

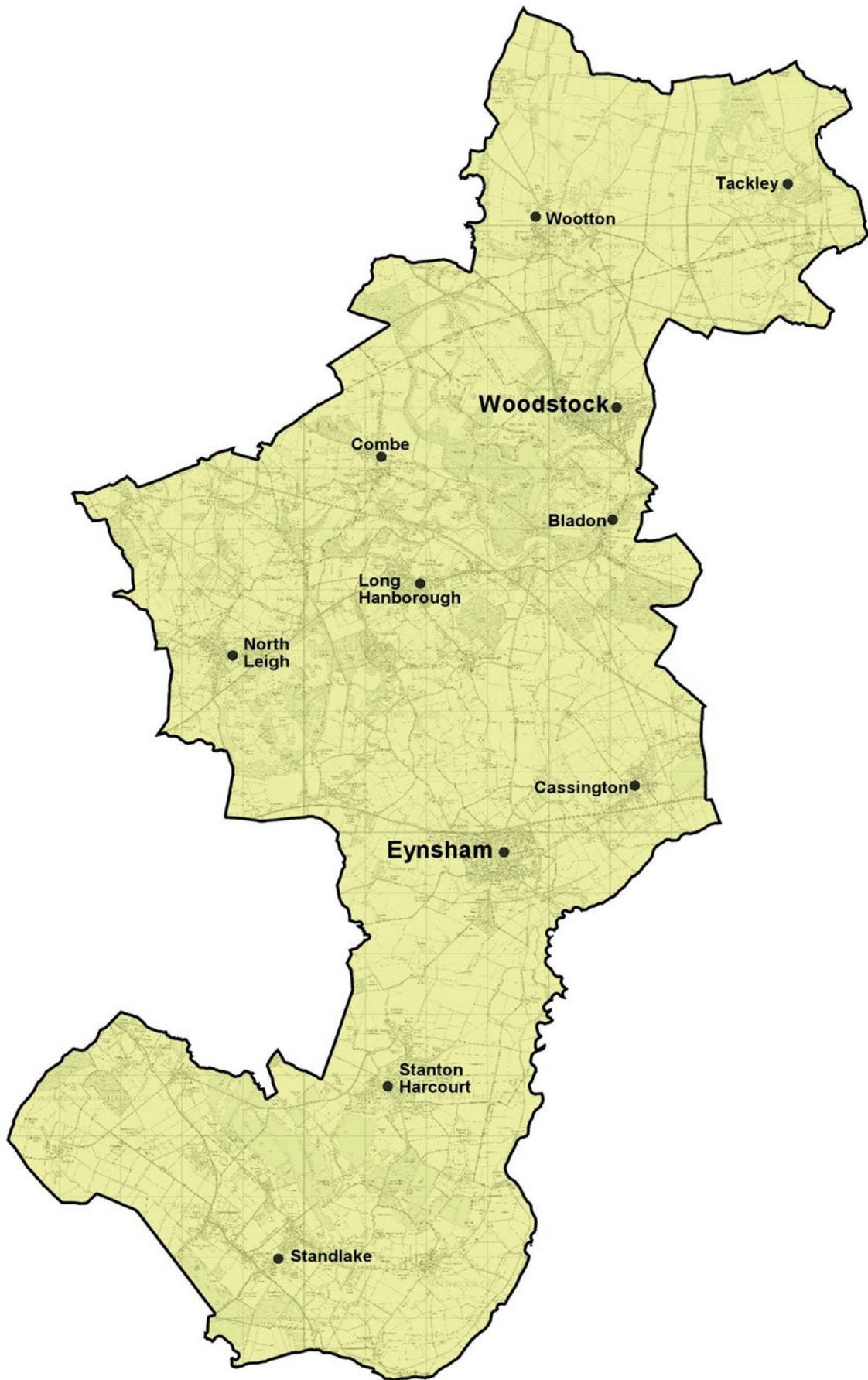


Eynsham - Woodstock sub-area

Woodstock

- 9.5.1 This is the third largest sub-area covering around 14,000 hectares and accommodating a population of around 21,000 people. The three main settlements are Eynsham, Long Hanborough and Woodstock. With a population of around 5,000, Eynsham is the fourth largest settlement in West Oxfordshire, located just south of the A40, half-way between Oxford and Witney and just beyond the western edge of the Oxford Green Belt. Eynsham is an important local service centre offering a wide range of facilities and employment. It has a particularly important role to play in meeting identified development needs due to the size of the settlement and its proximity and connections to Oxford City.
- 9.5.2 Woodstock is a historic town of national, if not international, renown. The old part of Woodstock is a well preserved example of a medieval town; a Conservation Area covers much of the central area and there are almost 200 listed buildings. The Blenheim World Heritage Site (WHS) abuts the western boundary of the conservation area and extends to the north and south of the town along the A44. The town has a very good range of services and facilities given its size (approximately 3,000 population) and good accessibility to Oxford. It can accommodate a reasonable scale of development, whilst protecting its important historic character and the setting of Blenheim Palace, in order to deliver affordable housing, enhance local services and reinforce its role as a service centre.
- 9.5.3 Long Hanborough developed as a linear village along the now A4095 and has a population of approximately 2,400. The village has a small number of shops and a reasonable range of other services and facilities. Given the residential schemes of 169 homes, 120 homes and 50 homes recently approved, the limited role of the settlement and its landscape setting, it is only suitable for further modest levels of development to help reinforce its existing role.
- 9.5.4 The other larger settlements in this area include Freeland which despite losing some its facilities in recent years retains a primary school, two places of worship, a pub and playing fields and Standlake to the south which has a population of about 1,300 and a range of local services and facilities, particularly recreational activities.

