

| Theme  | Matters for consideration on both sites   |  |
|--|---|--|
| <b>Surrounding road and pedestrian environment<sup>4</sup></b> | <p><b>Hill Rise</b></p> <p>Provide a safe, well-lit cycle and footpath from the new site, through Old Woodstock and across the Glyme to the town centre</p> <p>Provide a new pedestrian crossing from Hill Rise to the western side of the A44, to connect with a new path through Blenheim park towards town</p>   |  |
| <b>Foot and cycle-paths and connectivity</b>                   | <p><b>Hill Rise</b></p> <p>Ensure connectivity by foot and cycle-paths between the new site and neighbouring communities</p> <p>Retain, extend, and improve foot paths and develop cycle-paths in the site area</p> <p>Consider maintaining the existing informal paths as a 'buffer zone' behind the existing homes at Hill Rise to minimize impact on views and maintain connectivity between community areas and the wider countryside</p> <p>Extend foot and cycle paths from Hill Rise site area to Wootton to facilitate access to countryside and Wootton Primary School</p> | <p><b>Banbury Road</b></p> <p>Ensure connectivity by foot and cycle-paths between the new site and neighbouring communities</p> <p>Retain, extend, and improve foot paths and develop cycle-paths in the site area</p> |
| <b>Public transport and parking</b>                            | Ensure off-street parking provision is adequate to meet the assessed future needs of the development  |  |
| <b>Housing mix and affordability</b>                           | <p>Maximise the number of affordable housing units</p> <p>Undertake a town-wide Housing Needs Survey to provide a robust, up to date evidence-base of local affordable housing needs which can guide the numbers and mix of affordable housing on the new site</p> <p>Develop a nominations agreement for housing allocations which helps meet key worker affordable housing needs</p>  |  |

<sup>4</sup> A44 road and pedestrian safety in the Old Woodstock area is considered under Section 106 developer obligation priorities.



| Theme                  | Matters for consideration on both sites   |   |
|------------------------|---|---|
| Amenities and services | <b>Hill Rise</b>  | <b>Banbury Road</b>   |
|                        | Retain the play area in Hill Rise at Rosamund Drive at its current location<br><br>Consider extending existing play area to include a dedicated grass sports pitch, in line with local guidance | Provide play space for children and young people in line with local guidance<br><br>Provide grass pitches in line with local guidance |

### Section S106 developer obligations

**1.23** The most common obligations included in Section 106 developer contribution agreements relate to: public open space; affordable housing; education; highways; town centre improvements; health; police; and public art. Alongside these, other items can be included in a S106 agreement, such as larger infrastructure projects of importance to the community. **Table 2** summaries community priorities relating to both.

**Table 2 – Priority list for new infrastructure and improvements to existing infrastructure<sup>5</sup>**

| New infrastructure   | Existing infrastructure   |
|--|---|
| <b>1.</b> A new doctor's surgery with parking on the former police station site at Hensington Road | <b>1.</b> Road safety improvements on the A44, Old Woodstock  |
| <b>2.</b> A new library - potentially as part of a Community Hub <sup>6</sup>                      | <b>2.</b> Provision of drop-off areas for cars and school buses in the vicinity of Woodstock Primary and The Marlborough School |
| <b>3.</b> Improve Marlborough School sports facilities, relocating Woodstock FC                    | <b>3.</b> Blenheim to provide parking (including coaches) inside Hensington gate  |
| <b>4.</b> Indoor swimming pool   | <b>4.</b> Wider road environment (traffic management, A44 capacity increase)  |

<sup>5</sup> See Part 2 of the report, tables 10-15, for detailed supporting evidence and commentary.

<sup>6</sup> A Community Hub is defined in the main body of the report.

| New infrastructure  | Existing infrastructure  |
|---|--|
| 5. Invest in a pool of electric cars and develop a community transport/ lift-share scheme | 5. Environmental and low carbon improvements: biodiversity, wildlife habitats + green spaces   |
| 6. Community Development Worker to support new housing developments                       | 6. Improvement to pavements in the vicinity of Woodstock Primary and The Marlborough School  |
|   | 7. Public and school transport improvements/ initiatives   |
|   | 8. Pre-school, primary school (including Wootton by Woodstock primary) and secondary school infrastructure: address capacity concerns holistically |
|   | 9. Multi-storey carpark at Hensington Road   |
|   | 10. Increase and improve school parking  |

**1.24** A number of issues related to improving existing infrastructure concerning **roads, traffic and parking** were also put forward by the community. These may benefit from being raised in S106 discussions relating to forthcoming development but are more suited to being taken forward via further research/ direct representation to local authorities etc. These are outlined in Table 3.

**Table 3 – Priority list for consideration outside discussions relating to forthcoming development**

### Roads, traffic and parking – additional issues

#### Restriction of HGV (and coach) traffic through the town

1. Restart bypass discussions
2. New speed limits (20mph through town centre and extension of 30mph zone to north and south of Woodstock)
3. Parking initiatives:  
Introduction of a resident parking permit system in central Woodstock  
Discussion with Blenheim to identify potential ‘quick win’ traffic and parking initiatives
4. Technical study: one-way system, pinch points and pedestrianization options in Woodstock Town Centre
5. Double-yellow lines (in various locations)
6. Off-highway bus stops north and southbound on the A44 adjacent to the Woodstock East site



## Community-led Action Planning

**1.25** The Woodstock CIDP is not just about new housing development. As per the aims set out above it has also sought to identify the ‘softer’, community infrastructure needed for Woodstock to continue to prosper and thrive. Community infrastructure is defined, in brief, as the range of activities, organisations and facilities supporting the formation, development and maintenance of social relationships in a community.

**1.26** To this end, the consultation also explored how to build on, improve, and extend the already wide-ranging and often inspiring range of community activity taking place in Woodstock. A tried and tested means of achieving this is via community-led action planning, which brings residents together to deliver identified projects, often in partnership with local agencies and organisations. An action plan can address a wide range of social, economic, and environmental concerns, and many issues specific to Woodstock have been identified and discussed in Plan consultation.

**1.27** A community-led action planning process is in its formative stages in Woodstock. Consultation suggested several priority areas of focus. These are set out in the table below. **The very large range of sub-sets of recommendations specific to each of these areas are set out in the main body of the report.**

**Table 4 – Priority list for consideration outside discussions relating to forthcoming development<sup>7</sup>**

### Areas of focus

- Improving governance for groups and organisations.
- Addressing volunteering issues and challenges.
- Developing communication and collaborations between groups.
- Addressing the specific needs of different demographic groups: pre-school children; young people; adults over 16; older people (60+); and the disabled, vulnerable and isolated.
- Prioritising and facilitating new social, economic and environmental ideas and initiatives emerging from the consultation.

### What happens next?

**1.28** Set out in **Table 5** are next steps and indicative timetables relating to the three main elements of the Plan.

<sup>7</sup> See Part 3 of the Report for supporting evidence.

**Table 5 – What happens next?**

| <b>Plan element</b>  | <b>Next steps</b>   | <b>When (indicative)</b> |
|--|---|--------------------------|
| <b>Planning applications at Hill Rise and north of Banbury Road</b>                | Emerging planning proposals will be presented to the community for comment/ discussion.<br><br>After this, illustrative master plans will be prepared, setting out the key land uses, landscape and movement structures and highlighting key features and design elements. Other plans will set out land use, movement, landscape, building heights and density.  | <b>November 2019</b>     |
|  | Planning applications submitted to West Oxfordshire DC. It is proposed that applications for Banbury Road and Hill Rise will be submitted simultaneously.   | <b>Early 2020</b>        |
| <b>The provision of new and improved infrastructure via Section 106 agreements</b> | S106 discussions will follow submission of the planning applications, once stakeholders have had an opportunity to see the applications in detail.<br><br>The developer will negotiate with the various stakeholders as to what infrastructure will be possible from these two developments, using the Community and Infrastructure Development Plan to help steer those discussions.<br><br>The simultaneous submission of the two planning applications will allow town wide infrastructure requirements to be considered at the same time. | <b>From early 2020</b>   |
| <b>Community-led Action Planning</b>   | Meetings in September and October 2019:<br><br>Explored in more detail emerging community ideas and initiatives about developing Woodstock's social infrastructure.<br><br>Identified volunteers to sit on a Steering Group to guide the development of an Action Plan.   | <b>Ongoing</b>           |





# INTRODUCTION

- ABOUT THE WOODSTOCK COMMUNITY AND INFRASTRUCTURE DEVELOPMENT PLAN
- THE WOODSTOCK COMMUNITY AND INFRASTRUCTURE DELIVERY PLAN: AIMS AND PROCESS

## ABOUT THE WOODSTOCK COMMUNITY AND INFRASTRUCTURE DEVELOPMENT PLAN

### Background

- 2.1** In February 2019, Woodstock Town Council and Blenheim Estate appointed Community First Oxfordshire (CFO) to consult the community about the current and future needs of the town and produce a Community and Infrastructure Delivery Plan (CIDP). CFO is a locally based community development charity.
- 2.2** Several new housing sites are being developed or are likely be developed in Woodstock in the next decade. A map of these sites is available at Appendix 1. Site overviews, with indicative development timescales, are available at Appendix 1a.
- 2.3** Building has commenced on the East of Woodstock site, and planning applications are currently being developed for two sites at north of Hill Rise and north of Banbury Road. All three of these sites have been allocated for development in the adopted West Oxfordshire Local Plan 2031<sup>8</sup>.
- 2.4** A recent indicative opinion (July 2019) from the Planning Inspector recommended deletion of the site allocation at Woodstock South-East proposed in the draft Cherwell District Council Review of the Local Plan, 2011-2031, Meeting Oxford's Unmet Needs<sup>9</sup>. It is difficult to know when a final decision on the inclusion or otherwise of the latter site in Cherwell's development plan will be made, although reasoned estimates suggest a medium-to-long term timescale. **Therefore, despite the possibility that this site may be developed at some point in the future, it has been excluded from the analysis and recommendations set out in this report.**
- 2.5** The number of households in Woodstock (Census 2011) was 1290<sup>10</sup>. Not including the site at Woodstock South-East and assuming successful planning applications for the north of Hill Rise and north of Banbury Road sites, these developments will bring around 600 new houses to Woodstock in the period up to 2030. While new housing development brings challenges, it often presents opportunities for enhancing and improving existing physical and community infrastructure as well as potentially providing new infrastructure.

<sup>8</sup> West Oxfordshire District Council, 2018. West Oxfordshire Local Plan 2031. Op. cit. See policies EW3, EW4 and EW5.

<sup>9</sup> Cherwell District Council, 2018. Partial Review of Cherwell Local Plan 2011-2031 - Oxford's Unmet Housing Need:  $\Delta$  <https://www.cherwell.gov.uk/info/83/local-plans/215/partial-review-of-cherwell-local-plan-2011-2031---oxfords-unmet-housing-need>

<sup>10</sup> Oxford City Council and District Data Service, July 2019. Local Insight profile for 'Woodstock' area: <https://www.communityfirstoxon.org/wp-content/uploads/2019/02/Local-Insight-report-for-Woodstock-July-2019.pdf>. Next population estimate update is due November 2019.



## What is infrastructure and how is it funded?

- 2.6** Physical infrastructure includes essential services and facilities such as schools, roads, water, gas and electricity and open space. Community infrastructure includes community groups, organisations and initiatives etc. which meet the social, cultural, recreational etc. needs and requirements of local people.
- 2.7** Housing development has impacts on infrastructure and the local community: ‘New development often puts existing infrastructure under pressure, creating a need for new or improved facilities to be provided. A good example would be a new housing development proposed where the nearest school is already full. In this case, either an existing nearby school would need to be expanded or if the development was large enough, a new school might need to be provided.’<sup>11</sup> Infrastructure can be funded in a number of ways but primarily happens via central government, local government or the private sector.
- 2.8** The West Oxfordshire Local Plan 2031 sets out expectations of developers regarding contributions to infrastructure. Policy OS5, *Supporting Infrastructure*, states that ‘new development will be required to deliver, or contribute towards the timely provision of essential supporting infrastructure either directly as part of the development, or through an appropriate financial contribution... This will include, where applicable, the strategic infrastructure items identified within the Council’s Infrastructure Delivery Plan.’<sup>12</sup>

## How do developers contribute to new/ improved infrastructure?

- 2.9** Section 106 Agreements are negotiated between local councils and the developer and used by local councils to require developers to pay for projects to help manage the impact of development. In addition, the Community Infrastructure Levy (CIL) is a fee that local authorities can charge on new developments in their area depending on the size and type of development. It is intended to operate alongside the Section 106 process.
- 2.10** West Oxfordshire District Council intends to introduce CIL: ‘If further consultation is needed [on a new CIL charging schedule], we plan to do

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<sup>11</sup> West Oxfordshire District Council, 2016. *West Oxfordshire Infrastructure Delivery Plan*: <https://www.westoxon.gov.uk/media/1572230/SD15-West-Oxfordshire-Infrastructure-Delivery-Plan-IDP-Update-November-2016-.pdf>

<sup>12</sup> West Oxfordshire District Council, 2018. *West Oxfordshire Local Plan 2031*. Op. cit.

this before the end of 2019 and submit for examination in January 2020 with a view to examination and adoption in the spring.<sup>13</sup> Therefore, there is a possibility, subject to policy finalization and construction timings, that CIL may apply on some new developments in Woodstock.

**2.11** Under the Government's National Policy Planning Framework (NPPF), which sets out the Government's planning policies and how they should be delivered, councils can only ask for funds for projects which meet 'three tests': the project is necessary to make the development acceptable in Planning terms; it is directly related to the development; and it is fairly and reasonably related in scale and kind to the development.

**2.12** S106 agreements will vary depending on the nature of the development and based on the needs of the District Council and County Council. The most common obligations include: public open space; affordable housing; education; highways; town centre improvements; health; police; and public art. Specific financial contributions are subject to detailed assessment and discussion between councils and the developer.

### **What about developer contributions and new development in Woodstock?**

**2.13** In Woodstock, Section 106 agreements have been agreed on the site at Woodstock East. Sites at north of Hill Rise and north of Banbury Road are allocated in policies EW4 and EW5 of the adopted West Oxfordshire District Council Local Plan 2031. These policies set out broadly what development proposals (planning applications) on these sites should demonstrate with regard to matters such as affordable housing, landscape, access, education, transport etc. These policies also state that planning proposals on these sites should be consistent with: 'appropriate provision of and contributions towards supporting infrastructure'.

**2.14** Planning applications are currently being worked up by Blenheim Estate for the Hill Rise and Banbury Road sites. Across the consultation process for the Woodstock CIDP, the community has commented via surveys, public events and masterplanning workshops on the detail of what these planning applications should include, as well as wider infrastructure needs that might be included in S106 agreements.

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<sup>13</sup> West Oxfordshire District Council, September 16, 2019. *Community Infrastructure Levy*: <https://www.westoxon.gov.uk/residents/planning-building/planning-policy/local-development-framework/community-infrastructure-levy/>



- 2.15** The planning application and S106 processes are closely linked and mutually informing. There are some infrastructure requirements that can be directly designed into new developments (footpaths, recreation facilities, open spaces, green corridors etc.), whereas others may be included as non-site specific S106 contributions relating to common obligations of the type noted above. Other items may also be included in a S106 agreement, such as larger infrastructure projects of importance to the community. A new surgery, a strongly expressed aspiration in Woodstock, would fall into this category.
- 2.16** An important document with regard to potential developer contributions relating to development in Woodstock is the West Oxfordshire Infrastructure Delivery Plan (IDP). This 'seeks to identify the infrastructure that is needed to support future growth in the District to 2031.'<sup>14</sup> Identified IDP priorities are deemed critical, necessary or preferred and multiple items apply to Woodstock. These include: potential additional off-street public car parking (necessary); expansion of Woodstock Primary (critical); extension to Marlborough School (critical); relocation of the GP practice (necessary); enhanced library provision (preferred); and enhancement of Woodstock Water Meadows (preferred). Many of these items overlap with community priorities identified in Woodstock CIDP consultation, as will be seen below.
- 2.17** The final schedule of items to be included in S106 agreements as relate to the sites at north of Hill Rise and north of Banbury Road will be decided in discussion between Blenheim Estate, West Oxfordshire District Council, Oxfordshire County Council and other stakeholders, including Woodstock Town Council, informed by the community priorities identified in the Woodstock CIDP and requirements identified in the IDP.
- 2.18** In order to achieve maximum contributions towards infrastructure requirements, it is the intent of the developer to achieve interlinked S106 agreement/s for both sites. Inevitably, these discussions are complex. They will include viability assessments (financial appraisals) of particular planning obligations. It is problematic, and potentially misleading, to estimate ahead of the negotiation process the amount of financial contributions the developer might be expected to provide as a whole or regarding specific obligations.

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<sup>14</sup> West Oxfordshire District Council, 2016. *West Oxfordshire Infrastructure Delivery Plan*: <https://www.westoxon.gov.uk/media/1572230/SD15-West-Oxfordshire-Infrastructure-Delivery-Plan-IDP-Update-November-2016-.pdf>

# THE WOODSTOCK COMMUNITY AND INFRASTRUCTURE DELIVERY PLAN: AIMS AND PROCESS

## Aims of the CIDP

**2.19** The specific aims of the Woodstock CIDP were to:

1. Identify and supply both the ‘hard’ (physical) infrastructure and ‘soft’ (social or community) infrastructure needed for Woodstock to continue to prosper and thrive.
2. Ensure the proposed developments preserve and enhance the special character of the existing communities and facilities in the town.
3. Ensure the new communities successfully integrate and connect with the town.
4. Recommend how projects and priorities identified from the community consultation could be achieved.

## The consultation process

**2.20** Community First Oxfordshire’s initial task was to develop a comprehensive consultation strategy. This included:

- Mapping community organisations.
- Developing a database of community contacts.
- Setting up project pages and a dedicated email address.
- Utilising existing community email lists to provide project updates.
- Writing a monthly update for Woodstock and Bladon News.
- Utilising Town Council noticeboards.
- Advertising events and feedback reports etc. on social media and key websites (e.g. Town Council).
- Developing a dedicated email list for those who wished to be directly updated/ invited to events etc.

## Principles and methodology

**2.21** The guiding principles of community consultation were: 1- to ensure that as many residents as possible had an opportunity to take part in the consultation; and 2- to take the conversation from the ‘general to the specific’, allowing a methodical, step by step process from broad opinion to final priorities to be followed. This process also helped ensure equity in the consultation process between those residents who had long engaged with development and infrastructure discussions in the town and those who (to date) had not, thus allowing the wider community voice to be heard.

**2.22** Initial events asked for feedback regarding broad themes. Attendees were asked to note what they regarded as the issues needing most attention

with regard to Woodstock in general and the potential development sites. Specific themes included infrastructure in general, roads and traffic, natural environment, appearance, and community life. Attendees were also invited to leave more detailed comments.