Figure 9.5a: Eynsham - Woodstock sub-area



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Housing

- 9.5.5 Eynsham experienced rapid expansion to the north after the A40 was constructed in the 1930s. Sub-division of the original burghage plots and intensification of development has also taken place within the medieval core, creating a compact and dense settlement. A development of 100 dwellings to the east and an affordable housing development completed to the west are the most significant residential developments to have taken place in recent years.
- 9.5.6 At Woodstock, residential estates have been added to the historic core of the town since the 1930s, and particularly in the 50s and 60s. More recently the number of new houses built within the town has been relatively low although permission has been granted for new residential development to the east of the town adjacent to Marlborough school which is now under construction. There is also significant developer interest on other sites including land to the south east of the town which benefits from a resolution to grant outline planning permission for 300 homes and is allocated for housing in this Local Plan (see Policy EW3).
- 9.5.7 In Long Hanborough, areas of Council housing were built during the 1920s and 1930s lessening the linear form. Further estate style housing was built in the 1940s, 50s and 60s. More recently, limited new housing has been added to the village although there are now committed residential schemes of 169 homes, 120 homes and 50 homes respectively. There is a good level of public transport accessibility with a Cotswold line railway station just to the east of the village.

Employment

- 9.5.8 Employment opportunities in this area are focused at Eynsham, Long Hanborough and Woodstock. Eynsham provides a range of facilities including employment, with the large Oakfield industrial estate and Siemens located on the outskirts of the village. Evidence⁵⁶ suggests that Eynsham is a key employment location and alongside Witney, Carterton and Chipping Norton, should cater for the bulk of demand for business premises within the District.
- 9.5.9 Long Hanborough has a small number of shops, a reasonable range of other services and facilities and there is a sizeable and well used employment area to the east of the village located next to the railway station on the Cotswold line.
- 9.5.10 Blenheim Palace is the District's largest visitor attraction and a major contributor to the local economy, both in terms of employment and spending. Its location, immediately next to Woodstock, combined with the attractive character of the town itself, has resulted in tourism being especially important to Woodstock's livelihood. The town's dual role as a tourist centre and a service centre, for its own population and its hinterland, means there are several pubs, restaurants, hotels and tea shops, along with a good range of other shops. Outside of the town's central area there are a few specific employment sites including The Quadrangle a collection of barn conversions now offices and also the Owen Mumford factory and depot off Green Lane.
- 9.5.11 The proximity of this sub-area to Oxford Airport, Kidlington and Oxford with the major employment growth areas also to the south of Oxford, present a diverse range of opportunities within close distance including within the Oxfordshire knowledge spine suggesting the Eynsham – Woodstock area has a positive role to play in terms of economic development. However, as a result, around 30% of workers in this sub-area travel to work in Oxford. This contributes towards traffic congestion along key routes including the A40 and A44.

⁵⁶ West Oxfordshire Economic Snapshot and Outlook (2015) – CAG

Transport

- 9.5.12 As outlined above, transport is a key issue for this sub-area. The A40 runs east-west through it and significant congestion occurs between Eynsham and Oxford at peak times. This also has a knock-on effect as drivers choose to avoid the A40 by using the A4095 through Long Hanborough and Bladon before joining the A44 just south of Woodstock. This leads to large volumes of through traffic in those villages and congestion on the A44 approaches to Oxford.
- 9.5.13 A further key issue for Eynsham is the congestion caused at peak times by the Swinford Toll Bridge to the south east as drivers opt to use the B4044 as a further alternative to the A40 for travel into and beyond Oxford.
- 9.5.14 Further pressure on the primary routes is caused by industrial traffic from the Lower Windrush area which often travels north, due to inadequate river crossings to the south (e.g. Newbridge).
- 9.5.15 Woodstock lies on the A44 and high through traffic levels (particularly lorries) have long been an issue for the town. An advisory route to divert freight traffic away from the A44 has been introduced and this has reduced some of the heavy goods traffic but not eliminated them.
- 9.5.16 Public transport availability in this area is good with railway stations at Combe and Finstock (with very limited services), Tackley and Hanborough (with a higher frequency of services) the latter being one of the District's largest and most well-used stations. Car parking facilities have recently been expanded at Hanborough to improve capacity and there are aspirations for further station improvements including additional parking, a footbridge and new platform so that any trains extended from Oxford can terminate and turnaround. To fully realise the potential of the Cotswold line, further redoubling will be required at the eastern and western ends of the line, between Wolvercote Junction and Hanborough, and from west of Evesham towards Pershore. This would allow up to three trains per hour to Hanborough and/or Charlbury and two trains per hour between London and Worcester, with a journey time under two hours.
- 9.5.17 Eynsham has access to very good bus services, with regular premium services to Oxford, Witney and Carterton. There is a need to improve bus journey times however through Eynsham and approaching the Wolvercote roundabout on the edge of Oxford. Funding of £35m has been made available through the local growth fund and will be used to implement improvements including the provision of a new park and ride site to the north of Eynsham, coupled with the provision of an eastbound bus lane between the park and ride and the Duke's Cut canal bridge near Wolvercote. Woodstock is served by the S3 premium bus service to Oxford, Charlbury and Chipping Norton.
- 9.5.18 Public transport in the south of the sub area is more limited however, due to the relative isolation of settlements from the rail network and the lack of bus service provision between some villages and key destinations.
- 9.5.19 Opportunities for walking, cycling and riding within the sub area are generally good due to the close proximity of Witney and Oxford to key settlements in the area, as well as public transport links for onward travel and key visitor destinations near to towns and villages. There is a dedicated cycle route running along the A40 from Witney to Oxford.
- 9.5.20 The availability of car parking in town centres, particularly Woodstock has been consistently highlighted as a key issue throughout consultation on the Local Plan.

- 9.5.21 The widest retail offer is provided by Woodstock where the range of shops available belies the size of the town. The centre has a number of high quality shops, pubs, hotels, cafes and restaurants with a low level of vacancy underlining that it is performing relatively well but is reliant on the visitor economy. Despite this apparent prosperity, the loss of shops which meet the day to day needs of residents is an issue of local concern.
- 9.5.22 Long Hanborough has a small number of shops and Eynsham is an important local service centre also providing a number of shops. Leisure opportunities are available at Standlake where there is a cricket club, banger racing circuit and holiday park. Nearby Oxford presents a diverse range of services and facilities including extensive retail and leisure opportunities.
- 9.5.23 This sub-area contains two valuable water-based leisure resources: the River Thames and its tributaries and the Lower Windrush Valley. The remoteness, tranquillity and landscape sensitivity of the Upper Thames limits the opportunities for further major water based activities and riverside facilities but there is good potential for suitable forms of tourism and leisure activity.
- 9.5.24 The Lower Windrush Valley, particularly in the Stanton Harcourt/Standlake area, has long been associated with the extraction of sand and gravel and subsequent restoration to form lakes, providing an extensive area for windsurfing, fishing, watersports and bird watching. The Lower Windrush Valley Project sets out a series of proposals to help achieve landscape, nature conservation and leisure objectives, including the provision of a long distance path – The Windrush Way – linking Witney to the Thames Path.

- 9.5.25 This is a sensitive area both in terms of the natural and historic environment. In relation to the natural environment, a small area of the northern part of the sub-area falls within the Cotswolds AONB, the eastern part is within the Oxford Green Belt and much of the south is designated as a mineral consultation area with restored sand and gravel pits which together with the River Windrush, form part of the Lower Windrush Biodiversity Target Area. The Standlake area is particularly vulnerable to flooding. Cassington Meadows is of international importance forming part of the wider Oxford Meadows, a Special Area of Conservation (SAC).
- 9.5.26 There are conservation areas and a number of listed buildings in Long Hanborough, Eynsham and Woodstock. Of particular note is the Blenheim World Heritage Site (WHS) at Woodstock which abuts the western boundary of the conservation area and extends to the north and south of the town along the A44. Blenheim Park covers some 2,000 acres and was famously landscaped by ‘Capability Brown’. Blenheim Palace itself is one of England’s largest houses built between 1705 and c.1724. There are a number of other historic parks and gardens, conservation areas and scheduled monuments scattered across the sub-area.

Infrastructure

- 9.5.27 In addition to the transport issues outlined above, infrastructure considerations in this sub-area include primarily leisure and education. The Eynsham Parish Plan identified a number of leisure needs including an all-weather artificial turf pitch, whilst current needs in Woodstock appear to be a skateboard facility and development of an outdoor training area with an ATP. The District Council's priority in Woodstock is to support the community in looking at the feasibility of an outdoor floodlit training area or ATP plus additional changing accommodation and assist in maximising any external funding opportunities.
- 9.5.28 In terms of education, schools in this area are operating in line with the County Council's target level of spare places for rural areas but are generally nearing capacity. Schools experiencing particular pressure include Combe, Bladon and Long Hanborough.
- 9.5.29 Like the rest of the District, there is a need for more affordable housing and housing for older people.

Scope for further expansion

- 9.5.30 Although a significant proportion of future growth in the District will be focused in the Witney, Carterton and Chipping Norton sub-areas, the two, more rural sub-areas have a key role to play and it is essential that they accommodate an appropriate amount and type of development so as to not stagnate or decline and provide for identified housing and economic needs.
- 9.5.31 This is particularly the case for the Eynsham – Woodstock sub-area given its proximity to Oxford and the Oxfordshire knowledge spine as well as the relatively good level of public transport available.
- 9.5.32 The greatest potential for further development in this sub-area is considered to be at Eynsham. Here, there is scope for a new strategic urban extension to the west of the village of around 1,000 homes. To the north of the A40 near Eynsham, land has also been identified as a 'Strategic Location for Growth (SLG) having the potential to create a new Garden Village based on a working assumption of around 2,200 homes (with further scope for expansion in the longer term). The new village is to be designated as a rural service centre alongside Eynsham, Woodstock and Long Hanborough and its detailed planning will be taken forward through a separate Area Action Plan (AAP) including a more definitive figure for the number of dwellings to be delivered. The Council's evidence⁵⁷ suggests that there is scope for additional business land provision to support the current economic role of Eynsham and the Garden Village provides an excellent opportunity to deliver this alongside the provision of a large number of new homes.

⁵⁷ Economic snapshot and outlook report (CAG)

9.5.33 At Woodstock, despite the sensitivities presented by the Blenheim Palace World Heritage Site (WHS) there are a number of sustainable development opportunities on the edge of the town including land to the south east and north of Woodstock. The potential impact on the historic fabric of the town, in particular the Blenheim World Heritage Site, is however a key consideration.

9.5.34 Opportunities for development elsewhere in the sub-area are relatively limited and in accordance with the overall strategy, will be focused on the larger villages. There is some scope for modest levels of further development at Long Hanborough in addition to existing commitments in order to reinforce its role. Long Hanborough offers fewer local services and facilities than Eynsham and Woodstock other than the railway station.

Key issues - summary

9.5.35 Drawing on the brief profile outlined above we can identify a number of key issues and challenges to be addressed in relation to the Eynsham - Woodstock sub-area. These include:

- This is the third largest sub-area and is well populated with most people living at the three main settlements of Eynsham, Woodstock and Long Hanborough.
- House prices in this sub-area are amongst the highest in the District.
- This area is an important source of employment providing around 25% of the District's total number of job opportunities. Eynsham in particular is an important location for business.
- There are very strong linkages with Oxford, with a high proportion of residents working in the city and much of the economic activity forming part of the wider Oxford city region economy.
- The area can play an important role in helping meet Oxford City's unmet housing needs alongside major infrastructure enhancements.
- Tourism plays an important role in terms of the economy in particular at Woodstock.
- Car parking capacity is an important consideration in some locations including Woodstock.
- Extensive sand and gravel resources in the southern part of the sub-area mean this is a major area of mineral working much of which is designated as a mineral consultation area. Appropriate after-use of mineral sites is an important issue and opportunity.
- There is severe traffic congestion on the A40 between Eynsham and Oxford at peak times and on other key routes including the A4095 and A44.
- The area has good rail service availability with railway stations at Tackley, Combe and Long Hanborough.