**2.23** This initial feedback and other community conversations guided the content of a comprehensive survey. This was used to canvas wider resident opinion about emerging views, ideas and concepts. At the same time, more focused conversations took place with representatives of community groups and organisations, allowing more detailed feedback with regard to a range of issues to be obtained. Feedback was given at regular community events, updating residents about the latest feedback, research etc. and taking the discussion forward.

### Summary of consultation and research undertaken

**2.24** The tables below summarise the consultation process undertaken with individual residents and community groups/ organisation. It also notes the wider research undertaken to support the aims of the Plan. Detailed reports/ research relating to different parts of the consultation are available as separate appendices.

| Table 6 – Resident consultation summary |   |  |  |
|---|---|--|--|
| When                                    | What  | How many people were engaged?                                  | What did people say?   |
| March 2019                              | Consultation was launched with <b>five events and information sessions.</b>   | Over 200.  | <a href="#">Appendix 2 - Launch events report</a><br><a href="#">Appendix 2a – Launch events report: roads and traffic</a> |
| April 2019                              | Based on feedback received during the initial stages of the Plan, including launch events, a comprehensive <b>Community Survey</b> was developed and distributed to households. | Distribution to 1987 households- 573 returns: 29% return rate. | <a href="#">Appendix 3 - Community Survey Report</a>   |



| When               | What   | How many people were engaged?  | What did people say?   |
|--------------------|--|--|--|
| February-June 2019 | Community groups and organisations, across a range of age groups, interest groups, and other demographics were consulted.<br><br>Fifty+ 3 to 11-year-olds and thirty+ 11 to 16-year-olds took part in targeted consultation exercises. | 50+ organisations consulted.   | <a href="#">Appendix 4 - Report on consultation with community groups, organisations, and businesses</a> |
| June 2019          | <b>Three community consultation events.</b>  | 95 attendees. 56 signed up to be involved in next steps discussions/workshops. | <a href="#">Appendix 5 - June 2019 Consultation events- summary report</a>                               |
| July 2019          | <b>Consultation event.</b>   | 35 attendees.  | <a href="#">Appendix 6- July 2019 Consultation event- summary report</a>                                 |
| September 2019     | <b>Two consultation events</b> held to take forward Action Planning for emerging community projects.   | 55 attendees.  |  |
| November 2019      | <b>Three consultation events:</b> Plan recommendations and emerging planning proposals on Hill Rise and north of Banbury Road will be presented to the community for comment/further discussion.                                       | Events not yet held  |  |

**Table 7 – Community group/institutions consultation submissions**

| <b>When</b>                                | <b>Name of group/<br/>organisation</b>                 | <b>How many people<br/>represented by group</b>  | <b>What was<br/>said?</b>   |
|--|--|--|-----------------------------|
| March 18 2019;<br>March 27 2019; July 2019 | Friends of Old Woodstock                               | Friends of Old Woodstock is an association of concerned residents, set up to inform everyone in the area about all aspects of the Hill Rise development. | <a href="#">Appendix 7</a>  |
| May 2019                                   | Marlborough School                                     |  | <a href="#">Appendix 8</a>  |
| September 2019                             | Oxford Diocesan Board of Education                     |  | <a href="#">Appendix 9</a>  |
| May 2019                                   | Sustainable Woodstock                                  | 199 members (September 2019).  | <a href="#">Appendix 10</a> |
| September 2019                             | Sustainable Woodstock: Cycle Safe routes               |  | <a href="#">Appendix 11</a> |
| September 2019                             | WUFA Pre-School, Breakfast Club and After School Clubs |  | <a href="#">Appendix 12</a> |
| October 2019                               | Wootton Parish Council                                 |  | <a href="#">Appendix 13</a> |

**Table 8 – Research undertaken to support the aims of the Plan**

| <b>When</b>           | <b>Name of group/ organisation</b>        | <b>How many people represented by group</b>   | <b>What was said?</b>                                |
|-----------------------|---|---|--|
| February to June 2019 | Community Indoor Venues Assessment Report | To establish the current baseline of indoor space provision. This report assesses existing community indoor spaces/ buildings within Woodstock. It is intended to help in identifying existing gaps in provision and the future needs of the town with an increased population. | <a href="#">Appendix 14</a>                          |
| September 2019        | Housing Needs Survey                      | To ascertain the extent of local affordable housing need, some of which may be met via forthcoming development.   | Research ongoing: report to follow in November 2019. |



**Table 9 – Research and reports cited in this report**

| <b>When</b> | <b>Name of group/organisation</b>   | <b>How many people represented by group</b>  | <b>What was said?</b>          |
|-------------|---|--|--------------------------------|
| 2013        | West Oxfordshire Open Space Study, 2013-2019: West Oxfordshire District Council | To evaluate the current quantity, quality and accessibility of open space, sports and recreational provision in the three main towns in West Oxfordshire: Witney, Carterton and Chipping Norton. | <a href="#">Available here</a> |
| 2014        | West Oxfordshire Playing Pitch Strategy   | To provide a clear and well-argued framework for making decisions and actions affecting the use and development of community playing pitches.  | <a href="#">Available here</a> |
| 2016        | West Oxfordshire Infrastructure Delivery Plan                                   | Seeks to identify the infrastructure that is needed to support future growth in the District to 2031.  | <a href="#">Available here</a> |
| 2016        | Connecting Oxfordshire: Local Transport Plan 2015-2031                          | Connecting Oxfordshire, the new Local Transport Plan (LTP4), sets out Oxfordshire County Council's policy and strategy for developing the transport system in Oxfordshire to 2031.               | <a href="#">Available here</a> |
| 2018        | West Oxfordshire Local Plan 2031  | Sets out a vision of the District in 2031 and provides an overarching framework to guide and deliver that vision.  | <a href="#">Available here</a> |

| When                   | Name of group/ organisation                                   | How many people represented by group  | What was said?                                 |
|------------------------|---|---|--|
| September 2018         | Heart of Woodstock Traffic and Parking Report                 | Research into parking, congestion and associated traffic issues in Woodstock town centre.   | <a href="#">Available here</a>                 |
| February 2019          | National Planning Policy Framework                            | Sets out the Government's planning policies for England and how these should be applied.  | <a href="#">Available here</a>                 |
| May 2019               | Survey of Old Woodstock Residents by Friends of Old Woodstock | To ascertain levels of support/ opposition for the Hill Rise development and explore opinions about road and pedestrian safety; infrastructure and facilities;  | <a href="#">Available here</a>                 |
| July 2019              | District Data Service Local Insight Profile for Woodstock     | These reports show key social and economic indicators at parish and other levels.   | <a href="#">Available here</a>                 |
| October 2019 - ongoing | Woodstock Parking Survey: West Oxfordshire District Council   | To inform discussion on issues including: waiting bays in central Woodstock; coach pick up and drop off; traffic flow on the A44 Oxford Road/Oxford Street; yellow line restrictions; restricted access to High Street; a one-way system; displacement of traffic from the central area . | Report expected in December 2019/ January 2020 |

## About this report

**2.25** Consultation on the four aims of the Plan has revealed an extensive range of opinions, concerns, ideas, opportunities, suggestions etc. relating to the future development of Woodstock. These have been documented in detail in the series of reports and research set out in the tables above. The intent of this report is to summarise the findings of the consultation process and set out recommendations and priorities identified in conversation with the community relating to the myriad different aspects of forthcoming development.

**2.26** As noted in the Plan aims, there are three main ways in which this might happen: being designed into new developments (i.e. included in planning applications); via the developer contributions process on new development sites; or being taken forward via a resident-led Action Planning process. As such, this report is structured in the following way:

- **Part 1 – Matters for inclusion in planning applications at north of Hill Rise and north of Banbury Road**
- **Part 2 – Priorities for non-site-specific infrastructure provision/ improvements**
- **Part 3 – Recommendations for improvements to social and community infrastructure**

**2.27** Each part sets out the main issues as derived from community consultation, summarizing the evidence-base as relates to each (levels and breadth of community support etc.) and offering recommendations. The underpinning planning policy/ regulatory context as relates to each will also be summarised, where applicable (for example, the measures that a planning application will be expected to take into account).

**2.28** Summaries of community opinion are also provided. These have been segmented into individual and collective feedback: **Individual feedback** = that provided by individual residents at community consultation events and through the community survey; **Group and organisation feedback** = that provided by community groups/ organisations representing a membership or collective voice, and that provided by institutions.





# COMMUNITY AND INFRASTRUCTURE DELIVERY PLAN

- PART 1 - MATTERS FOR CONSIDERATION IN PLANNING APPLICATIONS AT NORTH OF HILL RISE AND NORTH OF BANBURY ROAD
- PART 2 - RECOMMENDATIONS AND EVIDENCE BASE FOR NON-SITE-SPECIFIC INFRASTRUCTURE PROVISION/IMPROVEMENTS
- PART 3 - EVIDENCE BASE AND RECOMMENDATIONS FOR IMPROVEMENTS IDENTIFYING AND ACHIEVING COMMUNITY PRIORITIES

# PART 1 – MATTERS FOR CONSIDERATION IN PLANNING APPLICATIONS AT NORTH OF HILL RISE AND NORTH OF BANBURY ROAD

## Introduction: creating thriving communities on new housing developments

**3.1** As part of recent research for Cherwell District Council<sup>15</sup> regarding best practice in community development and placemaking, Community First Oxfordshire reviewed a range of literature, models and approaches. Some of the findings from that study are of direct relevance to this Plan. It is notable how community feedback - which will be explored in detail throughout the next three parts of this report- echoed many best-practice aspirations explored in the Cherwell research.

### What the community said

#### 3.2 Key themes (in no particular order)

- The importance of providing play space, green space and communal open space.
- The need for good cycle and pedestrian links to help mitigate climate change and improve health and well-being.
- The need to ensure good connectivity between new and existing communities to facilitate the development of social cohesion.
- The need to make provision for the needs of elderly residents and those with disabilities.
- The need for affordable housing to help ensure a mixed community.

### What best practice in community development and placemaking says

#### 3.3 Open space, connectivity and design

As a broad overview, research indicates that the design of new developments should ensure: a sense of character; attractive and successful outdoor areas; accessibility to green spaces and range of recreational spaces; ease of movement- a place that is easy to reach and move through; quality walking, cycling and public transport facilities; buildings and public space accessible to those with disabilities; flexible buildings and open spaces that can accommodate shifts in user requirements; design that is distinctive, easily understood and ‘navigable’; a mix of uses that help people to live, work and

<sup>15</sup> Community First Oxfordshire, 2015. *Community Development and Placemaking: a best practice model*: <http://www.communityfirstoxon.org/wp-content/uploads/2015/10/Community-First-Oxfordshire-Best-Practice-in-Placemaking-July-2017.pdf>

play in the same area; design development to reduce crime and fear of crime; walking distance communities; and flexible infrastructure/ meeting spaces to incorporate future demographic change. The Joseph Rowntree Foundation has also found that ‘The quality of design and masterplanning of new developments has proven to be a major influence on social interaction.’<sup>16</sup>

### 3.4 Well-being and an ageing population

It has been argued that ‘the public health agenda can be underpinned by public space which is well-designed, well-maintained and well-managed, encouraging lifestyle activity to address obesity... and reducing the incidence of mental health problems; crime, and the fear of crime, can similarly be reduced through high-quality public space.’<sup>17</sup> In the last few years it can be argued that there has been a step change in the importance accorded to health and well-being in public policy at all levels of government.

**3.5** In terms of demographic change, Oxfordshire is ageing rapidly. And Woodstock is aging more quickly than Oxfordshire as a whole. The town has significantly more residents aged over 65 than average: 25.5% of people in Woodstock are aged 65+. The average for Oxfordshire is 18.1%<sup>18</sup>.

**3.6** Therefore, new housing developments need to consider the implications of an ageing population. One approach – ‘Lifetime Neighbourhoods’- is driven by two factors: first, the increasing proportion of people who live into old age and whose independence can be limited by disability and isolation; and second, evidence that good design can support well-being and independent living for older people by addressing issues such as transport, shops, social contact, community facilities, information and access to green space.

**3.7** Age UK’s ‘Pride of Place’ report set out practical ways for taking these ideas forward. Masterplanning should consider: designing common space to encourage people to meet and spend time with others; ways of encouraging people of all ages to share facilities without conflict; and how to make journeys outside the home easier. Issues that matter include toilets, seating, pavement repair, lighting, bus shelters, signage and traffic control.

### 3.8 Housing and social mix

Government research notes that ‘there is substantial evidence that areas with more mixed social composition tend to be more popular, more satisfying to live in, and have better services than poorer areas.’<sup>19</sup> In addition, ‘existing research suggests that well managed, mixed tenure communities have the

<sup>16</sup> Joseph Rowntree Foundation, 2008. *Developing and sustaining mixed tenure housing developments*: <https://www.jrf.org.uk/sites/default/files/jrf/migrated/files/2295.pdf>

<sup>17</sup> The Commission for the Built Environment, 2005. *Physical Capital: how great places boost public value*.

<sup>18</sup> Oxford City Council and District Data Service, July 2019. *Local Insight profile for Woodstock*: [https://www.oxford.gov.uk/districtdata/homepage/10/reports\\_-\\_west\\_oxfordshire](https://www.oxford.gov.uk/districtdata/homepage/10/reports_-_west_oxfordshire)

<sup>19</sup> Department for Communities and Local Government, 2010. *Mixed communities: evidence review*.



potential to facilitate social interaction between residents without imposing on residents' privacy. They may help counteract social exclusion and adverse neighbourhood effects associated with mono-tenure estates.<sup>20</sup>

**3.9** In this regard, a Housing Needs Survey (HNS), which has been undertaken in Woodstock, is a very useful piece of research in terms of identifying new and existing affordable housing need (including any supported housing need). It will also give an indication of the particular local mix of affordable housing (both tenure and house size) which might be delivered on forthcoming development, thereby helping to ensure a healthy social balance. A HNS also has the effect of uncovering 'hidden' need and encouraging those in need to apply for the housing register, thereby putting eligible households in a better position to meet their needs, whether that may eventually be in Woodstock or elsewhere in West Oxfordshire.

### **3.10 Social infrastructure**

Social infrastructure is an important building block in the creation of thriving communities. There is strong evidence that thriving new places do not simply emerge but need to be actively nurtured: 'neighbourhood-based workers, whether they are volunteers, part of a parish council or neighbourhood management team can create opportunities and spaces for people to interact with neighbours through local events, street parties, public meetings, consultation and community planning work. These approaches are proven to be effective at engaging residents and helping to support strong social networks and working to break down barriers and reduce tensions between different social, faith or ethnic groups.'<sup>21</sup>

**3.11** As well as acting as a community catalyst, by going out to talk to people and generate interest in community activity, neighbourhood-based workers can help build the bridges between new and existing communities, an aspiration which was also expressed in community consultation.

**3.12** While local voluntary and community sector initiatives could undertake some of this placemaking activity, community development workers are sometimes directly funded via Section 106 developer contributions.

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<sup>20</sup> Joseph Rowntree Foundation, op. cit

<sup>21</sup> Design for Social Sustainability, 2011. *A Framework for Creating Thriving New Communities*.



## Planning applications at Hill Rise and north of Banbury Road

**3.13** Set out in the following sections are summaries of key issues, concerns, mitigation and improvement suggestions etc. raised by residents and organisations relating to development at Hill Rise and north of Banbury Road. As will be seen, many echo best practice elements in creating thriving communities explored above. The recommendations made are those most effectively and directly addressed by being designed into the new developments – that is, by being included in planning applications.

**3.14** An overview of opinion, drawn from the range of consultation methods set out above, is provided to underpin support for given themes. Therefore, the recommendations set out are derived from clear and often extensive community endorsement. They are segmented by the following topics, in no particular order:

- Environment and climate change.
- Design and built environment.
- Site access.
- Surrounding road and pedestrian environment.
- Foot and cycle paths and connectivity.
- Public transport and parking.
- Housing mix and affordability.
- Amenities and services.

## NORTH OF HILL RISE – MATTERS FOR CONSIDERATION IN PLANNING APPLICATION

### Environment + Climate Change

#### Key Issues Emerging from Consultation

Adaptation to climate change; biodiversity improvement, more tree etc. planting; attention to wildlife; the need for green corridors/ buffer zones; provision for allotments; alternative energy provision.

#### Summary of Community Opinion

##### Individual Feedback

**Launch events:** what would enhance the natural environment: encourage wildlife habitats – **18 of 107** respondents; more trees, wildlife and planting- **15 of 107** respondents; encourage alternative energy installations- **10 of 107 respondents**.

##### Community Survey:

- Improvement of the environment: **4.1 out of 5** in terms of importance<sup>22</sup> from 509 respondents
- More trees/ wildlife planting: **4.2 out of 5** in terms of importance from 522 respondents.
- Low carbon features/build materials in new developments: **4.1 out of 5** in terms of importance from 504 respondents.
- Biodiversity measures in new developments: **3.8 out of 5** in terms of importance from 486 respondents.
- Trees and landscaping to provide a buffer between existing and new housing at Hill Rise: **4.3 out of 5** in terms of importance from 515 respondents. 22 respondents disagreed.
- Improve allotment provision: **2.7 out of 5** in terms of importance from 276 respondents.

##### July consultation event:

**19% of comments** were concerned with positively planning to improve/mitigate these issues, including green corridors, bat and swift boxes, attention to biodiversity and planting.

##### Group and Organisational Feedback

##### Sustainable Woodstock (September 2019):

referenced many of the key issues above. Suggestions included: wildlife corridors; tree planting; swift, swallow and bat accommodation and 'Hedgehog Highways'; verge management to promote flowering plants and insects; provision of

<sup>22</sup> Survey questions asked respondents to rate their answers on a scale of 1-5, where 1= not important at all (not a priority) and 5= most important (top priority). As an example, an average score of 4.6 from those responding to a question indicates that the subject is seen as being at the upper end of collective importance/ priority.

allotments; houses to be built to highest energy specifications; renewable energy installations; plug-in charging points for electric vehicles; creation of a local 'smart grid' for energy generation.

## Strategic Planning Context

### National Planning Policy Framework, 2019:

- *Para 91*: Planning policies and decisions should aim to achieve healthy, inclusive and safe places which... **enable and support healthy lifestyles**, especially where this would address identified local health and well-being needs – for example through the **provision of safe and accessible green infrastructure**, sports facilities, local shops, access to healthier food, **allotments** and layouts that encourage walking and cycling.
- *Para 148*: The planning system should **support the transition to a low carbon future** in a changing climate... It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure
- *Para 170*: Planning policies and decisions should contribute to and enhance the natural and local environment by... **protecting and enhancing valued landscapes, sites of biodiversity** or geological value and soils... .
- *Para 174*: To **protect and enhance biodiversity and geodiversity**, plans should: a) Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.

### West Oxfordshire Local Plan 2031:

- *Policy EH3- biodiversity and geodiversity*: The **biodiversity of West Oxfordshire shall be protected and enhanced** to achieve an overall **net gain in biodiversity** and minimise impacts on geodiversity
- *Policy EH4 - Public realm and green infrastructure*: The existing areas of public space and green infrastructure [which includes **allotments**] of West Oxfordshire will be **protected and enhanced** for their multi-functional role, including their **biodiversity, recreational, accessibility, health and landscape value** and for the contribution they make towards combating climate change... provide opportunities for improvements to the District's multi-functional network of green infrastructure (including Conservation Target Areas) and open space, (through for example extending spaces and connections and/or better management), particularly in areas of new development... .