- There is potential to develop Hanborough Station as a stronger transport interchange, with additional parking, and improved access from the south.
- There are also some good bus services available although less so in the southern part of the sub-area where access to key bus routes is less proximate and convenient.
- This is an environmentally sensitive area including AONB, Green Belt, mineral consultation area and part of a special area of conservation (SAC).
- The area is also important in terms of heritage with Conservation Areas and a number of listed buildings in Long Hanborough, Eynsham and Woodstock and the Blenheim World Heritage Site (WHS) at Woodstock. The historic environment needs to be conserved and enhanced.
- There is an identified requirement for additional leisure provision in this area.
- Availability of adequate school capacity to accommodate future development is an issue in some locations.
- There is potential for further development primarily at the rural service centres of Eynsham, Woodstock and the Oxfordshire Cotswolds Garden Village.

Strategy

- 9.5.36 Having regard to the profile and key issues outlined above, the strategy for the Eynsham – Woodstock sub-area is set out below. Regard will also be given to any adopted (made) Neighbourhood Plans in the sub-area.

Housing

- 9.5.37 In accordance with the overall strategy additional housing development in this sub-area will be focused primarily at Eynsham, Woodstock the Oxfordshire Cotswolds Garden Village and Long Hanborough as designated rural service centres, with any additional development steered mainly towards the larger villages.
- 9.5.38 The total anticipated housing delivery for this sub-area is 5,596 homes. This includes 2,750 homes to assist neighbouring Oxford City in meeting their needs which will be provided in the period 2021 – 2031. It is anticipated that this overall level of provision will be met through a combination of homes already completed, existing commitments, a Strategic Location for Growth (SLG) a Strategic Development Area (SDA), non-strategic housing allocations and windfall development. This is summarised in the table overleaf. Further sites will also be identified through any subsequent review of this Local Plan.

Table 9.5b: Anticipated housing delivery in the Eynsham - Woodstock sub-area

Homes already completed (2011 – 2017)	547
Existing large planning commitments at 1 April 2017 (10 or more units): <ul style="list-style-type: none"> • Home Farm, Grove Road, Bladon (21)* • Pink Hill House, Southfield Road, Eynsham (16) • Land adjacent to Newland Street, Eynsham (13) • Eynsham Nursery and Garden Centre, Eynsham (77) • Land west of Thornbury Road, Eynsham (160) • Land between Wychwood House and Malvern Villas Witney Road, Freeland (41) • East of Church Road, Long Hanborough (50) • Land south of the A4095 west of Long Hanborough (169) • Land south east of Pinsley Farm, Long Hanborough (120) • Land south of New Yatt Road, North Leigh (76) • Land north of New Yatt Road, North Leigh (40) • Park Farm, Standlake Road, Northmoor (15) • Land at former Stanton Harcourt Airfield, Stanton Harcourt (50) • Street Farm, Tackley (26) • Land east of Nethercote Road, Tackley (70) • Land north of Marlborough School, Woodstock (14)* • Land east of Woodstock, Oxford Road, Woodstock (300) 	1,258
Existing small planning commitments at 1 April 2017 (less than 10 units)	164
Local Plan Allocations	
EW1 Oxfordshire Cotswolds Garden Village Strategic Location for Growth (SLG)	2,200
EW2 West Eynsham Strategic Development Area (SDA)	1,000 (net gain of 763 units as this includes two existing commitments listed above, Eynsham Nursery and Garden Centre (77 units) and Land west of Thornbury Road, Eynsham (160 units)).
EW3 Land east of Woodstock	300 (note: already included in existing commitments above).
EW4 Land north of Hill Rise, Woodstock	120
EW5 Land north of Banbury Road, Woodstock	180
EW6 Myrtle Farm, Long Hanborough	50
EW7 Oliver's Garage, Long Hanborough	25
EW8 Former Stanton Harcourt Airfield, Main Road, Stanton Harcourt	50 (note: already included in existing commitments above).
Anticipated windfall (2017 – 2031)	289
Total anticipated housing delivery	5,596

* Remaining units forming part of a larger scheme

Past completions, existing commitments and windfall

9.5.39 In the first six years of the plan period (2011 – 2017) a total of 547 homes have already been completed in the Eynsham - Woodstock sub-area. As of 1 April 2017, a further 1,422 homes already benefit from planning permission or resolution to grant permission subject to Section 106. This comprises 1,258 units on larger sites of 10 or more dwellings and 164 on smaller sites of less than 10.

9.5.40 It is also considered appropriate to include a 'windfall' allowance to cater for unidentified sites that are likely to come forward for housing over the period of the Local Plan. Based on past evidence of historic rates of windfall delivery by sub-area, it is reasonable to expect delivery of at least 289 units from unidentified windfall sites in the period 2017 – 2031.

Strategic location for growth (SLG) and strategic development area (SDA)

9.5.41 One Strategic Location for Growth (SLG) north of Eynsham and one Strategic Development Area (SDA) west of Eynsham are proposed in the Eynsham – Woodstock sub-area together with a number of smaller 'non-strategic' housing allocations. The Oxfordshire Cotswolds Garden Village Strategic Location for Growth (SLG) will accommodate a new rural service centre to the north of the A40 near Eynsham, the detail of which will be taken forward through a separate Area Action Plan (AAP). The West Eynsham SDA will provide an urban extension of Eynsham itself.

9.5.42 There is a working assumption that the Oxfordshire Cotswolds Garden Village SLG will deliver around 2,200 new homes by 2031 which will contribute entirely towards meeting the housing needs of nearby Oxford City. The Area Action Plan (AAP) will provide a more definitive figure for the number of dwellings the Garden Village is likely to deliver.