- *Policy EW4 - Land north of Hill Rise, Woodstock*: Demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new building; Appropriate measures to mitigate the potential landscape, visual and heritage impact of the development including the retention and strengthening of existing hedgerow; Biodiversity enhancements including arrangements for future maintenance; Appropriate provision of and contributions towards supporting infrastructure.

### Other relevant policies/ studies/ commentary etc.

#### Allotments:

*The West Oxfordshire Open Space Study 2013*<sup>23</sup>, which focused on Witney, Carterton and Chipping Norton suggested the following standards for allotment provision: 0.25 ha/1,000 residents; access distance - 480m (10 minutes straight line walk time). The study also notes that **on-site provision** in developments of 50-199 dwellings would normally be sought for **allotments**, play space, amenity green space, and outdoor sports space.

The National Society of Allotment and Leisure Gardeners (NSALG) suggest a national standard of 1 allotment per 200 people or 0.125 hectares per 1000 residents (1.25 square metres per person).

The current situation in Woodstock: applying the NSALG standard of 1 allotment per 200 people would indicate provision of 17 allotments for the current population of 3345<sup>24</sup>. There are currently 33 allotment plots in Woodstock (total area of 5000sqm or 1.2 acres). Despite good provision, there is a current waiting list of 10 residents and this may well increase as the local population rises with new development. At the same time, expansion of the current location (near the north of Banbury Road site) is problematic. These existing allotments are also over a mile from Hill Rise, in excess of the allotment access distance standard applied in the *Open Space Study*.

#### Matters for consideration in planning application

- **Install electric-car charging points on new houses**
- **Ensure very high energy efficiency on new houses**
- **Install appropriate renewable energy heat and electricity systems on new houses**
- **Maximise the use of low-carbon building materials**
- **Provide installations to preserve and encourage wildlife, including bat and swift boxes**
- **Establish wildlife corridors through the site**
- **Maximise appropriate planting of trees, plants, hedgerows etc. throughout the site**
- **Set aside a small allotment area to help meet local demand**

<sup>23</sup> West Oxfordshire District Council, 2013. *West Oxfordshire Open Space Study, 2013-2019*: <https://www.westoxon.gov.uk/media/602054/West-Oxfordshire-open-space-study-2013.pdf>

<sup>24</sup> Oxford City Council and District Data Service, July 2019. *Local Insight profile for 'Woodstock' area*: Op. cit. Next population estimate update is due November 2019.



## Design + Built Environment

### Key Issues Emerging from Consultation

The impact of development on residents of existing homes; the importance of views for both new and existing residents; the importance of providing green space and extensive, communal open space; the need for the design of new homes to be in keeping with local styles; the need to minimise light pollution whilst not comprising safety.

### Summary of Community Opinion

#### Individual Feedback

#### Community Survey:

- Minimise light pollution: **3.5 out of 5** in terms of importance from 498 respondents.
- New housing should not obstruct views or privacy of existing housing [Hill Rise site]: **4.2 out of 5** in terms of importance from 515 responses. 16 respondents disagreed.
- Landscaping to take into account existing homes/ pathways: **4.5 out of 5** in terms of importance from 517 responses. 5 respondents disagreed.
- Communal greens/ open spaces [provision of]: **4.4 out of 5** in terms of importance from 519 respondents.
- Open spaces/ wildlife areas [provision of]: **4.5 out of 5** in terms of importance from 516 respondents. 5 respondents disagreed.
- [Design] in keeping with local housing as an important consideration for new housing development: **4.2 out of 5** in terms of importance from 522 respondents. 13 respondents disagreed.

#### July consultation event:

**13% of comments** were concerned with positively planning to improve/ mitigate key issues listed above, including maintaining privacy and views of existing residents.

#### Group and Organisational Feedback

- **Friends of Old Woodstock (March 2019):** there should be a maximum of open spaces and an open plan design throughout.
- **Friends of Old Woodstock (May 2019 survey):** green spaces and views was the **third most important issue** identified by local residents with regard to the potential development of the Hill Rise site.
- **Sustainable Woodstock (September 2019):** the importance of verges with regard to biodiversity and the provision of urban green space.

## Strategic Planning Context

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### National Planning Policy Framework, 2019:

- *Para 91*: Planning policies and decisions should aim to achieve **healthy, inclusive and safe places** which: a) promote social interaction... b) are safe and accessible... and high quality public space, which encourage the active and continual use of public areas; and c) **enable and support healthy lifestyles**, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure...
- *Para 127*: Planning policies and decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are **visually attractive as a result of good architecture, layout and appropriate and effective landscaping**; c) are **sympathetic to local character and history**, including the surrounding built environment and landscape setting...

### West Oxfordshire Local Plan 2031:

- *Policy EH2 – Landscape character*: ... New development should conserve and, where possible, enhance the intrinsic character, quality and distinctive natural and man-made features of the local landscape.... Proposals which would result in the loss of features, important for their visual, amenity, or historic value will not be permitted unless the loss can be justified by appropriate mitigation and/or compensatory measures... Proposed development should **avoid causing pollution, especially noise and light**, which has an adverse impact upon landscape character and should incorporate measures to maintain or improve the existing level of tranquility and dark-sky quality, reversing existing pollution where possible.
- *Policy EH4 - Public realm and green infrastructure*: **new development should... provide opportunities for improvements to the District's multi-functional network of green infrastructure** (including Conservation Target Areas) and open space, (through for example extending spaces and connections and/or better management), particularly in areas of new development... .
- *Policy EW4 - Land north of Hill Rise, Woodstock*: Ensuring that development is consistent with Policy EW9 in respect of the protection, promotion and conservation of the Blenheim Palace World Heritage Site (WHS) and its setting; Landscape dominated design with the provision of appropriate measures to mitigate the potential landscape, visual and heritage impact of the development including the retention and strengthening of existing hedgerows, use of appropriate building heights and materials, retention of key views and the provision of structural planting and extensive areas seminatural green space, with built development kept away from the eastern and northern parts of the site including where it adjoins the A44.

### Other relevant policies/ studies/ commentary etc.

#### Green space:

*The West Oxfordshire Open Space Study 2013*<sup>25</sup>, which focused on Witney, Carterton and Chipping Norton, suggested the following standards:

- **Natural & semi-natural green space:** 2.0 ha/1,000 residents; access distance - 600m (12-13 minutes-walk time).
- **Amenity green space:** 0.75 ha/1,000 residents; access distance - 480m (10-minutes-walk time).
- **Parks & recreation grounds:** 1.25 ha/1,000 residents (for public & private provision). For new provision a standard of 1.0 ha/1,000 of publicly accessible space is required; access distance - 600m (12-13 minutes-walk time).

The *Open Space Study* also notes that **on-site provision** in developments of 50-199 dwellings would normally be sought for play space, amenity green space, and outdoor sports space.

#### Matters for consideration in planning application

- **Ensure the layout of new housing has regard for existing housing, including views**
- **Maximise the provision of amenity green space**
- **Ensure housing design responds to local architectural styles**
- **Minimise light pollution from new footpaths etc. while maintaining safety; consider 'street-level' lighting solutions**

### Site Access

#### Key Issues Emerging from Consultation

The need to avoid vehicular access to the site through Rosamund Drive; the need to ensure safe access; site access via roundabout at northern end of A44.

#### Summary of Community Opinion

#### Individual Feedback

#### Launch events:

6 out of 30 feedback forms expressed opposition to access through Rosamund drive, and supported site access from north via an A44 roundabout.

#### Community Survey:

- Access via roundabout to A44 [for the Hill Rise site specifically] from a point beyond the northern edge of current Hill Rise housing: **4 out of 5** in terms of importance from 476 respondents. 47 respondents disagreed.

<sup>25</sup> West Oxfordshire District Council, 2013. *West Oxfordshire Open Space Study, 2013-2019*: <https://www.westoxon.gov.uk/media/602054/West-Oxfordshire-open-space-study-2013.pdf>

**July consultation event:**

**8% of comments** were concerned with providing site access from the northern end of the A44 and avoiding vehicular access via Rosamund Drive.

**Group and Organisational Feedback****Friends of Old Woodstock (various consultation responses):**

strongly opposes access from Rosamund Drive and supports a single point of access from the A44 in the north.

**Strategic Planning Context****National Planning Policy Framework, 2019:**

- *Para 108*: in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that... safe and suitable access to the site can be achieved for all users.

**West Oxfordshire Local Plan 2031:**

- *Policy EW4 - Land north of Hill Rise, Woodstock*: Provision of satisfactory vehicular accesses.
- *Policy T2 - Highway Improvement Schemes*: All development will be required to demonstrate safe access and an acceptable degree of impact on the local highway network.

**Matters for consideration in planning application**

- **No vehicular access from Rosamund Drive to the new site**
- **Consider vehicular access to the northern end of the site via a roundabout**

**Surrounding Road and Pedestrian Environment****Key Issues Emerging from Consultation**

Extensive concern about road and pavement safety on the A44 through Old Woodstock to the town; the need for traffic calming measures; the need for safer cycle and pedestrian connections for all users, with particular concern for children and those with disabilities using existing pavements along the A44 to town.

**Summary of Community Opinion****Individual Feedback****Launch events:**

- 22% of attendees saw improved or alternative foot and cycle paths between Old Woodstock and the centre as an important consideration for the Hill Rise site.



- 7 out of 30 feedback forms expressed concern about exacerbation of already existing road traffic concerns on A44 through Old Woodstock from new development at Hill Rise.

**Community survey:**

- Improve access to Woodstock centre [from Old Woodstock] to avoid using main road: **4.4 out of 5** in terms of importance from 505 respondents. 17 respondents disagreed.
- New footpath and cycleway at Brook Hill towards schools in north-east Woodstock (e.g. crossing river at Glyme Close or Owen Mumford factory): **4.2 out of 5** in terms of importance from 492 respondents. 21 respondents disagreed.

**July consultation event:**

- **20% of comments** were concerned with facilitating improved, safer pedestrian and cycle links, including alternative routes from Old Woodstock to town via the Glyme and through Blenheim park, and improving traffic calming on the A44 in the Old Woodstock area.

### Group and Organisational Feedback

**Friends of Old Woodstock** (various consultation responses): need for safer alternative pedestrian etc. access from Old Woodstock to the centre is a key issue.

**Friends of Old Woodstock** (May 2019 survey): pedestrian safety and road safety were the first and second most important issues identified by local residents respectively with regard to the potential development of the Hill Rise site.

**Sustainable Woodstock** (September 2019): need for a safer pavement and road environment in the Old Woodstock area, including a 20mph zone through the town and the creation of a new pedestrian crossing in Hill Rise to allow access to the community woodland; encouragement of cycling and walking to improve well-being and combat climate change; cycle tracks should be designed from the outset for new housing.

**Sustainable Woodstock** – safer routes (September 2019): explores four possibilities for safe cycle routes.

**Marlborough School and Woodstock Primary:** both support the need for a safe pedestrian route from Old Woodstock to East, including to schools.

### Strategic Planning Context

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**National Planning Policy Framework, 2019:**

- *Para 108:* In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that **any significant impacts** from the development on the transport network... or on highway safety, can be cost effectively mitigated to an acceptable degree.

**West Oxfordshire Local Plan 2031:**

- *Policy EW4 - Land north of Hill Rise*: the provision of supporting transport infrastructure, including mitigating the impact of traffic associated with the development.

**Matters for consideration in planning application**

- **Provide a safe, well-lit cycle and footpath from the new site, through Old Woodstock and across the Glyme to the town centre\***
- **Provide a new pedestrian crossing from Hill Rise to the western side of the A44, to connect with a new path through Blenheim park towards town\***

\* Having regard to research on safer routes by Sustainable Woodstock

NOTE: recommendations relating to A44 improvements and traffic calming are considered in Part 2 of this report

**Foot and Cycle Paths and Connectivity****Key Issues Emerging from Consultation**

The need for good cycle and pedestrian links to help mitigate climate change and improve health/ well-being; the need to retain existing informal paths in the Hill Rise area; need to improve cycle paths to facilitate access to schools; the need to ensure good connectivity between new and existing communities to facilitate the development of social cohesion.

**Summary of Community Opinion****Individual Feedback****Launch events:**

- 22% of attendees saw improved or alternative foot and cycle paths between Old Woodstock and the centre as an important consideration for the Hill Rise site.

**Community survey:**

- Foot and cycle paths as an important consideration in new housing development: **4.1 out of 5** in terms of importance from 511 respondents.
- New footpath and cycleway at Brook Hill towards schools in north-east Woodstock (e.g. crossing river at Glyme Close or Owen Mumford factory): **4.2 out of 5** in terms of importance from 492 respondents. 21 respondents disagreed.
- Cycleways in all new developments: **4.1 out of 5** in terms of importance from 501 respondents. 18 respondents disagreed.

- Good connectivity between all new developments and existing built areas: **3.9 out of 5** in terms of importance from 498 respondents. 16 respondents disagreed.

**July consultation event:**

**14% of comments** were concerned with facilitating improved, safer pedestrian and cycle links, including alternative routes from Old Woodstock to town via the Glyme and through Blenheim park.

### Group and Organisational Feedback

**Sustainable Woodstock (September 2019):**

need for a safer pavement and road environment in the Old Woodstock area, including a 20mph zone through the town and the creation of a new pedestrian crossing in Hill Rise to allow access to the community woodland; encouragement of cycling and walking to improve well-being and combat climate change; cycle tracks should be designed from the outset for new housing.

**Sustainable Woodstock – safer routes (September 2019):**

suggests three possibilities for safe cycle routes.

**Oxford Diocesan Board of Education:**

if footpaths and cycleways were in place between Wootton and Woodstock it would allow best use of existing Woodstock as well as Wootton school facilities to be made and minimise traffic.

**Wootton Parish Council:** supports better cycle routes between the village and Woodstock.

### Strategic Planning Context

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**National Planning Policy Framework, 2019:**

- *Para 102:* Transport issues should be considered from the earliest stages of plan-making and development proposals, so that... opportunities to **promote walking, cycling and public transport** use are identified and pursued.
- *Para 104:* Planning policies should... **provide for high quality walking and cycling networks** and supporting facilities such as cycle parking.

**West Oxfordshire Local Plan 2031:**

- *Policy T3 - Public transport, walking and cycling:* New development will be expected to contribute towards the provision of new and/or enhanced public transport, **walking and cycling infrastructure** to help encourage modal shift and promote healthier lifestyles with particular regard to be given to safe and convenient routes to school.
- *Policy EW4 - Land north of Hill Rise:* Provision of... appropriate pedestrian and cycle connections including appropriate accommodation of the existing public

right of way through the site; **Provision of a comprehensive network for pedestrians and cyclists** with good connectivity provided to adjoining areas and other key destinations.

### Matters for consideration in planning application

- **Consider maintaining the existing informal paths as a ‘buffer zone’ behind the existing homes at Hill Rise to minimise impact on views and maintain connectivity between community areas and the wider countryside**
- **Ensure connectivity by foot and cycle paths between the new site and neighbouring communities**
- **Retain, extend, and improve foot paths and develop cycle-paths in the site area**
- **Extend foot and cycle paths from Hill Rise site area to Wootton to facilitate access to countryside and Wootton Primary School\***

\* Having regard to research on safer routes by Sustainable Woodstock

## Public (And School) Transport and Parking

### Key Issues Emerging from Consultation

The need for public transport provision on new development sites; electric buses; the need for adequate parking for the new development to avoid adding to parking pressure in surrounding areas; the retention of Marlborough School bus service for children from the Old Woodstock area; the maintenance and extension of a school bus service for primary children (including to Wootton primary).

### Summary of Community Opinion

#### Individual Feedback

#### Launch events:

- 26% of attendees saw the main impacts of new housing development as those affecting roads, traffic and parking.
- 26% of attendees saw adequate off-street parking as an important consideration for new housing sites.

#### Community survey:

- The impact on roads traffic and parking as the main effects of new housing development: **4.8 out of 5** in terms of importance from 549 respondents.
- Additional bus stops required on the Hill Rise site: **3.7 out of 5** in terms of importance from 481 respondents. 35 respondents disagreed.



- Adequate off-street parking as the most important consideration of new housing development: **4.4 out of 5** in terms of importance from 479 responses.

### Group and Organisational Feedback

**Sustainable Woodstock (September 2019):** improved public transport important in combating climate change; new buses should be electric.

**Diocesan Board of Education:** consideration should be given to the provision of a bus service from the new [Hill Rise] development to Wootton Primary School.

**Wootton Parish Council:** a transport proposal to provide a bus service from the new development to the Primary School, combined with a community transport service for the village, would significantly enhance the public transport connectivity between Wootton and Woodstock and provide a vital link for many village residents.

### Strategic Planning Context

#### National Planning Policy Framework, 2019:

- *Para 102:* Transport issues should be considered from the earliest stages of plan-making and development proposals, so that... opportunities to **promote walking, cycling and public transport** use are identified and pursued...

#### West Oxfordshire Local Plan 2031:

- *Policy T3* - Public transport, walking and cycling: New development will be expected to contribute towards the provision of new and/or enhanced public transport, walking and cycling infrastructure to help encourage modal shift and promote healthier lifestyles with particular regard to be given to **safe and convenient routes to school**,
- *Policy EW4* - Land north of Hill Rise: The provision of supporting transport infrastructure, including mitigating the impact of traffic associated with the development; the provision of appropriate financial contributions towards Local Transport Plan 4 transport schemes; **provision of appropriate public transport** (services and infrastructure) serving the site.

### Matters for consideration in planning application

- **Provide on-site bus stops**
- **Ensure off-street parking provision is adequate to meet the assessed future needs of the development**

NOTE: wider recommendations relating to public and school transport are considered in Part 2 of this report

## Housing Mix and Affordability

### Key Issues Emerging from Consultation

The need to provide affordable housing for local people on development sites; the need to make provision for the needs of elderly residents and those with disabilities; ensure affordable housing to help ensure a mixed community.

### Summary of Community Opinion

#### Individual Feedback

##### Launch events:

- 22% of attendees saw affordability of housing as an important consideration for new housing development.
- 9% of attendees saw housing suitable for older people and those with limited mobility as important consideration for new housing development.

##### Community survey:

- Affordability of housing as the most important consideration of new housing development: **4.1 out of 5** in terms of importance from 518 responses.
- Housing allocations should prioritise those with Woodstock connections: **4.1 out of 5** in terms of importance from 509 respondents. 34 respondents disagreed.
- Sheltered housing to be provided within new housing developments: **3.8 out of 5** in terms of importance from 511 respondents. 24 respondents disagreed.

##### July consultation event:

specific comment was made with regard to the need for the affordability of housing and key worker housing.

## Group and Organisational Feedback

### Sustainable Woodstock (September 2019):

affordable homes enable sustainable community; need to get the mix right.