9.5.43 The West Eynsham SDA will deliver around 1,000 new homes by 2031, a proportion of which (550 homes) will contribute towards meeting the housing needs of Oxford City with the remainder (450 homes) contributing towards West Oxfordshire's own identified housing needs.

Oxfordshire Cotswolds Garden Village Strategic Location for Growth (SLG) – 2,200 homes (Eynsham Parish)

9.5.44 Land to the north of the A40, near Eynsham is identified as a 'Strategic Location for Growth' (SLG) at which a new garden village of around 2,200 homes will be created, based on the Garden City movement of the late 1800s the general principles of which have been distilled by the Town and Country Planning Association (TCPA) as follows:

- Strong vision, leadership and community engagement;
- Community ownership of land and long term stewardship of assets;
- Provision of a wide range of jobs within easy commuting distance of homes;
- Ensuring a broad mix of housing types and tenures that are genuinely affordable including starter homes and opportunities for self-build;
- Providing integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport;
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food;
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods;
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and seeks to minimise carbon use and achieve energy-positive technology to ensure climate resilience;
- Land value capture for the benefit of the community.

9.5.45 Having regard to these overarching principles (which are not specific to West Oxfordshire and may not all be relevant) the Council's initial aims and objectives for the garden village are set out below. These will be refined and developed through the Area Action Plan process in liaison with key stakeholders.

- Create a garden village consistent with the TCPA's garden city principles (see above) and with emerging standards for garden villages.
- Deliver an exemplar development that combines 21st Century best practice with a practical delivery model replicable elsewhere.
- Provide a new long term growth option, meeting a wide range of housing needs, including needs from Oxford City, through a mix of types and tenures.
- Create a major long term employment opportunity that capitalises on the strategic location, and a new rural service centre supplementing Eynsham's role.
- Design a garden village that is distinct from Eynsham, separated from the Hanboroughs and Freeland, and that has a strong positive relationship with the wider countryside beyond the boundary of the garden village.
- Reflect the location of the site within the Wychwood Project area through landscape design and the creation of new woodlands.
- Incorporate new models and new delivery mechanisms in order to accelerate housing delivery.
- Allow for a diverse range of housing delivery partners such as self-builders, SME enterprises, major housebuilders, housing associations, community land trusts, employers etc.
- Set out a delivery programme that ensures the necessary supporting infrastructure is delivered early on, and that enables a strong unique sense of place apparent from the first phases of development.

9.5.46 The garden village SLG is primarily greenfield and largely in agricultural use at present although there are some existing uses including commercial development on the southern boundary along the A40 as well as some existing residential properties and an aggregate recycling facility with permanent planning permission within the northern parts of the site. The land has no significant physical or policy constraints although there are sand and gravel deposits within and adjacent to the site and the aggregate recycling facility is safeguarded under the County Council's Minerals and Waste Local Plan. A significant proportion of the land identified is being actively promoted for development. It falls outside the Oxford Green Belt which lies immediately to the east.

9.5.47 Importantly, the suitability of the SLG for strategic development has been assessed in broad terms as part of countywide joint working carried out to determine the apportionment of unmet need from Oxford City. It was considered against a number of alternative site options in West Oxfordshire and shown to be the most appropriate option in West Oxfordshire (together with land to the west of Eynsham) for providing additional housing to meet the housing needs of Oxford City. Suitability for development has also been tested through the Council's Strategic Housing and Employment Land Availability Assessment (SHELAA) and as part of the Local Plan Sustainability Appraisal (SA) process alongside other reasonable alternatives.

9.5.48 The location of the SLG is such that it has a strong spatial relationship to Oxford and the Oxfordshire knowledge spine. This is reinforced by the Council's own economic evidence which highlights the close relationship of Eynsham with Oxford and its surrounding environs. A broad, indicative site boundary is shown below in Figure 9.5c.

9.5.49 The intention of the Council is to prepare more detailed policy guidance as a follow on to the Local Plan in the form of a separate 'Area Action Plan' (AAP) to be developed in consultation with key stakeholders. Whilst the scope of the AAP is not yet confirmed it is anticipated that it will address the following key issues (note: this list is not exhaustive):

- Site boundary
- The 'vision' and aims/objectives for the Garden Village
- Quantum and mix of uses
- Framework plan
- Design code requirements for future applications
- Highways and access arrangements
- Public transport, pedestrian and cycle facilities/linkages
- Housing types and tenures including affordable housing
- Energy and resources
- Minerals and waste
- Key infrastructure requirements
- Delivery partners, phasing and implementation
- Potential scope for longer term growth

Monitoring

9.5.50 In terms of new housing provision, there is a working assumption that the garden village will deliver at least 2,200 homes by 2031 although if the lead in time to construction can be accelerated, this number could be increased. Development will be led by an Area Action Plan (AAP) which will help to more definitively determine the most appropriate number of new homes to be provided. There is also an opportunity to consider further development beyond 2031 which would need to be considered against other reasonable alternatives as part of any subsequent review of this Local Plan.