## Strategic Planning Context

### National Planning Policy Framework, 2019:

- *Para 61: the size, type and tenure of housing* needed for different groups in the community **should be assessed and reflected in planning policies** (including, but not limited to, those who require **affordable housing**, families with children, **older people**, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes
- *Para 62: Where a need for affordable housing is identified, planning policies should specify the type of affordable housing required, and expect it to be met on-site... .*

### West Oxfordshire Local Plan 2031:

- *Policy H3- Affordable housing:* In order to address identified affordable housing needs, the Council will require 'qualifying' market housing schemes to make an **appropriate contribution towards the provision of affordable housing** within the District.
- *Policy EW4 - Land north of Hill Rise: Provision of a mix of house types and tenures* including affordable housing in accordance with Policy H3 – Affordable Housing; The developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build.

### Matters for consideration in planning application

- **Maximise the number of affordable housing units**
- **Undertake a town-wide Housing Needs Survey to provide a robust, up to date evidence-base of local affordable housing needs which can guide the numbers and mix of affordable housing on the new site**
- **Develop a nominations agreement for housing allocations which helps meet key worker affordable housing needs**

## Amenities and Services

### Key Issues Emerging from Consultation

The importance of providing social and community infrastructure to facilitate the development of community cohesion, build bridges between new and existing residents; the retention (and development) of the existing play area in Old Woodstock at Rosamund Drive as a vital community amenity; existing play area should act as a 'social mixing area' between new and current residents.

**The Community Indoor Venues Assessment Report** (Appendix 14) undertaken as part of the Plan found that there could be merit in the developer investigating the possibility of providing a small community venue on-site in the new Hill Rise development. However, given: 1- the relative overprovision of existing community indoor space in Woodstock; 2- the number of new residents on the new Hill Rise site not being large enough to justify a new on-site facility; and 3- the possibility of infrastructure improvements in the vicinity making existing venues more accessible, it is considered that other recommendations set out in the report offer the most reasonable means of helping meet the social, recreational and cultural needs of residents at Hill Rise.

### Summary of Community Opinion

#### Individual Feedback

##### Launch events:

- 9 out of 30 feedback forms referred to the importance of the existing play area to the existing and future social life in Old Woodstock.

##### Community survey:

- Facilities for community activity as the most important consideration of new housing development: **3.8 out of 5** in terms of importance from 500 responses.
- Playground areas for new development: **4.2 out of 5** in terms of importance from 507 respondents. 7 respondents disagreed.
- New community halls/ recreation areas for new developments: **3.8 out of 5** in terms of importance from 496 respondents. 28 respondents disagreed.
- Avoid loss of community space [existing play area] in Old Woodstock: **4.4 out of 5** in terms of importance from 515 respondents. 6 respondents disagreed.

##### July consultation event:

specific comment was made with regard to keeping the existing play area on its existing site and extending/ improvement.



## Group and Organisational Feedback

### Friends of Old Woodstock:

the retention (and improvement) of the existing play area is a common, strongly advocated theme in FoOW feedback.

## Strategic Planning Context

### National Planning Policy Framework, 2019:

- *Para 92:* To provide the social, recreational and cultural facilities and services the community needs, planning policies and decisions should: a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.
- *Para 97:* Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: a) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or b) the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or c) the development is for alternative sports and recreational provision.

### West Oxfordshire Local Plan 2031:

- *Policy EW4 - Land north of Hill Rise:* appropriate provision of and contributions towards supporting infrastructure.
- *Policy EH5 - sport, recreation and children's play:* **New development should not result in the loss of open space, sports and recreational buildings and land** unless up to date assessment shows the asset is surplus to requirements... Where appropriate, **development will be expected to provide or contribute towards the provision of necessary improvements to open space, sports and recreational buildings and land.**

## Other Relevant Policies/ Studies/ Commentary etc.

### Play space and pitches:

*The West Oxfordshire Open Space Study 2013*<sup>26</sup>, which focused on Witney, Carterton and Chipping Norton, suggested the following standards:

- **Play space (children):** 0.05ha/1,000 residents; access distance - 480m (10 minutes straight line walk time).
- **Play space (youth):** 0.02 ha/1,000 residents; access distance – 600m (12-13 minutes straight line walk time).
- **Grass pitches:** 1.6 ha/1,000 residents.

<sup>26</sup> West Oxfordshire District Council, 2013. *West Oxfordshire Open Space Study, 2013-2019*: <https://www.westoxon.gov.uk/media/602054/West-Oxfordshire-open-space-study-2013.pdf>

The *Open Space Study* also notes that on-site provision in developments of 50-199 dwellings would normally be sought for play space, amenity green space, and outdoor sports space.

*The West Oxfordshire Playing Pitch strategy, 2014*, while focusing on Witney, Carterton and Chipping Norton, suggests: ‘a new minimum standard 1.60 ha per 1000 people of dedicated grass pitch sport space is proposed both as a basis for a contribution from new housing and as a minimum target for provision across the local authority area.’<sup>27</sup>

The existing Rosamund Drove play area is within the footprint of the new Hill Rise development site. This area also has football goalposts but is not a dedicated pitch.

#### North Of Hill Rise – Matters for consideration in planning application

- **Retain the play area in Hill Rise at Rosamund Drive at its current location**
- **Consider extending existing play area to include a dedicated grass sports pitch, in line with local guidance**

## North of Banbury Road – matters for consideration in planning application

### Environment + Climate Change

#### Key Issues Emerging from Consultation

Adaptation to climate change; biodiversity improvement, more tree etc. planting; attention to wildlife; the need for green corridors/ buffer zones; provision for allotments; alternative energy provision.

#### Summary of Community Opinion

##### Individual Feedback

#### Launch events:

what would enhance the natural environment: encourage wildlife habitats – **18 of 107 respondents**; more trees, wildlife and planting- **15 of 107 respondents**; encourage alternative energy installations- **10 of 107 respondents**.

<sup>27</sup> West Oxfordshire District Council, *A Playing Pitch Strategy for the Principal West Oxfordshire Settlements (Witney, Carterton, Chipping Norton)*: <https://www.westoxon.gov.uk/media/1975549/Playing-pitch-strategy-2014.pdf>

**Community Survey:**

- Improvement of the environment: **4.1 out of 5** in terms of importance<sup>28</sup> from 509 respondents.
- More trees/ wildlife planting: **4.2 out of 5** in terms of importance from 522 respondents.
- Low carbon features/build materials in new developments: **4.1 out of 5** in terms of importance from 504 respondents.
- Biodiversity measures in new developments: **3.8 out of 5** in terms of importance from 486 respondents.
- Trees and landscaping to provide a buffer between existing and new housing at Hill Rise: **4.3 out of 5** in terms of importance from 515 respondents. 22 respondents disagreed.
- Improve allotment provision: **2.7 out of 5** in terms of importance from 276 respondents.

**July consultation event:**

**19% of comments** were concerned with positively planning to improve/mitigate these issues, including green corridors, bat and swift boxes, attention to biodiversity and planting.

**Group and Organisational Feedback****Sustainable Woodstock (September 2019):**

covered many of the key issues above. Suggestions included: wildlife corridors; tree planting; swift, swallow and bat accommodation and 'Hedgehog Highways'; verge management to promote flowering plants and insects; provision of allotments; houses to be built to highest energy specifications; renewable energy installations; plug-in charging points for electric vehicles; creation of a local 'smart grid' for energy generation. verge management to promote flowering plants and insects; provision of allotments; houses to be built to highest energy specifications; renewable energy installations; plug-in charging points for electric vehicles; creation of a local 'smart grid' for energy generation.

**Strategic Planning Context****National Planning Policy Framework, 2019:**

- *Para 91*: Planning policies and decisions should aim to achieve healthy, inclusive and safe places which... **enable and support healthy lifestyles**, especially where this would address identified local health and well-being needs – for example through the **provision of safe and accessible green infrastructure**, sports facilities, local shops, access to healthier food, **allotments** and layouts that encourage walking and cycling.

<sup>28</sup> Survey questions asked respondents to rate their answers on a scale of 1-5, where 1= not important at all (not a priority) and 5= most important (top priority). As an example, an average score of 4.6 from those responding to a question indicates that the subject is seen as being at the upper end of collective importance/ priority.

- *Para 148*: The planning system should **support the transition to a low carbon future** in a changing climate... It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure
- *Para 170*: Planning policies and decisions should contribute to and enhance the natural and local environment by... **protecting and enhancing valued landscapes, sites of biodiversity** or geological value and soils....
- *Para 174*: To **protect and enhance biodiversity and geodiversity**, plans should: a) Identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including the hierarchy of international, national and locally designated sites of importance for biodiversity; wildlife corridors and stepping stones that connect them; and areas identified by national and local partnerships for habitat management, enhancement, restoration or creation; and b) promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species; and identify and pursue opportunities for securing measurable net gains for biodiversity.

#### **West Oxfordshire Local Plan 2031:**

- *Policy EH3- biodiversity and geodiversity*: The **biodiversity of West Oxfordshire shall be protected** and enhanced to achieve an **overall net gain in biodiversity** and minimise impacts on geodiversity
- Policy EH4 - Public realm and green infrastructure: The existing areas of public space and green infrastructure [which includes **allotments**] of West Oxfordshire will be **protected and enhanced** for their multi-functional role, including their biodiversity, recreational, accessibility, health and landscape value and for the contribution they make towards combating climate change.
- Policy EW5 - land north of Banbury Road, Woodstock: demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings; biodiversity enhancements including arrangements for future maintenance. Development will be required to make a positive contribution towards the adjoining Conservation Target Area (CTA); provision of appropriate measures to mitigate the potential landscape, visual and heritage impact of the development including the retention and strengthening of existing hedgerows.



## Other Relevant Policies/ Studies/ Commentary etc.

### Allotments

*The West Oxfordshire Open Space Study 2013*<sup>29</sup>, which focused on Witney, Carterton and Chipping Norton, suggested the following standards for allotment provision: 0.25 ha/1,000 residents; access distance - 480m (10 minutes straight line walk time). The study also notes that **on-site provision** in developments of 50-199 dwellings would normally be sought for **allotments**, play space, amenity green space, and outdoor sports space.

The National Society of Allotment and Leisure Gardeners (NSALG) suggest a national standard of 1 allotment per 200 people or 0.125 hectares per 1000 residents (1.25 square metres per person).

The current situation in Woodstock: applying the NSALG standard of 1 allotment per 200 people would indicate provision of 17 allotments for the current population of 3345<sup>30</sup>. There are currently 33 allotment plots in Woodstock (total area of 5000sqm or 1.2 acres). Despite good provision, there is a current waiting list of 10 residents and this may well increase as local population rises with new development. At the same time, expansion of the current location (near the north of Banbury Road site) is problematic.

### Matters for consideration in planning application

- **Install electric-car charging points on new houses**
- **Ensure very high energy efficiency on new houses**
- **Install appropriate renewable energy heat and electricity systems on new houses**
- **Maximise the use of low-carbon building materials**
- **Provide installations to preserve and encourage wildlife, including bat and swift boxes**
- **Establish wildlife corridors through the site**
- **Maximise appropriate planting of trees, plants, hedgerows etc. throughout the site**
- **Explore extension of existing allotment site to help meet existing local demand**

<sup>29</sup> West Oxfordshire District Council, 2013. *West Oxfordshire Open Space Study, 2013-2019*: <https://www.westoxon.gov.uk/media/602054/West-Oxfordshire-open-space-study-2013.pdf>

<sup>30</sup> Oxford City Council and District Data Service, July 2019. *Local Insight profile for 'Woodstock' area*: [https://www.oxford.gov.uk/districtdata/homepage/10/reports\\_-\\_west\\_oxfordshire](https://www.oxford.gov.uk/districtdata/homepage/10/reports_-_west_oxfordshire). Next population estimate update is due November 2019.

## Design + Built Environment

### Key Issues Emerging from Consultation

The impact of development on residents of existing homes; the importance of views for both new and existing residents; the importance of providing green space and extensive, communal open space; the need for the design of new homes to be in keeping with local styles; the need to minimise light pollution whilst not comprising safety; concern expressed by residents that development should avoid being over-concentrated in the eastern areas of the site.

### Summary of Community Opinion

#### Individual Feedback

#### Community Survey:

- Minimise light pollution: **3.5 out of 5** in terms of importance from 498 respondents
- Landscaping to take into account existing homes/ pathways: **4.5 out of 5** in terms of importance from 517 responses. 5 respondents disagreed.
- Communal greens/ open spaces [provision of]: 4.4 out of 5 in terms of importance from 519 respondents.
- Open spaces/ wildlife areas [provision of]: **4.5 out of 5** in terms of importance from 516 respondents. 5 respondents disagreed.
- [Design] in keeping with local housing as an important consideration for new housing development: **4.2 out of 5** in terms of importance from 522 respondents. 13 respondents disagreed.

#### July consultation event:

**13% of comments** were concerned with positively planning to improve/ mitigate key issues, including maintaining privacy and views of existing residents.

#### Group and Organisational Feedback

#### Sustainable Woodstock (September 2019):

the importance of verges with regard to biodiversity and the provision of urban green space.

### Strategic Planning Context

#### National Planning Policy Framework, 2019:

- *Para 91*: Planning policies and decisions should aim to achieve **healthy, inclusive and safe places** which: a) promote social interaction... b) are safe and accessible... and high quality public space, which encourage the active and continual use of public areas; and c) **enable and support healthy lifestyles**, especially where this would address identified local health and well-being

needs – for example through the provision of **safe and accessible green infrastructure**...

- *Para 127*: Planning policies and decisions should ensure that developments:
  - a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
  - b) are **visually attractive as a result of good architecture, layout and appropriate and effective landscaping**;
  - c) are **sympathetic to local character and history**, including the surrounding built environment and landscape setting....

#### **West Oxfordshire Local Plan 2031:**

- *Policy EH2 – Landscape character*: ... New development should conserve and, where possible, **enhance the intrinsic character, quality and distinctive natural and man-made features of the local landscape**.... Proposals which would result in the loss of features, important for their visual, amenity, or historic value will not be permitted unless the loss can be justified by appropriate mitigation and/or compensatory measures... . Proposed development should **avoid causing pollution, especially noise and light**, which has an adverse impact upon landscape character and should incorporate measures to maintain or improve the existing level of tranquility and dark-sky quality, reversing existing pollution where possible.
- *Policy EH4 - Public realm and green infrastructure*: **new development should... provide opportunities for improvements to the District’s multi-functional network of green infrastructure** (including Conservation Target Areas) and open space, (through for example extending spaces and connections and/or better management), particularly in areas of new development... .
- *Policy EW5 - land north of Banbury Road, Woodstock*: ensuring that development is consistent with Policy EW9 in respect of the protection, promotion and conservation of the Blenheim Palace World Heritage Site (WHS) and its setting, including key views; landscape dominated design with the provision of **appropriate measures to mitigate the potential landscape, visual and heritage impact** of the development including the retention and strengthening of existing hedgerows, use of appropriate building heights and materials, **retention of key views** and the provision of structural planting and extensive areas seminatural green space, with **built development kept away from the western parts of the site**. Particular regard must be had to the setting of the listed buildings on Banbury Road including the provision of a substantial landscape buffer.

#### **Other Relevant Policies/ Studies/ Commentary etc.**

##### **Green space:**

*The West Oxfordshire Open Space Study 2013*<sup>31</sup>, which focused on Witney, Carterton and Chipping Norton, suggested the following standards:

<sup>31</sup> West Oxfordshire District Council, 2013. West Oxfordshire Open Space Study, 2013-2019: <https://www.westoxon.gov.uk/media/602054/West-Oxfordshire-open-space-study-2013.pdf>

- **Natural & semi-natural green space:** 2.0 ha/1,000 residents; access distance - 600m (12-13 minutes-walk time)
- **Amenity green space:** 0.75 ha/1,000 residents; access distance - 480m (10-minutes-walk time)
- **Parks & recreation grounds:** 1.25 ha/1,000 residents (for public & private provision), for new provision a standard of 1.0 ha/1,000 of publicly accessible space is required; access distance - 600m (12-13 minutes-walk time).

*The Open Space Study* also notes that **on-site provision** in developments of 50-199 dwellings would normally be sought for allotments, play space, amenity green space, and outdoor sports space.

### Matters for consideration in planning application

- **Avoid over-concentration of development to the east of the site**
- **Ensure the layout of new housing has regard for existing housing, including views**
- **Maximise the provision of amenity green space**
- **Ensure housing design responds to local architectural styles**
- **Minimise light pollution from new footpaths etc. while maintaining safety; consider 'street-level' lighting solutions**

### Site Access

### Key Issues Emerging from Consultation

Main access should be to/ from Banbury Road; access from Green Lane to be limited (risk of increased traffic on Hensington Road and Upper Brook Hill); concern has also been expressed regarding the retention of the stone wall along Banbury Road; concern that development will increase issue of road safety and traffic on access roads.

### Summary of Community Opinion

#### Individual Feedback

#### Community Survey:

- Improve poor access roads and fast junctions [north of Banbury Road site]: **4.3 out of 5** in terms of importance from 472 respondents. 27 respondents disagreed.

#### July consultation event:

- **50% of comments** about development at north of Banbury Road focused on

access to the site and potential knock-on impacts on traffic in the surrounding area.

## Strategic Planning Context

### National Planning Policy Framework, 2019:

- *Para 108*: in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that... safe and suitable access to the site can be achieved for all users

### West Oxfordshire Local Plan 2031:

- *Policy EW5 - land north of Banbury Road, Woodstock*: Provision of **satisfactory vehicular access** from Banbury Road.
- *Policy T2 - Highway Improvement Schemes*: All development will be required to demonstrate **safe access** and an acceptable degree of impact on the local highway network

### Matters for consideration in planning application

- **Main vehicular site access from Banbury Road**
- **Ensure site access avoids, or minimises the impact to, the existing stone wall on Banbury Road**

## Foot And Cycle Paths and Connectivity

### Key Issues Emerging from Consultation

The need for good cycle and pedestrian links to help mitigate climate change and improve health/ well-being; the need to improve surrounding paths to facilitate better access to schools; the need to ensure good connectivity between new and existing communities to facilitate the development of social cohesion.

### Summary of Community Opinion

#### Individual Feedback

#### Community Survey:

- Foot and cycle paths as an important consideration in new housing development: **4.1 out of 5** in terms of importance from 511 respondents.
- Cycleways in all new developments: **4.1 out of 5** in terms of importance from 501 respondents. 18 respondents disagreed.
- Good connectivity between all new developments and existing built areas: **3.9 out of 5** in terms of importance from 498 respondents. 16 respondents disagreed.



## Group and Organisational Feedback

### Sustainable Woodstock (September 2019):

need for a safer pavement and road environment; encouragement of cycling and walking to improve well-being and combat climate change; cycle tracks should be designed from the outset for new housing.

## Strategic Planning Context

### National Planning Policy Framework, 2019:

- *Para 102*: Transport issues should be considered from the earliest stages of plan-making and development proposals, so that... opportunities to promote walking, cycling and public transport use are identified and pursued.
- *Para 104*: Planning policies should... provide for high quality walking and cycling networks and supporting facilities such as cycle parking.

### West Oxfordshire Local Plan 2031:

- *Policy EW5 - land north of Banbury Road, Woodstock*: **appropriate pedestrian and cycle connections** including incorporation of the existing public right of way across the site; provision of a **comprehensive network for pedestrians and cyclists** with good connectivity provided to adjoining areas and other key destinations.
- *Policy T3 - Public transport, walking and cycling*: New development will be expected to **contribute towards the provision of** new and/or enhanced public transport, **walking and cycling infrastructure** to help encourage modal shift and promote healthier lifestyles with particular regard to be given to safe and convenient routes to school.

## Matters for consideration in planning application

- **Retain, extend, and improve foot paths and develop cycle-paths in the site area**
- **Ensure connectivity by foot and cycle paths between the new site and neighbouring communities**

NOTE: recommendations relating to the surrounding road and pavement environment to improve access to schools are considered in Part 2 of this report

## Public Transport and Parking

### Key Issues Emerging from Consultation

The need for public transport provision on new development sites; electric buses; the need for adequate parking for the new development to avoid adding to parking pressure in surrounding areas.

## Summary of Community Opinion

### Individual Feedback

#### Launch events:

- 26% of attendees saw the main impacts of new housing development as those affecting roads, traffic and parking.
- 26% of attendees saw adequate off-street parking as an important consideration for new housing sites.

#### Community survey:

The impact on roads traffic and parking as the main effects of new housing development: **4.8 out of 5** in terms of importance from 549 respondents.

Adequate off-street parking as the most important consideration of new housing development: **4.4 out of 5** in terms of importance from 479 responses.

### Group and Organisational Feedback

#### Sustainable Woodstock (September 2019):

improved public transport important in combating climate change; new buses should be electric.

## Strategic Planning Context

#### National Planning Policy Framework, 2019:

- *Para 102:* Transport issues should be considered from the earliest stages of plan-making and development proposals, so that... opportunities to **promote walking, cycling and public transport** use are identified and pursued
- *Para 104:* Planning policies should... **provide for high quality walking and cycling networks** and supporting facilities such as cycle parking.

#### West Oxfordshire Local Plan 2031:

- *Policy EW5 - land north of Banbury Road, Woodstock:* The provision of supporting transport infrastructure, including mitigating the impact of traffic associated with the development; the provision of appropriate financial contributions towards Local Transport Plan 4 transport schemes; provision of appropriate public transport (services and infrastructure) serving the site.
- *Policy T3 - Public transport, walking and cycling:* New development will be expected to contribute towards **the provision of new and/or enhanced public transport**, walking and cycling infrastructure to help encourage modal shift and promote healthier lifestyles with particular regard to be given to safe and convenient routes to school

### Matters for consideration in planning application

- Provide on-site bus stops
- Ensure off-street parking provision is adequate to meet the assessed future needs of the development

NOTE: wider recommendations relating to public transport are considered in Part 2 of this report

## Housing Mix and Affordability

### Key Issues Emerging from Consultation

The need to provide affordable housing for local people on development sites; the need to make provision for the elderly needs of elderly residents; ensure affordable housing to help ensure a mixed community.

### Individual Feedback

#### Launch events:

- 22% of attendees saw affordability of housing as an important consideration for new housing development.
- 9% of attendees saw housing suitable for older people and those with limited mobility as important consideration for new housing development.

#### Community survey:

- Affordability of housing as the most important consideration of new housing development: **4.1 out of 5** in terms of importance from 518 responses.
- Housing allocations should prioritise those with Woodstock connections: **4.1 out of 5** in terms of importance from 509 respondents. 34 respondents disagreed.
- Sheltered housing to be provided within new housing developments: **3.8 out of 5** in terms of importance from 511 respondents. 24 respondents disagreed.

#### July consultation event:

specific comment was made with regard to the affordability of housing/ key worker housing were.

### Group and Organisational Feedback

#### Sustainable Woodstock (September 2019):

affordable homes enable sustainable community; need to get the mix right.

### Strategic Planning Context

#### National Planning Policy Framework, 2019:

- *Para 61: the size, type and tenure of housing* needed for different groups in the community **should be assessed and reflected in planning policies**

(including, but not limited to, those who require **affordable housing**, families with children, **older people**, students, people with disabilities, service families, travellers, people who rent their homes and people wishing to commission or build their own homes

- *Para 62:* Where a need for affordable housing is identified, planning policies should **specify the type of affordable housing required**, and expect it to be met on-site... .

### **West Oxfordshire Local Plan 2031:**

- *Policy H3 - Affordable housing:* In order to address identified affordable housing needs, the Council will require 'qualifying' market housing schemes to make an **appropriate contribution towards the provision of affordable housing** within the District
- *Policy EW5 - land north of Banbury Road, Woodstock:* Provision of a **mix of house types and tenures including affordable housing** in accordance with Policy H3 – Affordable Housing; The developer will be required to set aside 5% of the developable plots for those wishing to undertake **custom/self-build**.

#### **Matters for consideration in planning application**

- **Maximise the number of affordable housing units**
- **Undertake a town-wide Housing Needs Survey to provide a robust, up to date evidence-base of local affordable housing needs which can guide the numbers and mix of affordable housing on the new site**
- **Develop a nominations agreement for housing allocations which helps meet key worker affordable housing needs**

#### **Amenities and Services**

### **Key Issues Emerging from Consultation**

The importance of providing social and community infrastructure to facilitate the development of community cohesion, build bridges between new and existing residents.

**The Community Indoor Venues Assessment Report** (Appendix 14) undertaken as part of the Woodstock CIDP found that the size of the north of Banbury Road development site does not meet the threshold applied by neighbouring Cherwell DC for the provision of a new community hall facility on-site (West Oxfordshire DC does not have adopted standards of this kind). At the same time, 6 of 11 existing community indoor venues are within accepted standards of accessibility by foot.



## Individual Feedback

### Community survey:

- Facilities for community activity as the most important consideration of new housing development: **3.8 out of 5** in terms of importance from 500 responses
- Playground areas for new development: **4.2 out of 5** in terms of importance from 507 respondents. 7 respondents disagreed
- New community halls/ recreation areas for new developments: **3.8 out of 5** in terms of importance from 496 respondents. 28 respondents disagreed.

## Strategic Planning Context

### National Planning Policy Framework, 2019:

- *Para 92:* To **provide the social, recreational and cultural facilities and services the community needs**, planning policies and decisions should: a) plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments

### West Oxfordshire Local Plan 2031:

- Policy EH5 - sport, recreation and children's play: Where appropriate, development will be expected to provide or **contribute towards the provision of necessary improvements to open space, sports and recreational buildings and land.**
- Policy EW5 - *land north of Banbury Road, Woodstock:* Appropriate **provision of and contributions towards supporting infrastructure.**

## Other Relevant Policies/ Studies/ Commentary Etc.

### Play space and pitches:

*The West Oxfordshire Open Space Study 2013*<sup>32</sup>, which focused on Witney, Carterton and Chipping Norton, suggested the following standards:

- **Play space (children):** 0.05ha/1,000 residents; access distance - 480m (10 minutes straight line walk time).
- **Play space (youth):** 0.02 ha/1,000 residents; access distance – 600m (12-13 minutes straight line walk time).
- **Grass pitches:** 1.6 ha/1,000 residents.

*The Open Space Study* also notes that **on-site provision** in developments of 50-199 dwellings would normally be sought for **play space**, amenity green space, and **outdoor sports space** but will **take into account existing access**

<sup>32</sup> West Oxfordshire District Council, 2013. *West Oxfordshire Open Space Study, 2013-2019*: <https://www.westoxon.gov.uk/media/602054/West-Oxfordshire-open-space-study-2013.pdf>

**to facilities** within the neighbourhood. There is a nearby children’s play area at Budds Close. However, this is more than 480m from the estimated centre of the north of Banbury Road site and also requires the crossing of Banbury Road. There is another playground at New Road, which is further distant from the north of Banbury Road site.

*The West Oxfordshire Playing Pitch strategy, 2014*, while focusing on Witney, Carterton and Chipping Norton, suggests: ‘a new minimum standard 1.60 ha per 1000 people of dedicated grass pitch sport space is proposed both as a basis for a contribution from new housing and as a minimum target for provision across the local authority area<sup>33</sup>.

### **Matters for consideration in planning application**

- **Provide play space for children and young people in line with local guidance**
- **Provide grass pitches in line with local guidance**

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<sup>33</sup> West OWest Oxfordshire District Council, *A Playing Pitch Strategy for the Principal West Oxfordshire Settlements (Witney, Carterton, Chipping Norton)*: <https://www.westoxon.gov.uk/media/1975549/Playing-pitch-strategy-2014.pdf>

## PART 2 - RECOMMENDATIONS AND EVIDENCE BASE FOR NON-SITE-SPECIFIC INFRASTRUCTURE PROVISION/IMPROVEMENTS

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### Potential Section 106 planning obligations and forthcoming development in Woodstock

- 4.1** Part 1 of this report set out community-derived recommendations for inclusion in planning applications for north of Hill Rise and north of Banbury Road. This part **sets out community priorities for new and improved infrastructure which could be provided via the S106 developer contributions process.**
- 4.2** As noted in the introduction, via S106 agreements and the Community Infrastructure Levy<sup>34</sup> developers are expected to provide or contribute financially to supporting infrastructure to make a development acceptable in planning terms. The most common of these obligations include: public open space; affordable housing; education; highways; town centre improvements; health; police; and public art.
- 4.3** In Woodstock, to recap, S106 agreements have been agreed on the site at Woodstock East. Sites at north of Hill Rise and North of Banbury Road are allocated in policies EW4 and EW5 of the adopted West Oxfordshire District Council Local Plan 2031. These policies set out broadly what development of these sites should contribute towards as regard things like affordable housing, education, transport etc. These allocation policies also state that planning proposals on these sites should be consistent with: ‘appropriate provision of and contributions towards supporting infrastructure’.
- 4.4** Planning applications are currently being worked up by Blenheim Estate for the Hill Rise and Banbury Road sites. The planning application and S106 processes are closely linked and mutually informing. There are some infrastructure requirements that can be directly designed into new developments (footpaths, recreation facilities, green corridors etc.), whereas others may be included as non-site specific S106 contributions relating to common obligations of the type noted above.

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<sup>34</sup> West Oxfordshire intends to introduce CIL. Therefore, there is a possibility, that CIL may apply on some new developments in Woodstock.

**4.5** Alongside these common obligations, other items can be included in a S106 agreement, such as larger infrastructure projects of importance to the community. The final schedule of items to be included in S106 agreements as relate to these two sites will be decided in discussion between Blenheim Estate, West Oxfordshire District Council, Oxfordshire County Council and other stakeholders, informed by the Woodstock Community and Infrastructure Delivery Plan, West Oxfordshire Local Plan Policy and the West Oxfordshire Infrastructure Delivery Plan.

**4.6** The community priorities for new and improved infrastructure which could be provided via the S106 developer contributions process is presented under two headings:

- **Community priorities for new infrastructure provision**
- **Community priorities for improving existing infrastructure provision**

#### **Community priorities for new infrastructure provision**

**4.7** These items are listed in order of popularity, as derived from the community survey, the consultation method which reached the most residents. In addition, other sources of community evidence are summarised in relation to each item (drawn from sources listed in Tables 1 and 2 above). This allows broader community opinion and support relating to each item to be presented, to supplement and underline survey opinion. A brief commentary is also provided. The intent of the material set out in the table below is to offer a **prioritised list of new infrastructure that residents would like to see provided or improved in Woodstock.**

#### **Community priorities for improving existing infrastructure provision priorities**

**4.8** Contributions to infrastructure provision which are commonly considered in S106 planning obligations include: public open space; affordable housing; education; highways; town centre improvements; health; police; and public art.

**4.9** The key issues emerging from the consultation on the Woodstock Community and Infrastructure Delivery Plan as relate to these themes centre on:

**1- Roads, Traffic and Parking; 2- Schools; and 3- Environment and Green Spaces.** Collective and individual feedback engaged strongly with these themes. In the community survey, improving roads, traffic and parking rated 4.6 out of 5 in terms of importance from 560 respondents, while the impact of new development on roads, traffic and parking rated 4.8 out of 5 in terms of importance from 549 respondents. The need to improve the environment rated 4.1 out of 5 in terms of importance from 509 respondents.

**Table 10 – Community priorities for new infrastructure provision: detailed overview**

|  | <b>Community Survey – those in support<sup>35</sup></b>  | <b>Additional community evidence/ opinion</b>   |
|--|--|---|
| <b>1. A new doctor’s surgery with parking on the former police station site at Hensington Road</b> | <p>New surgery with parking:<br/><b>4.6 out of 5</b> in terms of importance from 539 respondents. 13 respondents disagreed.</p> <p>Move the doctor’s surgery to police station site:<br/><b>4.5 out of 5</b> in terms of importance from 540 respondents. 25 respondents disagreed.</p>  | <p><b>Launch events:</b><br/><b>36%</b> thought healthcare provision needed to be improved (39/107 attendees).<br/><b>50%</b> of feedback forms (15/30) stated that a new surgery was needed.</p> <p>Group and organisational responses:<br/><i>Friends of Old Woodstock (May 2019)</i>: supports the retention and development of a new surgery building.<br/>Woodstock surgery (September 2019): supports a new surgery on the Police Station site.<br/>WUFA: supports a relocated and larger doctor’s surgery.<br/>Combe Parish Council: supports the retention of a surgery in Woodstock.</p> |
|  | <p><b>Commentary</b></p> <p>A new surgery was the most strongly supported infrastructure priority across consultation, and a common theme of discussion at community events.</p> <p>Comments included: current surgery site is too small; current surgery is oversubscribed and won’t cope with extra demand from new housing. The practice itself has had long ambition to move a new/improved facility. It has, in the past, had funding applications to the NHS turned down.</p> <p>Community opinion strongly indicated a preference for a new facility to be located centrally in Woodstock. The need for parking at a new surgery was also strongly indicated. The most favoured location for a new surgery was the police station site.</p> |   |

<sup>35</sup> Survey questions asked respondents to rate their answers on a scale of 1-5, where 1= not important at all (not a priority) and 5= most important (top priority). As an example, an average score of 4.6 from those responding to a question indicates that the subject is seen as being at the upper end of collective importance/ priority.



|   |   |   |
|---|---|---|
|   | <p>Woodstock surgery also provided feedback: the practice preference is for a new (and larger) facility on a new site within Woodstock. A 2016 ‘outline business plan for new general practice premises in Woodstock’ suggested the police station site as a ‘new site with development potential [which is] centrally located with good access and adjacent to the municipal car-park, therefore offering plentiful parking for patients.’</p> <p>Combe Parish Council also stated its support for the surgery to continue to be located in Woodstock. It would not support any potential plans to move surgery provision out of Woodstock to another location, given that, ‘many Combe residents, and in particular the elderly, rely on public transport to enable them to visit the surgery at Woodstock and most have no other means of transport.’ A surgery in another location could make the journey by public transport much more difficult.</p> <p>The West Oxfordshire Infrastructure Delivery Plan (2016)<sup>36</sup> identifies the relocation of the GP practice in Woodstock as a necessary priority.’</p> |   |
| <p><b>2. A new library - potentially as part of a Community Hub</b></p> | <p><b>4.3 out of 5</b> in terms of importance from 536 respondents (library as a Community Hub). 10 respondents disagreed.</p>  | <p><b>Launch events:</b></p> <ul style="list-style-type: none"> <li>- 20% of feedback forms (6/30) stated that provision of a temporary library was good but not sustainable.</li> <li>- 20% of feedback forms (6/30) stated that a new library was needed.</li> </ul> <p><b>Community Survey:</b></p> <ul style="list-style-type: none"> <li>- Develop new buildings on the library, fire station and police station site for community use: <b>4.2 out of 5</b> in terms of importance from 521 respondents. 34 respondents disagreed.</li> </ul> |
|   | <p style="text-align: center;"><b>Commentary</b></p> <p>The importance of a community library as both a cultural facility and a community meeting space was expressed across the consultation.</p>  |   |

<sup>36</sup> West Oxfordshire District Council, 2016. West Oxfordshire Infrastructure Delivery Plan. Op. cit.