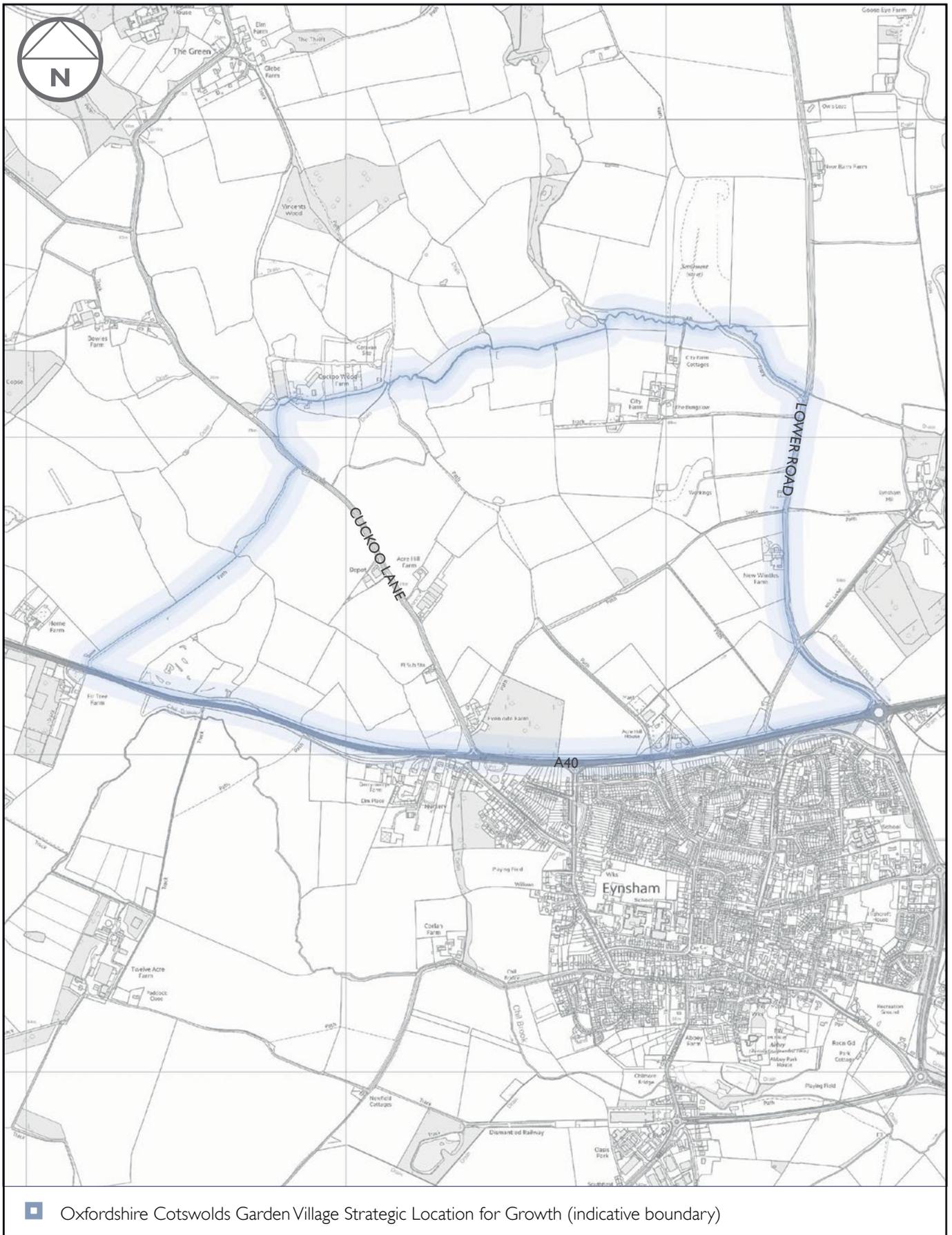
9.5.51 In accordance with Garden City/Village principles, a broad range of dwelling types and tenures will be sought including up to 50% affordable housing in line with Policy H3 (subject to viability considerations). Whilst the detail of the proposals will be taken forward through the AAP, the Council's objective is to secure at least 20% of the overall number of dwellings in the form of low cost home ownership such as Starter Homes. There will also be a strong emphasis on the provision of opportunities for self-build in accordance with Policy H5 as well as consideration of the opportunity to provide accommodation for Gypsies and Travellers in accordance with Policy H7.

9.5.52 In accordance with Garden City/Village principles, there will be a strong emphasis on the provision of high quality local employment opportunities in order to encourage increased self-containment and reduce the need for out-commuting. Whilst the detail will be worked up through the Area Action Plan, it is anticipated that the Garden Village will incorporate a new science park of around 40 hectares in size in a prominent location close to the A40. This scale will provide long term capacity up to and beyond 2031.

9.5.53 Although there are a number of 'campus-style' science parks in Oxfordshire, there are currently none in West Oxfordshire. The provision of around 40 hectares of business land within the Garden Village will help to ensure it is a commercially viable prospect and has the necessary scale to operate as a science park. The principle of delivering a new science park in this location is supported by the Oxfordshire LEP and is reflective of the economic strength of Eynsham and its close relationship to Oxford and the Oxfordshire knowledge spine. It is complementary to the Northern Gateway proposals in Oxford.

- 9.5.54 In addition to significant provision of new housing and job opportunities, the Garden Village will deliver major transport improvements and improved connectivity by car, public transport, walking and cycling. This will be a key theme of the development in line with Garden City/Village principles.
- 9.5.55 In terms of public transport, the site will include a new park and ride site, funding for which has already been secured by Oxfordshire County Council through the Local Growth Fund (£35m). This funding award will also deliver an eastbound bus priority lane from the new park and ride site to Duke's Cut canal bridge near Wolvercote. Further long term improvements to the A40 have also been identified by Oxfordshire County Council which when implemented will further encourage the use of priority bus services along the A40. The AAP process will help to ensure that highway and access considerations for the garden village are appropriately aligned with the proposed park and ride as well as wider A40 improvements and the access arrangements for the proposed West Eynsham Strategic Development Area (SDA).
- 9.5.56 Whilst the land is not directly served by rail it is in close proximity to Hanborough Station which is only around 3km to the north at its nearest point. The proposed Garden Village therefore presents an excellent opportunity to provide high quality linkages with Hanborough Station, thereby capitalising on the station and line improvements that have already been made or are being proposed.
- 9.5.57 Whilst the details of any proposal will be worked up through an Area Action Plan, it is evident that there are a number of existing public rights of way between the Garden Village site and Hanborough Station that could be enhanced and extended or with dedicated provision for cyclists provided. Similarly there is an opportunity to enhance connections to the station by road including the possibility of a southern access point from Lower Road being provided. All of these measures would make a significant contribution towards encouraging residents of the Garden Village to use Hanborough Station for journeys by rail.
- 9.5.58 The size of the proposal is such that provision would also be made for supporting community uses including a new primary school together with a neighbourhood centre of a suitable scale to serve everyday needs of residents. In accordance with Garden City/Village principles the development will also be characterised by generous Green Infrastructure both formal and informal. This will include the provision of effective links to the surrounding countryside.
- 9.5.59 By ensuring good links across the A40 (e.g. an iconic feature bridge as suggested in the Council's Garden Village expression of interest) existing residents of Eynsham to the south will be able to access the Garden Village to enjoy the services, facilities and amenities it will offer. Conversely, residents of the Garden Village will be able to access Eynsham and its services and facilities, thereby playing a complementary rather than a competing role. The Council will prepare a separate Infrastructure Delivery Plan (IDP) for the Eynsham area alongside the AAP process. This will help to determine future infrastructure requirements in more detail with input from key stakeholders.