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|--|--|
|  | <p>There was concern about the closure of the library at Hensington Road (which is to be demolished due to safety concerns). While the temporary relocation to the Museum of Oxfordshire was welcomed, it was felt that it provides a much more limited service/ space than that available before. The reinstatement of a library service comparable to that lost is seen as the optimum solution.</p> <p>The West Oxfordshire Infrastructure Delivery Plan (2016) identifies the need for ‘enhanced library provision’ in Woodstock as a preferred priority.’</p> <p>The community also expressed interest in a library being part of a community hub: ‘a broad definition of a community hub is a place that is a focal point for local activities, services, and facilities, accessible to the local community. They are multi-purpose and reflect local needs in terms of what they provide. Libraries are well placed to play a role in community hubs because of their existing position of trust within local communities. Community hubs have an important social function, bringing people together from a cross section of the community, addressing isolation, and being a safe space where anyone is welcome.<sup>37</sup>’</p> <p>The development of community hub, incorporating a library might help address a concern expressed across consultation, as summarised in the <b>Report on Consultation with Community Groups, Organisations and Businesses</b> (Appendix 4): ‘residents across Woodstock, as well as those coordinating groups and activities for older people, have expressed concern about the isolated and vulnerable in the community and the need to find ways to reach out and be inclusive.’</p> <p>Given the community desire to develop new buildings for community use on the former library and police station sites and taking into account priorities 1 and 2 on this list, consideration could be given to the option of constructing a community hub on the police station site, combining a surgery and library (with community space), with parking.</p> |
|--|--|

<sup>37</sup> Arts Council, 2017. *Libraries as community hubs: case studies and learning*: <https://www.artscouncil.org.uk/sites/default/files/download-file/Libraries-CommunityHubs-Renaisi.pdf>

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| <p><b>3. Improve Marlborough School sports facilities, potentially relocating Woodstock Football Club</b></p> | <p><b>4.2 out of 5</b> in terms of importance from 505 respondents. 5 respondents disagreed.</p>  | <p><b>Community Survey:</b></p> <ul style="list-style-type: none"> <li>- Improved outdoor sports facilities: <b>3.4 out of 5</b> in terms of importance from 228 responses.</li> </ul> <p><b>Group and organisational responses:</b></p> <ul style="list-style-type: none"> <li>- <i>Sustainable Woodstock (September 2019)</i>: the importance of recreation and leisure amenity to health and well-being and community development</li> <li>- <i>Marlborough School (May 2019)</i>: supports the development of its facilities as a local ‘sports hub’, well-managed, accessible and sustainable. The school also supports the possible relocation of Woodstock FC to a site near the school.</li> </ul> |
|   | <p style="text-align: center;"><b>Commentary</b></p> <p>The community expressed support for improved Marlborough school sports facilities, which would be available for community use.</p> <p>The school itself has expressed a need for improvements, such as an all-weather pitch, floodlights, and changing rooms, perhaps with an on-site café. It stated that ‘The Marlborough School should become the hub for sports provision in the area, possibly relocating [Woodstock] football club. Combining the majority of sports facilities in the town on one site could create a modern, multi-sports hub, accessible to a wide range of people. Supporting infrastructure, such as parking which is currently under-used in the evening and at weekends, is already in place.’</p> <p>Woodstock FC would also support relocation. In its current location off New Road, the club requires floodlights (and other improvements to facilities) in order to move up the leagues. To date, it has been unable to secure planning permission for these improvements. The club has stated that the future of the club is at risk. Previous indicative plans (going back to 2011) supported by both club and school suggested moving to a site south of the school, with shared facilities.</p> |  |

|                                       |   |   |
|---------------------------------------|---|---|
|                                       | <p>The West Oxfordshire Infrastructure Delivery Plan (2016) identifies the need for ‘enhanced changing facilities for the school sports hall’ at Marlborough School and ‘potential outdoor floodlit training area and/ or all-terrain pitch’ in Woodstock as preferred priorities.</p>  |   |
| <p><b>4. Indoor swimming pool</b></p> | <p><b>3.9 out of 5</b> in terms of importance from 486 respondents. 25 respondents disagreed.</p>   | <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- Improve indoor sports/ leisure and recreations opportunities: <b>3.3 out of 5</b> in terms of importance from 508 respondents.</li> <li>- Improve facilities for the elderly (<b>3.4 out of 5</b> in terms of importance), children (<b>3 out of 5</b>) and young people (<b>3.4 out of 5</b>) were also supported in the survey</li> <li>- Improve community life and facilities: <b>3.7 out of 5</b> in terms of importance from 503 respondents.</li> </ul> <p><b>Group and organisational responses:</b></p> <ul style="list-style-type: none"> <li>- Feedback from Marlborough School, Friends of Old Woodstock and Sustainable Woodstock also emphasized the need to improve facilities and recreational opportunities.</li> </ul> |
|                                       | <p style="text-align: center;"><b>Commentary</b></p> <p>There is an outdoor swimming pool in Woodstock. It is not open all year round. Comment was made about the possibility of opening it year-round with a temporary roof and improving it, thereby increasing community usage. Notwithstanding those potentialities, a new indoor swimming pool would help meet expressed community aspirations to improve facilities and sports/ leisure opportunities to the benefit of a wide range of demographics.</p> |   |

|   |  |  |
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| <p><b>5. Invest in a pool of electric cars and develop a community transport/ lift-share scheme</b></p> | <p>Electric car lift-share scheme:<br/> <b>3.1 out of 5</b> in terms of importance from 485 respondents. 54 respondents disagreed.</p> <p>Develop lift-share scheme:<br/> <b>3.1 out of 5</b> in terms of importance from 486 respondents. 54 respondents disagreed.</p>   | <p><b>Launch events:</b></p> <ul style="list-style-type: none"> <li>- Improve roads traffic and parking: <b>45 out of 107</b> attendees (42%).</li> </ul> <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- Improve roads, traffic and parking: <b>4.6 out of 5</b> in terms of importance from 560 respondents</li> <li>- Multiple ideas to improve traffic management and reduce congestion etc. were supported.</li> </ul> <p><b>Group and organisational responses:</b></p> <ul style="list-style-type: none"> <li>- Feedback from Marlborough School, Diocesan Board of Education, Friends of Old Woodstock and Sustainable Woodstock strongly emphasised the need to improve roads, traffic and parking issues. Safety concerns were strongly expressed.</li> <li>- Sustainable Woodstock also emphasised the need to combat climate change, reduce pollution and improve health and wellbeing; support for the introduction of an electric car-pool, with charging points in the town (and on new housing development).</li> </ul> |
|   | <p style="text-align: center;"><b>Commentary</b></p> <p>Strong opinion was expressed about roads, traffic and parking issues in Woodstock, as well as extensive concern about related safety issues. In addition, adaptation to climate change was a commonly expressed aspiration throughout the consultation. Investment in an electric car community transport scheme could help meet both these concerns by reducing pollution and reducing the numbers of cars on the road by facilitating shared journeys.</p> |  |



|   |   |   |
|---|---|---|
| <p><b>6. Community Development Worker to support new housing developments</b></p>   | <p><b>3 out of 5</b> in terms of importance from 479 respondents.</p> | <p><b>Associated issues:</b></p> <ul style="list-style-type: none"> <li>• <b>Community survey:</b></li> <li>- Nominated town councillors to represent the interests of residents on the new developments: <b>3.3 out of 5</b> in terms of importance from 483 responses. 66 disagreed.</li> </ul> |
| <p style="text-align: center;"><b>Commentary</b></p> <p>There was some discussion at events which explored ways to ensure that the new developments are thriving, socially active and well-integrated with the rest of the town. A long-established means by which this kind of ‘placemaking’ can be nurtured is via funded, on the ground community development workers. Typically, these workers focus on building links with new residents to ascertain their specific needs in terms of new groups and activities, have a small funding pot to encourage new activities, reach out and develop links with already existing community groups, recruit volunteers for new initiatives, and help act as the ‘voice’ of new residents, liaising with local service providers, developer and local authorities etc.</p> <p>This process of community building and integration could also be encouraged by having nominated town councillors to represent the interests of the new developments, an idea that also found community support.</p> |   |   |

**4.10** In addition, **33 of 125 total comments (26%)** at the July consultation event emphasised the need to deal with roads, traffic and parking issues and expressed road safety concerns (both specifically and general). Feedback from Marlborough School, Diocesan Board of Education, Friends of Old Woodstock and Sustainable Woodstock also strongly emphasised the need to deal with these issues. Road safety concerns in general and with regard to specific locations, particularly in Old Woodstock, were strongly expressed.

**4.11** The evidence presented in Table 11 sets out recommendations for improving existing infrastructure derived from community consultation. These priorities have been segmented in the following way:

**1 Those most effectively considered through forthcoming S106 discussions relating to development at Hill Rise and north of Banbury Road**

**2 Those which may benefit from being raised in S106 discussions**

relating to forthcoming development but are less directly related to the S106 process and more suited to being taken forward via further research/ direct representation to local authorities etc.

**Table 11 – Community priorities for improving existing infrastructure: summary**

| <b>For primary consideration in S106 discussions relating to Hill Rise and north of Banbury Road</b>                     | <b>For consideration outside S106 discussions relating to forthcoming development</b>  |
|--|--|
| 1. Road safety improvements on the A44, Old Woodstock  | 1. Restriction of HGV (and coach) traffic through the town   |
| 2. Provision of drop-off areas for cars and school buses in the vicinity of Woodstock Primary and The Marlborough School | 2. Restart bypass discussions  |
| 3. Blenheim to provide parking (including coaches) inside Hensington gate  | 3. New speed limits (20mph through town centre and extension of 30mph zone to north and south of Woodstock)  |
| 4. Wider road environment (traffic management, A44 capacity increase)  | 4. Parking initiatives: Introduction of a resident parking permit system in central Woodstock Discussion with Blenheim to identify potential ‘quick win’ traffic and parking initiatives |

**Table 11 – Community priorities for improving existing infrastructure: summary**

| <b>For primary consideration in S106 discussions relating to Hill Rise and north of Banbury Road</b> | <b>For consideration outside S106 discussions relating to forthcoming development</b>                          |
|--|--|
| <b>5. Environmental and low carbon improvements: biodiversity, wildlife habitats + green spaces</b>  | <b>5. Technical study: one-way system, pinch points and pedestrianization options in Woodstock Town Centre</b> |
| <b>6. Improvement to pavements in the vicinity of Woodstock Primary and The Marlborough School</b>   | <b>6. Double-yellow lines (in various locations)</b>   |
| <b>7. Public and school transport improvements/ initiatives</b>                                      | <b>7. Off-highway bus stops north and southbound on the A44 adjacent to the Woodstock East site</b>            |
| <b>8. Local primary and secondary school capacity</b>  |  |
| <b>9. Multi-storey carpark at Hensington Road</b>  |  |
| <b>10. Increase and improve school parking</b>   |  |

**4.12** The detailed feedback underpinning community priorities regarding roads, traffic, parking, schools infrastructure and the environment will be set out in detail (with commentaries) in Tables 12-15 below: **Parking infrastructure: detailed overview of community opinion; Roads and traffic infrastructure: detailed overview of community opinion; Schools infrastructure: detailed overview of community opinion and; environmental improvements: detailed overview of community opinion.**

**Table 12 – Parking infrastructure: detailed overview of community opinion**

| Issue  | Community opinion  |
|--|--|
| <p><b>Blenheim to provide parking inside Hensington Gate</b></p>   | <p><b>Community survey:</b><br/> <b>4.2 out of 5</b> in terms of importance from 508 responses. 41 respondents disagreed- 8%.</p>  |
|  | <p>Commentary</p>  |
|  | <p>Comment was expressed in both the survey and at community events regarding Blenheim creating more parking capacity inside Hensington Gate for visitors or residents, thereby alleviating pressures elsewhere.</p> <p>An extensive area has already been set aside for parking inside the gate. Therefore, extension of parking may be problematic from a planning perspective, given the palace’s World Heritage Site status. The gates are also locked overnight for security reasons and resident access to cars after hours would not be possible.</p> |
| <p><b>School parking and access:<br/>                 Create designated drop off area for cars/ school buses<br/>                 Increase and improve parking for schools</b></p> | <p><b>Community Survey</b><br/> <b>4.2 out of 5</b> in terms of importance from 512 respondents. 19 respondents disagreed-4%.<br/> <b>3.4 out of 5</b> in terms of importance from 472 respondents. 53 respondents disagreed- 11%.<br/> <b>3.9 out of 5</b> in terms of importance from 477 respondents. 9 respondents disagreed- 2%.</p>  |
|  | <p>Commentary</p>  |
|  | <p>Common opinion expressed included: traffic and parking at school drop-off and pick up times; the likelihood of issues being exacerbated as schools expand in size; the need to improve parking facilities; the need to improve pavements in order to facilitate easier pedestrian access;</p>   |
| <p><b>Improve cycle paths and pavements for access to schools</b></p>  |  |

**Table 12 – Parking infrastructure: detailed overview of community opinion**

| Issue                                      | Community opinion   |
|--|---|
|  | <p>Commentary</p> <p>the encouragement of ‘walking buses’ (there is already one from the library to the primary school); and the need to improve road layout to create safe drop off areas.</p> <p>Community concern was also expressed about the need for a safe cycleway for primary and secondary school access from the Bladon roundabout. It should be noted that a cycleway from the Bladon roundabout is included in the S106 agreement as relates to the current (ongoing) Woodstock East development.</p>  |
| <p><b>Parking in central Woodstock</b></p> | <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- <b>3.7 out of 5</b> in terms of importance from 526 respondents. 84 respondents did not agree – 16%.</li> <li>- A large number of comments were made in the community survey regarding parking-related issues (see below).</li> </ul> <p>Commentary</p> <p>Common opinion expressed in consultation events and the community survey focused on: parking being a major issue in central Woodstock; concern that new development will increase the problem; the need to introduce a resident’s parking permit system; and the restriction of parking times/ curbing of all-day parking.</p> <p><b>Heart of Woodstock’s 2018 Parking and Traffic Report</b> sets out a number of recommendations for improving the parking environment in the centre of Woodstock. These included designated residential parking; reduction in the number of one-hour parking bays; three-hour parking enforcement; reappraisal of parking spaces by the painting of clear lines to delineate bays; town centre business employees to be encouraged to park within the Blenheim Estate; Blenheim to include the parking fee within their overall ticket price; new system of entry to Blenheim Palace via the Town Gate</p> |



**Table 12 – Parking infrastructure: detailed overview of community opinion**

| Issue | Community opinion   |
|-------|---|
|       | <p>operating the ‘park and pay’ system; and a permit system to allow residents to use Blenheim parking spaces at the Town gate out office hours.</p> <p>Woodstock Town Council passed (April 2019) a motion recommending to the District Council a parking policy for Woodstock which included properly enforced parking bays and parking permits for residents in specific zones.</p> <p>The parking issue will be usefully informed by the <b>Parking Survey currently being undertaken by West Oxfordshire District Council</b>. The survey information sheet states that ‘consideration will be given to the following: many of Woodstock’s central streets have limited waiting bays restricting the number of hours parking is permitted; this is challenging for residents and businesses; there is a need to control where coaches pick up and drop off; it is essential to keep traffic flowing on the A44 Oxford Road/Oxford Street as this is a main arterial route and a busy bus route. (100 plus buses each day); areas of yellow line restriction may no longer be necessary; restricted access to High Street would negate large vehicles causing traffic jams; a one-way system into High street and back out to Market Street may increase on-street parking capacity with diagonal bays and assist traffic flow; vehicles displaced from the central area through a change in restrictions may impact on surrounding residential streets.’</p> <p>The survey information sheet also states that ‘at present extending or creating new off-street parking is outside the scope of this review.’</p> <p>Parking in central Woodstock could also be facilitated via another suggestion that emerged from consultation: a multi-storey carpark at Hensington Road (see below).</p> |

**Table 12 – Parking infrastructure: detailed overview of community opinion**

| Issue   | Community opinion   |
|---|---|
| <p><b>Introduce a park and ride system</b></p>        | <p><b>Community survey:</b><br/>- <b>3.5 out of 5</b> from 505 responses. 95 respondents disagreed- 19%.</p>  |
|   | <p>Commentary</p>   |
|   | <p>The Oxfordshire Transport Strategy<sup>38</sup> indicates the development of a new Park and Ride facility next to the A44/ Woodstock roundabout.</p>   |
| <p><b>Multi-storey carpark at Hensington Road</b></p> | <p><b>Community survey:</b><br/>- <b>3.4 out of 5</b> in terms of importance from 508 respondents. 163 respondents disagreed – 32%.</p>   |
|   | <p>Commentary</p>   |
|   | <p>Support is moderate and a third of respondents are in disagreement. <b>Heart of Woodstock’s 2018 Parking and Traffic Report</b> states that: ‘Hensington car park could be developed as a low-profile multi-storey car park with basement, ground and first floor levels.’<br/>In terms of wider context, the development of new building/s in for community use in the Hensington Road area have been identified as part of the consultation.<br/>With regard to housing development and parking pressures, the West Oxfordshire DC Infrastructure Delivery Plan (2016) states: ‘car parking is also under pressure in popular tourist towns such as Burford and Woodstock, where there is extremely limited demand, especially at the weekend. However, as the car parking demand is mainly created by tourists, additional housing in these towns is unlikely to have a significant impact on parking demand.’ However, the plan also identifies the need for ‘potential additional off-street public car-parking and improved coach parking in Woodstock.’</p> |

**38** Connecting Oxfordshire: *Local Transport Plan 2015-2031*: [https://mycouncil.oxfordshire.gov.uk/documents/s33704/Background%20CA\\_JUN2816R07%20Connecting%20Oxfordshire%20vol%201%20-%20Policy%20and%20Overall%20Strategy.pdf](https://mycouncil.oxfordshire.gov.uk/documents/s33704/Background%20CA_JUN2816R07%20Connecting%20Oxfordshire%20vol%201%20-%20Policy%20and%20Overall%20Strategy.pdf)

**Table 12 – Parking infrastructure: detailed overview of community opinion**

| Issue                      | Community opinion  |
|----------------------------|--|
| <b>Double-yellow lines</b> | <ul style="list-style-type: none"> <li>• <b>Community survey:</b></li> <li>- Shipton Road: <b>3.4 out of 5</b> in terms of importance from 501 respondents. 90 disagreed-18%.</li> <li>- Banbury Road: <b>3.2 out of 5</b> in terms of importance from 500 respondents. 105 disagreed- 21%.</li> <li>- Green Lane: <b>3.1 out of 5</b> in terms of importance from 495 respondents. 108 disagreed- 22%.</li> </ul>   |
|                            | <p>Commentary</p>  |
|                            | <p>Support is moderate and up to a fifth of respondents are in disagreement.</p> <p>Painting new single or double yellow lines or extend an existing section would be subject to a Traffic Regulation Order (TRO) issued by the County Council. This process is subject to consultation. A case for introducing line/s in a given area/s would have to be made to the County Council.</p> <p>This issue may be usefully informed by the <b>Parking Survey currently being undertaken by West Oxfordshire District Council</b> (see above).</p> |

**Table 13 – Roads and traffic infrastructure: detailed overview of community opinion**

| Issue   | Community opinion   |
|---|---|
| <p><b>Road safety improvements on the A44 Old Woodstock</b></p> | <p><b>Launch events:</b></p> <ul style="list-style-type: none"> <li>- 22% of attendees saw improved or alternative foot and cycle paths between Old Woodstock and the centre as an important consideration for the Hill Rise site.</li> <li>- 7 out 30 feedback forms expressed concern about exacerbation of already existing road traffic concerns on A44 through Old Woodstock from new development at Hill Rise.</li> </ul> <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- Separation of traffic and pedestrians on A44 Old Woodstock: <b>4.2 out of 5</b> from 513 respondents. 30 respondents disagreed - 6%.</li> <li>- Improve access to Woodstock centre [from Old Woodstock] to avoid using main road: <b>4.4 out of 5</b> in terms of importance from 505 respondents. 17 respondents disagreed.</li> <li>- New footpath and cycleway at Brook Hill towards schools in north-east Woodstock (e.g. crossing river at Glyme Close or Owen Mumford factory): <b>4.2 out of 5</b> in terms of importance from 492 respondents. 21 respondents disagreed.</li> </ul> <p><b>July consultation event:</b></p> <ul style="list-style-type: none"> <li>- <b>20% of comments</b> were concerned with facilitating improved, safer pedestrian and cycle links, including alternative routes from Old Woodstock to town via the Glyme and through Blenheim park, and improving traffic calming on the A44 in the Old Woodstock area.</li> </ul> <p><b>Group and organisational responses:</b></p> <ul style="list-style-type: none"> <li>- <i>Friends of Old Woodstock</i> (various consultation responses): need for safer alternative pedestrian etc. access from Old Woodstock to the centre is a key issue. In addition, specific ideas relating to improving the A44 road environment were offered, including: a priority system at Farm End; a stronger barrier by the Black Prince public house and minor pavement</li> </ul> |

**Table 13 – Roads and traffic infrastructure: detailed overview of community opinion**

| Issue | Community opinion   |
|-------|---|
|       | <p>widening; and attention to road safety issues on the A44 Manor Road.</p> <ul style="list-style-type: none"> <li>- <i>Friends of Old Woodstock (May 2019 survey)</i>: road and pedestrian safety ‘mattered most’ to 41% of respondents (148).</li> <li>- <i>Sustainable Woodstock (September 2019)</i>: need for a safer pavement and road environment in the Old Woodstock area, including a 20mph zone through the town and the creation of a new pedestrian crossing in Hill Rise to allow access to the community woodland; extension of the 30mph zone limit north of Woodstock to Stratford Lane and south of Woodstock to Bladon roundabout; encouragement of cycling and walking to improve well-being and combat climate change; and cycle tracks should be designed from the outset for new housing.</li> <li>- <i>Sustainable Woodstock – cycle safe routes</i>: explores three possibilities for safe cycle routes. Sets out an option for improved traffic management in Old Woodstock- a new and improved signalized crossing on the A44 at Hill Rise for access to a proposed new cycle-footway within Blenheim Park.</li> </ul> |
|       | <p><b>Commentary</b></p> <p>The issue of road, pedestrian and cyclist safety on the A44, Old Woodstock was one of the most commonly and powerfully expressed subjects across the consultation.</p> <p>Extensive concern was expressed regarding the need for traffic calming measures; the need for safer cycle and pedestrian connections for all users, with particular concern for children and those with disabilities using existing pavements along the A44 from Old Woodstock into town. New cycle and pedestrian connections have been set out in Part 1 as a site-specific recommendation for the Hill Rise planning application.</p>  |



**Table 13 – Roads and traffic infrastructure: detailed overview of community opinion**

| Issue  | Community opinion  |
|--|--|
| <p><b>Restrict/ ban HGVs on A44 through town</b></p>   | <p><b>Community survey:</b><br/>                     - <b>4.4 out of 5</b> from 541 respondents. 38 respondents disagreed – 7%.</p> <p><b>Group and organisational responses:</b><br/>                     - <i>Sustainable Woodstock (September 2019)</i>: consider restricting weight of lorries through town.</p> <p>Commentary</p> <p>This is a popularly supported idea, and the issue of road safety (and noise) relating to HGV traffic was widely expressed throughout the consultation. Achieving this aim through the immediate development process relating to Hill Rise and north of Banbury Road is unlikely. Such aims have been achieved in other locations across the country and are underpinned by a rigorous evidence base.</p> |
| <p><b>Wider road environment:</b></p> <ul style="list-style-type: none"> <li>• Better management of traffic at pinch points</li> <li>• Increase capacity of single carriageway stretches of A44</li> </ul> | <p><b>Community survey:</b><br/>                     - <b>4.4 out of 5</b> in terms of importance from 526 respondents. 11 respondents did not agree – 2%.<br/>                     - <b>3.6 out of 5</b> in terms of importance from 483 responses. 111 respondents disagreed- 23%.</p>   |
|  | <p>Commentary</p>  |
|  | <p>A Transport Assessment will be undertaken as part of forthcoming planning applications on Hill Rise and north of Banbury Road to allow the implications of proposed developments to be properly considered.</p> <p>It should be noted that a cycleway from the Bladon roundabout, capacity enhancements of the A44 Bladon roundabout and the introduction of 40mph limit are included in the S106 agreement as relates to the current Woodstock East development.</p>   |

**Table 13 – Roads and traffic infrastructure: detailed overview of community opinion**

| Issue  | Community opinion   |
|--|---|
| <p><b>Speed limits:</b></p> <ul style="list-style-type: none"> <li>• 20mph limit through town centre (Caroline Court to Upper Brook Hill junction)</li> <li>• Stricter speed and traffic calming measures</li> <li>• Extend 30mph limit to south and north of Woodstock</li> </ul> | <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- <b>4.1 out of 5</b> in terms of importance from 530 respondents. 42 respondents did not agree- 10%.</li> <li>- <b>4 out of 5</b> in terms of importance from 520 respondents. 42 respondents did not agree- 8%.</li> <li>- <b>3.8 out of 5</b> in terms of importance from 517 respondents. 88 respondents did not agree- 17%.</li> </ul> <p><b>Group and organisational responses:</b></p> <ul style="list-style-type: none"> <li>- <i>WUFA feedback:</i> speed of traffic in Hensington and New Roads can sometimes be fast and dangerous. More speed restrictions on roads in the vicinity. Crossing the main road in the centre of town can be challenging, perhaps more crossings should be considered.</li> <li>- <i>Sustainable Woodstock- Cycle Safe Routes:</i> need to provide an extension of the 30mph limit on the A44 from the A4095 Bladon to the point at which the current speed limit starts.</li> </ul> |
|  | <p>Commentary</p> <p>These were popular suggestions. Achieving them through the immediate development process relating to Hill Rise and north of Banbury Road is unlikely. A Traffic Regulation Order issued by the County Council is required for changes to speed limits. The council has to ‘consult extensively when making a Traffic Regulation Order to check that the proposed limit has overall support from the community.’<sup>39</sup> The council also states: ‘we review other requests for changed limits from members of the public and parish and town councils, although unless there are safety problems or changed circumstances (for example new development) it is difficult to fund these given other pressures on our budgets.’</p> <p>This issue may be usefully informed by the <b>Parking Survey currently being undertaken by West Oxfordshire District Council</b> (see detail above).</p>  |

<sup>39</sup> Oxfordshire County Council. *Speed limits and road signs:* <https://www.oxfordshire.gov.uk/residents/roads-and-transport/traffic/speed-limits-and-road-signs>

**Table 13 – Roads and traffic infrastructure: detailed overview of community opinion**

| Issue  | Community opinion   |
|--|---|
| <p><b>Restart Woodstock by-pass discussions</b></p>  | <p><b>Community survey:</b><br/>                     - <b>4.1 out of 5</b> in terms of importance from 513 respondents. 79 respondents disagreed- 15%.</p>  |
|  | <p>Commentary</p>   |
|  | <p>This is a popular suggestion. Achieving this aim through the immediate development process relating to Hill Rise and north of Banbury Road is unlikely.</p>  |
| <p><b>Public and school transport improvements/ initiatives:</b></p> <ul style="list-style-type: none"> <li>• New bus services to common destinations</li> <li>• Campaign for more bus services</li> <li>• More bus stops</li> </ul> | <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- <b>4 out of 5</b> in terms of importance from 529 respondents. 27 respondents disagreed- 5%</li> <li>- <b>3 out of 5</b> in terms of importance from 488 respondents. 65 disagreed- 13%</li> <li>- <b>2.6 out of 5</b> in terms of importance from 491 respondents. 81 disagreed- 16%</li> </ul>   |
|  | <p>Commentary</p>   |
|  | <p>Often related in discussion to the climate crisis and the need for low/ zero carbon responses, there was community support for a range of public transport improvements and initiatives. Some were more popular than others.</p> <p>As per the Section 106 agreements on the Woodstock East site, it is possible, subject to discussion, that development at Hill Rise and north of Banbury Road will be expected to make financial contributions towards improving bus infrastructure and bus services in the Woodstock area.</p> <p>As noted above, the Diocesan Board of Education and Wootton Parish Council stated that consideration should be given to the provision of a bus service from the new Hill Rise development to Wootton Primary School.</p> |

**Table 13 – Roads and traffic infrastructure: detailed overview of community opinion**

| Issue  | Community opinion   |
|--|---|
| <p><b>Town centre and wider road environment:</b></p> <ul style="list-style-type: none"> <li>• <b>One-way system on Hensington Road</b></li> <li>• <b>Pedestrianise the High Street</b></li> <li>• <b>One-way system around the town centre</b></li> </ul> | <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- <b>3.3. out of 5</b> in terms of importance from 510 responses. 125 respondents disagreed- 25%.</li> <li>- <b>3.2 out of 5</b> in terms of importance from 525 respondents. 166 respondents disagreed- 32%.</li> <li>- <b>4 out of 5</b> in terms of importance from 530 respondents. 91 disagreed- 17%.</li> </ul> <p><b>Group and organisational responses:</b></p> <ul style="list-style-type: none"> <li>- <i>Sustainable Woodstock (September 2019):</i> consider making Hensington Road/ A44 one-way in favour of traffic from A44. Union Street would then become one-way</li> </ul> <p>Commentary</p> <p>As suggested by the Heart of Woodstock Traffic, experts could be engaged to advise as to the feasibility or otherwise of a one-way system/s. Such a study could also consider pedestrianisation in the town centre.</p> <p>This issue may be usefully informed by the <b>Parking Survey currently being undertaken by West Oxfordshire District Council</b> (see detail above).</p> |
| <p><b>Wider road environment:</b></p> <ul style="list-style-type: none"> <li>• <b>Better management of traffic at pinch points</b></li> <li>• <b>Increase capacity of single carriageway stretches of A44</b></li> </ul>                                   | <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- <b>4.4 out of 5</b> in terms of importance from 526 respondents. 11 respondents did not agree – 2%.</li> <li>- <b>3.6 out of 5</b> in terms of importance from 483 responses. 111 respondents disagreed- 23%.</li> </ul> <p>Commentary</p> <p>A Transport Assessment will be undertaken to allow the implications of proposed developments to be properly considered.</p>  |

**Table 13 – Roads and traffic infrastructure: detailed overview of community opinion**

| Issue   | Community opinion  |
|---|--|
| <p><b>Off-highway bus stops north and southbound on the A44 adjacent to the Woodstock East site</b></p> | <p><b>Launch events:</b></p> <ul style="list-style-type: none"> <li>- The need for pull-in laybys for buses north and southbound to prevent rush hour or event traffic jams was noted as a <b>significant traffic</b> issue raised and discussed at events.</li> </ul> <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- Several comments referred to the need for additional bus stops adjacent to Woodstock East site to be off-highway (i.e. pull in laybys).</li> </ul> |
|   | <p>Commentary</p>  |
|   | <p>Bus stop infrastructure provision has been agreed for Woodstock East. The current option favoured by Oxfordshire County Council Highways is that buses stop on-highway.</p>   |

**Table 14 – Schools and pre-school infrastructure: detailed overview of community opinion**

| Issue   | Community opinion   |
|---|---|
| <p><b>Pre-school, primary school (including Wootton by Woodstock primary) and secondary school infrastructure: address capacity concerns holistically</b></p> | <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- More capacity needed at Marlborough Schools: <b>3.5 out of 5</b> in terms of importance from 459 respondents. 46 disagreed- 10%.</li> <li>- More capacity needed at Woodstock primary school: <b>3.5 out of 5</b> from 460 respondents. 41 respondents disagreed- 9%.</li> <li>- <b>31 out of 150</b> comments stated that schools would have to expand in line with increased population</li> </ul> <p><b>Group and organisational responses:</b></p> <ul style="list-style-type: none"> <li>- WUFA, Woodstock primary, the Marlborough School and Diocesan Board of Education (regarding Wootton by Woodstock primary) offered detailed comment regarding school and pre-school issues (see commentary below).</li> </ul> <p>Commentary</p> <p>The impact of new development on schools was a common theme across consultation. Key comments included: increased demand for places as a result of new residents; concern regarding parking and drop-off/ pick up (see above); and expansion and relocation of facilities.</p> <p><b>Marlborough School:</b> stated that it would need to expand several areas to accommodate new demand from housing development: changing rooms; dining hall; classrooms; lecture theatre. More teachers would also be required, which could be a challenge given the cost of housing in Woodstock. The school suggested that affordable units could be set aside for newly qualified teachers. The school also noted that it was massively oversubscribed, with new development in Yarnton and Long Hanborough also increasing demand. In addition, the school stated that it would be helpful if the bus stops for the ongoing Woodstock East development had a clear, easy and safe walking/ cycling etc. route to the school, or perhaps some buses were diverted past the school itself.</p> |



**Table 14 – Schools and pre-school infrastructure: detailed overview of community opinion**

| Issue | Community opinion  |
|-------|--|
|       | <p data-bbox="555 427 742 465">Commentary</p> <p data-bbox="555 488 1348 1070"><b>Woodstock Primary:</b> met with CFO as part of the Plan consultation in March 2019. Issues raised by the school included: increased school capacity; need to develop integrated wrap around care including teacher led nursery facilities (there is no nursery provision in Woodstock); expansion of the school site on the existing site using the football field; school access (a current problem - Recreation Road and New Road too narrow, proximity to Marlborough causes congestion at peak times. Drop off and pick up times are staggered between primary and secondary but still concerning); the need for a safer pedestrian route from Old Woodstock to East including to schools; and the need for a school sports hall.</p> <p data-bbox="555 1093 1348 1899"><b>WUFA:</b> provides pre-school, breakfast club and after-schools club services. WUFA drew attention to a number of issues. Road safety has been noted above. It also stated that given the likely expansion of Woodstock Primary School, the exploration of ‘every single option of relocating WUFA to a site close to the Primary School should be undertaken’, given that WUFA relies on its proximity to the school to be sustainable and provide a service to the community. They noted that the solution to creating a cohesive community facility off-site would be move the WUFA building off the school site and rebuild a fit-for-purpose buildings on the space next to or near the Youth Club. WUFA ‘cannot stress enough [its concern] that ‘our facility might be displaced from its current location as a consequence of a school extension that may only be ‘valid’/ required for a relatively short period of time (i.e. a new primary school may well be provided if the Cherwell DC Local Plan allocates 500 houses between Woodstock and the Airport).’</p> |

**Table 14 – Schools and pre-school infrastructure: detailed overview of community opinion**

| Issue | Community opinion  |
|-------|--|
|       | <p data-bbox="557 427 740 461">Commentary</p> <p data-bbox="557 488 1337 860"><b>The Diocesan Board of Education:</b> cited increased demand for school places as a result of new development. It also noted that given the growing demands on Woodstock primary that Wootton by Woodstock primary is currently undersubscribed and could take some local demand, particularly from the Old Woodstock area. Suggestions have been noted above regarding the extension of safe cycle routes and school bus transport to facilitate improved access.</p> <p data-bbox="557 884 1350 1424"><b>Wootton Parish Council:</b> noted that the proposed housing development of 120 homes north of Hill Rise is anticipated to generate a demand for around 30 primary school places. Wootton-by-Woodstock Primary is currently undersubscribed (70 places available and 40 on the school roll) and therefore has the capacity to meet the additional demand for primary school places that will be generated by the Hill Rise development. This could be achieved without significant investment in additional school infrastructure. As has been noted above, the parish council notes that improved cycle and school bus transport could facilitate easier access for Hill Rise children to Wootton Primary.</p> <p data-bbox="557 1449 1342 1733">With regard to the local policy context, S106 financial contributions have been agreed in relation to the current Woodstock East development regarding the expansion of Woodstock Primary School and the Marlborough School. Expansion of both schools is deemed as a critical infrastructure requirement in the West Oxfordshire Infrastructure Delivery Plan (2016).</p> |

**Table 15 – Environmental improvements: detailed overview of community opinion**

| Issue   | Community opinion   |
|---|---|
| <p><b>Environmental and low carbon improvements: biodiversity, wildlife habitats + green spaces</b></p> | <p><b>Launch events:</b></p> <ul style="list-style-type: none"> <li>- 16 out of 107 attendees thought encouraging wildlife habitats would enhance the natural environment.</li> <li>- 15 out of 107 attendees thought more trees, wildlife and planting would enhance the natural environment.</li> <li>- 13 out of 107 attendees thought more green spaces would enhance the natural environment.</li> </ul> <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- More trees/ wildlife planting: <b>4.2 out of 5</b> from 522 respondents.</li> <li>- Improve the environment: <b>4.1 out of 5 in terms of importance</b> from 509 respondents.</li> <li>- Provide more green spaces: <b>4.1 out of 5</b> from 510 respondents.</li> <li>- Encourage wildlife habitats: <b>3.8 out of 5</b> from 541 respondents.</li> <li>- Keep Woodstock FC site (recreation area) as a green space: <b>4.6 out of 5</b> in terms of importance from 508 respondents.</li> </ul> <p><b>Group and organisational responses:</b></p> <ul style="list-style-type: none"> <li>- Friends of Old Woodstock and Sustainable Woodstock (in particular) emphasized the need to facilitate environmental and low carbon improvements. SW suggested implementing measures to trap carbon and support biodiversity with more trees, wildlife, wildlife corridors, verges and urban space, and also creating a local smart energy grid and larger-scale renewable energy generation installation.</li> </ul> |
|   | <p>Commentary</p>   |
|   | <p><i>These issues as relate to the potential new housing developments at Hill Rise and Banbury Road specifically have been considered above. Other environmental initiatives such as investing in a pool of electric cars and developing a community transport/ lift-share scheme have been considered as part of new infrastructure requirements.</i></p>   |

**Table 15 – Environmental improvements: detailed overview of community opinion**

| Issue | Community opinion   |
|-------|---|
|       | <p data-bbox="558 425 742 470">Commentary</p> <p data-bbox="558 481 1348 996">However, as can be seen from the evidence presented above, there was extensive community support regarding the need to consider these issues <b>town-wide</b>. Much comment and discussion was also made about the environment and the climate crisis at community events, and the need for local initiatives to respond to the challenge. In early Plan discussions, Woodstock Town Council and Blenheim Estate suggested that green spaces, particularly the recreation ground, would be an important issue for residents. This is borne out by consultation, with very high support for keeping the recreation ground as a green space.</p> <p data-bbox="558 1008 1324 1265">It should also be noted that the Town Council has recently (October 2019) resolved to undertake a Neighbourhood Plan, focusing on green spaces. The purpose of the plan is to seek designated green space status for a number of Woodstock sites including those owned by Woodstock Town Council itself.</p> |

## PART 3 - EVIDENCE BASE AND RECOMMENDATIONS FOR IMPROVEMENTS TO SOCIAL AND COMMUNITY INFRASTRUCTURE

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**5.1** Part 1 of this report set out community-derived recommendations for inclusion in planning applications at north of Hill Rise and north of Banbury Road. Part 2 set out community priorities for new and improved infrastructure which could be provided via the S106 developer contributions process.

**5.2** Part 3 sets out **recommendations derived from community consultation regarding those projects and initiatives relating to the promotion and enhancement of existing or new community infrastructure** which are unlikely to be directly facilitated by forthcoming housing development on sites in Woodstock. These recommendations relate to aim three of the Woodstock CIDP: identify the ‘soft’ (community) infrastructure needed for Woodstock to continue to prosper and thrive.

**5.3 Community infrastructure can be defined as follows:**

The range of activities, organisations and facilities supporting the formation, development and maintenance of social relationships in a community. It can include provision of community facilities; community development; local networks, community groups and organisations; small scale funding to help fund local projects; personal learning and skills development to help develop community leadership and volunteering (both formally and informally)<sup>40</sup>.

**Existing or new community infrastructure – identifying and achieving community priorities**

**5.4** The key consultation processes regarding the identification of new initiatives, projects and activities, the development of existing ones, and the identification of areas of concern and improvement were the **Community Survey** and the **Consultation with Community Groups, Organisations and Businesses**. These reports are available as separate appendices.

**5.5** CFO has had conversations with 50+ organisations. These explored issues relating to: education (nursery, pre-school and secondary); arts, science and culture; social, wellbeing and environment; and sports and recreation as related to distinct demographic groups.<sup>41</sup> Though there are areas for development and improvement, Woodstock overall has a strong and diverse social infrastructure:

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<sup>40</sup> Future Communities, 2015. Community Ingredients.

<sup>41</sup> Pre-school children aged 3-5, children aged 5-11, young people aged 11-16, adults aged 16+, and adults aged 60+.