Figure 9.5c: Oxfordshire Cotswolds Garden Village Strategic Location for Growth (SLG)



POLICY EW1:

Oxfordshire Cotswolds Garden Village Strategic Location for Growth (2,200 homes)

Land to the north of the A40, near Eynsham to accommodate a free-standing exemplar Garden Village, the comprehensive development of which will be led by an Area Action Plan (AAP) including:

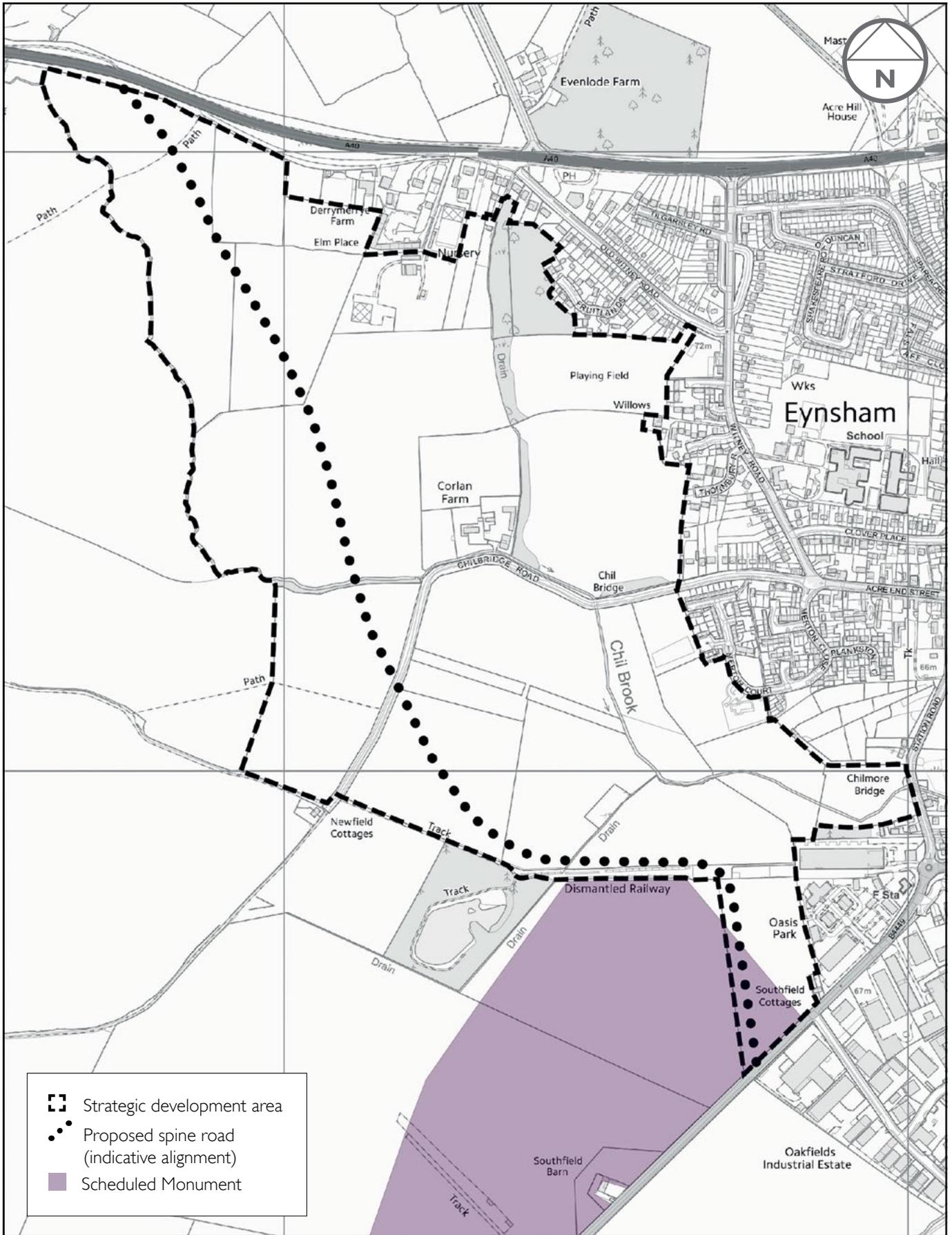
- a) a working assumption of about 2,200 homes with a balanced and appropriate mix of house types and tenures to meet identified needs including affordable housing.
- b) development taken forward in accordance with key Garden Village principles.
- c) about 40 hectares of business land (B-class) in the form of a 'campus-style' science park.
- d) provision of a new park and ride site (1,000 spaces) with associated bus priority lane along the A40.
- e) the provision of up to two primary schools on site (2FE including nursery) on 2.22ha sites together with financial contributions towards secondary school capacity as appropriate.
- f) The provision of essential supporting transport infrastructure the detail of which will be identified through the AAP process, including mitigating the impact of traffic associated with the development; appropriate consideration of the proposed park and ride, wider A40 improvements and access arrangements for the West Eynsham Strategic Development Area (SDA); the provision of appropriate financial contributions towards LTP4 transport schemes such as the A40 Strategy; provision of appropriate public transport (services and infrastructure) serving the site; and provision of a comprehensive network for pedestrians and cyclists with good connectivity provided to adjoining areas, including a particular emphasis on improving linkages to Hanborough Station, to the proposed Park and Ride and to Eynsham and on enhancing Hanborough Station as a transport interchange.
- g) development to be phased in accordance with the timing of provision of essential supporting infrastructure and facilities.
- h) the provision of appropriate landscaping measures to mitigate the potential impact of development and associated infrastructure.
- i) biodiversity enhancements including arrangements for future maintenance.
- j) masterplanning that takes adequate account of open space and green infrastructure networks and needs, and maximises opportunities to create and strengthen green infrastructure in accordance with the Council's Green Infrastructure Plan (to be prepared).
- k) appropriate measures to mitigate traffic noise.
- l) the investigation, recording and safeguarding of the known and potential archaeological significance of the Area prior to any development taking place. The results of the investigation and recording should inform the final layout of the development and be deposited in a public archive.
- m) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.
- n) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.
- o) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.
- p) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build.
- q) appropriate measures to safeguard and take account of the operational requirements of the existing aggregate recycling facility within the site and also to safeguard sand and gravel deposits where appropriate having regard to the policies of the Minerals and Waste Local Plan.