- 75+ social, interest groups and organisations, predominantly for adults.
- 54+ businesses and home-workers.
- 3+ organisations, activities and groups for under-5s.
- 5 organisations plus 80+ afterschool clubs (Woodstock Primary and WUFA) for 5 to 11-year olds.
- 5 organisations and 30+ lunch and afterschool clubs (The Marlborough) for 11 to 16-year olds.
- 20+ organisations groups for older people (aged 60+).
- 13 sports and recreation groups and organisations.

**5.6** A tried and tested means of achieving identified priorities is via **community-led action planning**. This brings residents together to develop an action plan of practical actions which a community can work together with local agencies, organisations and volunteers to achieve, bringing about real change. It can address a wide range of social, economic and environmental issues important to communities.

**5.7** The community-led action planning process is in its formative stages in Woodstock, with the consultation suggesting several priority areas of focus, as set out in the table below. **These areas are explored in detail in subsequent sections, setting out community opinion, a commentary and more specific recommendations.**

**Table 16 – Recommended priority list for community-led action planning**

**Areas of focus**

- Improving governance for groups and organisations.
- Addressing volunteering issues and challenges.
- Developing communication and collaborations between groups.
- Addressing the specific needs of different demographic groups: pre-school children; young people; adults over 16; older people (60+); and the disabled, vulnerable and isolated.
- Prioritising and facilitating new social, economic and environmental ideas and initiatives emerging from the consultation.

**Recommendations relating to cross-cutting themes**

**5.8** The recommendations set out in this section are derived from discussion with 50+ groups and organisations set out in in the **Consultation with Community Groups, Organisations and Businesses.**



**Table 17 - Recommendations regarding themes common to groups and organisations**

| Theme   | Recommendations  |
|---|--|
| <b>Governance for groups and organisations</b>        | <ul style="list-style-type: none"> <li>• Explore fresh strategies for recruiting and supporting new trustees into roles.</li> <li>• Identify what is needed to ensure organisational sustainability.</li> <li>• Identify training opportunities for trustees.</li> <li>• Identify training opportunities for fundraising.</li> </ul>   |
| <b>Volunteering issues and challenges</b>             | <ul style="list-style-type: none"> <li>• Create a centralised volunteer service across Woodstock, managed by a coordinator so that all groups, societies and organisations have a bigger pool to draw from (a model for this has been effectively used locally in Bampton).</li> <li>• Work with the business and homeworker community to facilitate engagement in volunteering.</li> <li>• Encourage the Marlborough School to run a community service initiative to enable young people to volunteer weekly where it is needed.</li> <li>• Identify and provide training opportunities about ways to engage and retain volunteers.</li> </ul>  |
| <b>Communication and collaboration between groups</b> | <ul style="list-style-type: none"> <li>• Maximise use of available community space – are venues being underused?</li> <li>• Identify expansion potential for facilities.</li> <li>• Create prioritised working groups (involving all age groups) from the issues and ideas suggested by the survey and conversations.</li> <li>• Work collaboratively, identifying appropriate partnerships between organisations and groups and sharing combining resources, where possible.</li> <li>• Create a centralised directory of all activities, initiatives and organisations taking place across Woodstock that is updated regularly.</li> </ul> <p>The following recommendations from the Community Indoor Venues Assessment Report (see Appendix 14) offer further/ supplementary recommendations:</p> |

**Table 17 - Recommendations regarding themes common to groups and organisations**

| Theme   | Recommendations  |
|---|--|
| <b>Communication and collaboration between groups</b> | <ul style="list-style-type: none"> <li>• New developments will likely mean more demand on existing community spaces. Forthcoming development may provide a funding avenue for improvements to or expansion to existing community facilities. Follow-up work should be undertaken with representatives of community spaces to ascertain in more detail the type of improvements or consolidation that might be required/ feasibility of expansion/ associated costs etc.</li> <li>• A central list/ directory of community spaces available for hire (with contact details) should be developed and made available on key community websites, and also placed in town noticeboards</li> <li>• Peer to peer support for community facilities administrators should be nurtured. Quarterly meetings could be arranged to discuss common challenges and allow for the sharing of ideas and solutions etc. This will also encourage better communication between facilities, for example helping ensure that potential bookings which one facility is unable to take could be passed to another. A 'What's App' group, for example, may be a useful tool in this regard.</li> </ul> |

### **Recommendations relating to improving existing or developing existing activities and services**

**5.9** The table below sets out recommendations to develop services, activities and support across a range of demographics: older people (60+); the disabled, isolated and vulnerable; under 5's, children 5-11 and their families; young people aged 11 to 16; and adults 16+. It also sets out recommendations for taking forward the large range of new activities and initiatives etc. identified across the consultation process.

**Table 18 – Recommendations to develop services, activities and support for different demographic groups**

| Theme  | Community opinion, commentary and recommendations   |
|--|---|
| <b>Services, activities and support for older people</b> | Community opinion   |
|  | <p><b>Community survey:</b><br/>Facilities and opportunities for the elderly should be improved: <b>3.4 out of 5</b> in terms of importance from 514 respondents.</p> <p>Day centre for older people: <b>3.9 out of 5</b> in terms of importance from 518 respondents. 6 respondents disagreed.</p> <p>A range of new community groups and organisations relevant to this age range were supported (to varying levels) in the community survey.</p>   |
|  | <p>Commentary</p> <p>As noted previously, Woodstock has significantly more residents aged over 65 than average: 25.5% of people in Woodstock are aged 65+. The average for Oxfordshire is 18.1%.<sup>42</sup></p> <p>There was support across the consultation for improved facilities and services for older people, and also those with disabilities. <b>The Report on Consultation with Community Groups, Organisations and Businesses</b> (Appendix 4) noted that there is a diverse range of volunteer run social and wellbeing activities for older people, including coffee, lunch and stroke clubs, singing and reminiscence groups, as well as those run by U3A and Age UK (which is also appointing a home worker for Woodstock).</p> |
|  | <p>Recommendations</p> <ul style="list-style-type: none"> <li>•<b>Devise and implement a coordinated approach to identifying and supporting disabled and isolated elderly in participating in activity groups.</b></li> <li>•<b>Work together to ensure different needs for older people are addressed.</b></li> <li>•<b>Collaborate with others to provide sustainable community transport support to enable greater participation for older people in groups, activities etc.</b></li> <li>•<b>Consider if timetabling and publicizing of activities for older people can be improved.</b></li> </ul>   |

<sup>42</sup> Oxford City Council and District Data Service. Local Insight profile for Woodstock (July 2019). Op. cit.

**Table 18 – Recommendations to develop services, activities and support for different demographic groups**

| Theme  | Community opinion, commentary and recommendations   |
|--|---|
| <p><b>Services, activities and support for those who are disabled, isolated and vulnerable</b></p> | <p>Community opinion</p>  |
|  | <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- Access/ consideration for those with disabilities: <b>3.4 out of 5</b> in terms of importance from 525 respondents</li> <li>- Developing a range of new community groups and organisations relevant to this demographic were supported (to varying levels) in the community survey.</li> </ul> <p><b>Sustainable Woodstock (September 2019):</b></p> <ul style="list-style-type: none"> <li>- The need to improve and ensure ‘accessibility for the disabled and able-bodied, noting the particular difficulties at the town hall’.</li> </ul>   |
|  | <p>Commentary</p>   |
|  | <p>Comment expressed across the consultation included: need better consideration for those with disabilities; explore initiatives to identify and support to more isolated individuals; improve roads, pavements etc. to facilitate easier access.</p> <p><b>The Report on Consultation with Community Groups, Organisations and Businesses</b> (Appendix 4) offered areas for further development, as set out below.</p>   |
|  | <p>Recommendations</p> <ul style="list-style-type: none"> <li>• <b>Improve publicity and circulation so that it reaches everyone.</b></li> <li>• <b>Work together to ensure all buildings are accessible to all, e.g. organisations, shops and community halls.</b></li> <li>• <b>Invest in pathways to enable all access to all groups, building and natural amenity areas in Woodstock, e.g. the community woodland.</b></li> <li>• <b>Collaborate with others to ensure that all residents can access activities.</b></li> <li>• <b>Work together to explore ways that organisations and groups can effectively and sustainably support the implementation of social prescribing<sup>43</sup> for residents of Woodstock and neighbouring villages.</b></li> </ul> |

<sup>43</sup> ‘Social prescribing - sometimes referred to as community referral - is a means of enabling GPs, nurses and other health and care professionals to refer people to a range of local, non-clinical services’. Quoted in Social Prescribing: Applying All Our Health, July 2019: <https://www.gov.uk/government/publications/social-prescribing-applying-all-our-health/social-prescribing-applying-all-our-health>

**Table 18 – Recommendations to develop services, activities and support for different demographic groups**

| Theme  | Community opinion, commentary and recommendations   |
|--|---|
| <p><b>Services, activities and support for under 5’s, children 5-11 and their families</b></p> | <p>Community opinion</p> <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- Improve facilities for children under-5, including nursery and pre-school: <b>3 out of 5</b> in terms of importance from 495 respondents.</li> <li>- A range of new community groups and organisations relevant to this age range were supported (to varying levels) in the community survey.</li> </ul> <p><b>Comment made at consultation events held specifically for under-5s:</b></p> <ul style="list-style-type: none"> <li>- Less cars more buses because if we have more buses there will be less pollution.</li> <li>- Plant more trees in our gardens and parks with our families and friends.</li> <li>- Help poor people.</li> </ul> <p><b>Comment made at consultation events by 8-11-year-olds:</b></p> <ul style="list-style-type: none"> <li>- Go on the buses.</li> <li>- Use both sides of paper to save trees.</li> <li>- Go litter picking every month.</li> <li>- Build more eco public toilets.</li> <li>- Walk more to encourage Blenheim to build more paths.</li> <li>- Build less new villages to save green space.</li> <li>- Make bug homes for each village and town..</li> </ul> <p>Commentary</p> <p>Consultation responses from <b>WUFA, Woodstock primary, the Marlborough School and Diocesan Board of Education</b> have been summarised above.</p> <p><b>The Report on Consultation with Community Groups, Organisations and Businesses</b> offered some areas for further development, as set out below.</p> |

**Table 18 – Recommendations to develop services, activities and support for different demographic groups**

| Theme | Community opinion, commentary and recommendations   |
|-------|---|
|       | <p data-bbox="486 443 671 479">Commentary</p> <p data-bbox="486 495 1353 701"><b>Engaging with children and young people:</b> the voices of children and young people are often less audible in community consultations. Therefore, ensuring that children and young people can voice their concerns, issues and ideas has been a priority throughout.</p> <p data-bbox="486 719 1353 1263">Good working relationships have been established with WUFA, Woodstock Primary, The Marlborough School, The Woodstock Youth Club and The Girl Guides. Fifty+ 3 to 11-year-olds and thirty+ 11 to 16-year-olds have taken part in specific consultation exercises. These have explored the meaning of community and how community life can be improved for all. As a result of this activity, Young Leaders from The Marlborough School will be encouraged to be part of the Community-Led Social Action Steering Group, which is currently being established. Social action projects are also being planned with WUFA and Woodstock Primary. These involve different age groups working together and a partnership with Sustainable Woodstock, a community action group.</p> <p data-bbox="486 1346 751 1382">Recommendations</p> <ul data-bbox="486 1397 1353 2078" style="list-style-type: none"> <li>• <b>Work together to provide opportunities for organisations and families responsible for under 5's, as well as under-fives themselves.</b></li> <li>• <b>Ensure that under 5's, 6 to 11-year-olds and their families are listened to.</b></li> <li>• <b>Help young families with under 5's and 6 to 11-year-olds engage with community projects.</b></li> <li>• <b>Work together provide more opportunities and activities for young families in Woodstock.</b></li> <li>• <b>Improve communication and collaboration between organisations serving Under 5's and 5 to 11-year-olds, families and schools to strengthen provision, share resources and avoid duplication.</b></li> <li>• <b>Develop intergenerational social action initiatives and projects.</b></li> </ul> |



**Table 18 – Recommendations to develop services, activities and support for different demographic groups**

| Theme   | Community opinion, commentary and recommendations  |
|---|--|
| <p><b>Services, activities and support for young people 11-16</b></p> | Community opinion  |
|   | <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- Improve facilities for young people aged 11-18: <b>3.4 out of 5</b> in terms of importance from 508 respondents.</li> <li>- Developing a range of new community groups and organisations relevant to this age range were supported (to varying levels) in the community survey.</li> </ul> <p><b>Comment made at a ‘what is a community event’ consultation event held specifically for 11-16-year-olds:</b></p> <ul style="list-style-type: none"> <li>- they support and help each other work together towards a goal that will benefit everyone, to make their community a better place.</li> <li>- to have a strong relationship with the area where you live.</li> <li>- community means coming together as one.</li> </ul>  |
|   | Commentary   |
|   | <p><b>The Report on Consultation with Community Groups, Organisations and Businesses</b> (Appendix 4) offered some areas for further development, as set out below.</p>  |
|   | Recommendations  |
|   | <ul style="list-style-type: none"> <li>• <b>Work together with families, organisations, businesses to provide more activities for young people aged 11-16.</b></li> <li>• <b>Support 11 to 16-year-olds in being listened to and having their ideas properly represented.</b></li> <li>• <b>Help 11 to 16-year-olds engage as equal partners in community led projects.</b></li> <li>• <b>Improve communication and collaboration between organisations serving 11 to 16-year-olds, families and schools to strengthen provision, share resources and avoid duplication.</b></li> <li>• <b>Support young people becoming community leaders in Woodstock, e.g. as town councillors, organisation committee members.</b></li> <li>• <b>Work together with young people to establish new clubs e.g. a Woodstock goes green club.</b></li> <li>• <b>Work together with the schools to contribute to their communities as well as strengthen their own community engagement.</b></li> </ul> |

**Table 18 – Recommendations to develop services, activities and support for different demographic groups**

| Theme  | Community opinion, commentary and recommendations  |
|--|--|
| <p><b>Services, activities and support for adults 16+</b></p>  | Community opinion  |
|  | <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- Improve support for clubs, groups and societies: <b>2.9 out of 5</b> in terms of importance from 495 respondents.</li> <li>- Developing a range of new community groups and organisations relevant to this age range were supported (to varying levels) in the community survey.</li> </ul> |
|  | Commentary   |
|  | <p><b>The Report on Consultation with Community Groups, Organisations and Businesses</b> (Appendix 4) offered some areas for further development, as set out below.</p>  |
|  | Recommendations  |
| <ul style="list-style-type: none"> <li>• <b>Work together with adults 16+, organisations, businesses to provide more activities for this age group in their community.</b></li> <li>• <b>Work together to reach isolated and vulnerable adults 16+ and enable them to participate in community life.</b></li> <li>• <b>Help all adults 16+ engage as equal partners in community led projects.</b></li> <li>• <b>Improve communication and collaboration between organisations serving adults 16+ to strengthen provision, share resources and avoid duplication.</b></li> </ul> |  |

**Table 18 – Recommendations to develop services, activities and support for different demographic groups**

| Theme  | Community opinion, commentary and recommendations  |
|--|--|
| <p><b>Services, activities and support for adults 16+</b></p>  | <p>Community opinion</p>   |
|  | <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- Improve support for clubs, groups and societies: <b>2.9 out of 5</b> in terms of importance from 495 respondents.</li> <li>- Developing a range of new community groups and organisations relevant to this age range were supported (to varying levels) in the community survey.</li> </ul> |
|  | <p>Commentary</p>  |
|  | <p><b>The Report on Consultation with Community Groups, Organisations and Businesses</b> (Appendix 4) offered some areas for further development, as set out below.</p>  |
|  | <p>Recommendations</p>   |
| <ul style="list-style-type: none"> <li>• <b>Work together with adults 16+, organisations, businesses to provide more activities for this age group in their community.</b></li> <li>• <b>Work together to reach isolated and vulnerable adults 16+ and enable them to participate in community life.</b></li> <li>• <b>Help all adults 16+ engage as equal partners in community led projects.</b></li> <li>• <b>Improve communication and collaboration between organisations serving adults 16+ to strengthen provision, share resources and avoid duplication.</b></li> </ul> |  |

**Table 18 – Recommendations to develop services, activities and support for different demographic groups**

| Theme  | Community opinion, commentary and recommendations   |
|--|---|
| <p><b>The development of new services, activities, initiatives and organisations</b></p> | Community opinion   |
|  | <p><b>Community survey:</b></p> <ul style="list-style-type: none"> <li>- The community survey identified a large range of new activities, initiatives, groups and organisations that residents would like to see developed in Woodstock.</li> </ul> <p><b>Sustainable Woodstock (September 2019):</b></p> <ul style="list-style-type: none"> <li>- Offered a number of suggestions for new groups etc., including: wildlife, biodiversity and climate change; facilities for children; ‘locally-rooted’ shopping; and leisure and recreation..</li> </ul>   |
|  | Commentary  |
|  | <p>Multiple suggestions across a range of themes are offered in the community survey: environment (more tree planting for trapping carbon, town-wide, not only on new developments; change of management to verges and urban green space to promote flowering plants and insects); new sports and social groups (including scout group, rugby, drama, badminton, folk music, skate park); initiatives relating to retail, enterprise and services (including a community shop; tourist information centre; promotion of town business and enterprise); and organic food initiatives.</p> <p>The West Oxfordshire Infrastructure Delivery Plan (2016) identifies a skateboard facility in Woodstock as a preferred priority.</p> |
|  | Recommendations   |
|  | <ul style="list-style-type: none"> <li>• <b>Use the Community Action Plan to identify volunteers and working groups to take forward ideas and initiatives suggested by the community survey and other emerging conversations.</b></li> </ul>  |

# TAKING FORWARD THE CONCLUSIONS – WHAT HAPPENS NEXT?

Set out below are next steps and indicative timetables relating to the three main elements of the Plan:

| Plan element   | Next steps  | When (indicative)      |
|--|---|------------------------|
| <b>Planning applications at Hill Rise and north of Banbury Road</b>                | Emerging planning proposals will be presented to the community for comment/ discussion.<br><br>After this, illustrative master plans will be prepared, setting out the key land uses, landscape and movement structures and highlighting key features and design elements. Other plans will set out land use, movement, landscape, building heights and density.  | <b>November 2019</b>   |
|  | Planning applications submitted to West Oxfordshire DC. It is proposed that applications for Banbury Road and Hill Rise will be submitted simultaneously.   | <b>Early 2020</b>      |
| <b>The provision of new and improved infrastructure via Section 106 agreements</b> | S106 discussions will follow submission of the planning applications, once stakeholders have had an opportunity to see the applications in detail.<br><br>The developer will negotiate with the various stakeholders as to what infrastructure will be possible from these two developments, using the Community and Infrastructure Development Plan to help steer those discussions.<br><br>The simultaneous submission of the two planning applications will allow town wide infrastructure requirements to be considered at the same time. | <b>From early 2020</b> |
| <b>Community-led Action Planning</b>   | Meetings in September and October 2019:<br><br>Explored in more detail emerging community ideas and initiatives about developing Woodstock’s social infrastructure.<br><br>Identified volunteers to sit on a Steering Group to guide the development of an Action Plan.   | <b>Ongoing</b>         |