West Eynsham Strategic Development Area (SDA) – 1,000 homes (Eynsham Parish)

- 9.5.60 Land to the west of Eynsham is allocated for the delivery of 1,000 homes. A proportion of these new homes (550) will contribute towards the unmet housing need of Oxford City, with the remaining balance (450) contributing towards West Oxfordshire's own identified housing needs. The site is well-related to the main services and facilities of Eynsham including in particular Bartholomew Secondary School, Eynsham Village Hall and the Eynsham Medical Centre. It has no major physical or policy constraints to development although flood risk is an important consideration due to the presence of the Chil Brook which runs across parts of the site. The majority of the site is actively being promoted for development.
- 9.5.61 The former Eynsham Nursery and Garden Centre to the west of Eynsham has already secured planning permission for residential development of 77 new homes. A resolution to grant outline planning permission has also been secured for a further 160 homes on land immediately west of Willows Edge/Thornbury Road. Both sites fall within the SDA boundary, demonstrating clear developer interest.
- 9.5.62 The suitability of the site for strategic development has been assessed in broad terms as part of countywide joint working carried out to determine the apportionment of unmet need from Oxford City. The site was considered against a number of alternative site options in West Oxfordshire and shown to be the most appropriate option (together with land to the north of Eynsham, the site of the Garden Village expression of interest) for providing additional housing to meet the housing needs of Oxford City. The suitability of the site has also been tested through the Council's Strategic Housing and Employment Land Availability Assessment (SHELAA) and as part of the Local Plan Sustainability Appraisal (SA) process alongside other reasonable alternatives.
- 9.5.63 The potential for a western expansion of Eynsham has also been considered as part of the extensive work and consultation on the emerging Neighbourhood Plan for Eynsham. The proposed allocation is shown overleaf.
- 9.5.64 The site is in multiple land ownerships and the majority has been promoted for development through the Council's Strategic Housing and Economic Land Availability Assessment (SHELAA). Having regard to the size of the site, the constraints that exist in terms of flood risk and the requirement for other on-site uses including a new primary school, local centre and green infrastructure it is reasonable to expect delivery of around 1,000 new homes in this area.
- 9.5.65 A key consideration for this site is traffic impact not only in terms of the traffic impact of the proposed development but also the potential to deliver strategic transport improvements that would be of wider benefit to other residents and employees. In particular, a major urban extension such as this presents the opportunity to provide a new western spine road for Eynsham serving the new development and also providing a road connection from the A40 to the B4449 to the south, thereby providing additional journey choice and subject to appropriate design and traffic management/signage, potentially helping to remove unnecessary through-traffic in Eynsham including traffic currently using Witney Road and Acre End Street/High Street.

- 9.5.66 The provision of this spine road will be sought as an integral part of comprehensive development to the west of Eynsham. A key consideration is the relationship between proposed access arrangements onto the A40 from this site, as well as the park and ride and Garden Village to the north and wider improvements to the A40 more generally. There is a need for an integrated approach to ensure the most appropriate and effective solution is achieved. Another key consideration for the spine road is the potential impact on the scheduled monument that adjoins the southern boundary of the SDA. Development will therefore be required to take full account of this designated heritage asset in accordance with national policy.
- 9.5.67 A further key consideration for the site is the provision of effective pedestrian and cycle links to encourage sustainable travel into Eynsham and beyond including the Oxfordshire Cotswolds Garden Village to the north of the A40. Any development in this area will need to be supported by a detailed Transport Assessment (TA) and Travel Plan.
- 9.5.68 As a major urban extension into open countryside, landscape impact is a key consideration but compared to other alternative site options, this area is not overtly sensitive and if planned and designed properly, the impact of development is capable of being effectively mitigated. A detailed landscape and visual impact assessment would be required in support of any future application to determine the most appropriate form and layout of development which would ultimately influence final housing numbers.
- 9.5.69 In terms of deliverability, whilst the site is in multiple ownerships, the majority is being actively promoted for development and can therefore be considered to be available. In terms of viability, the Council's evidence suggests that a scheme of 1,000 homes in this area would be viable taking account of the likely infrastructure costs including those associated with the western spine road and a new on-site primary school.

Figure 9.5d: West Eynsham Strategic Development Area (SDA)



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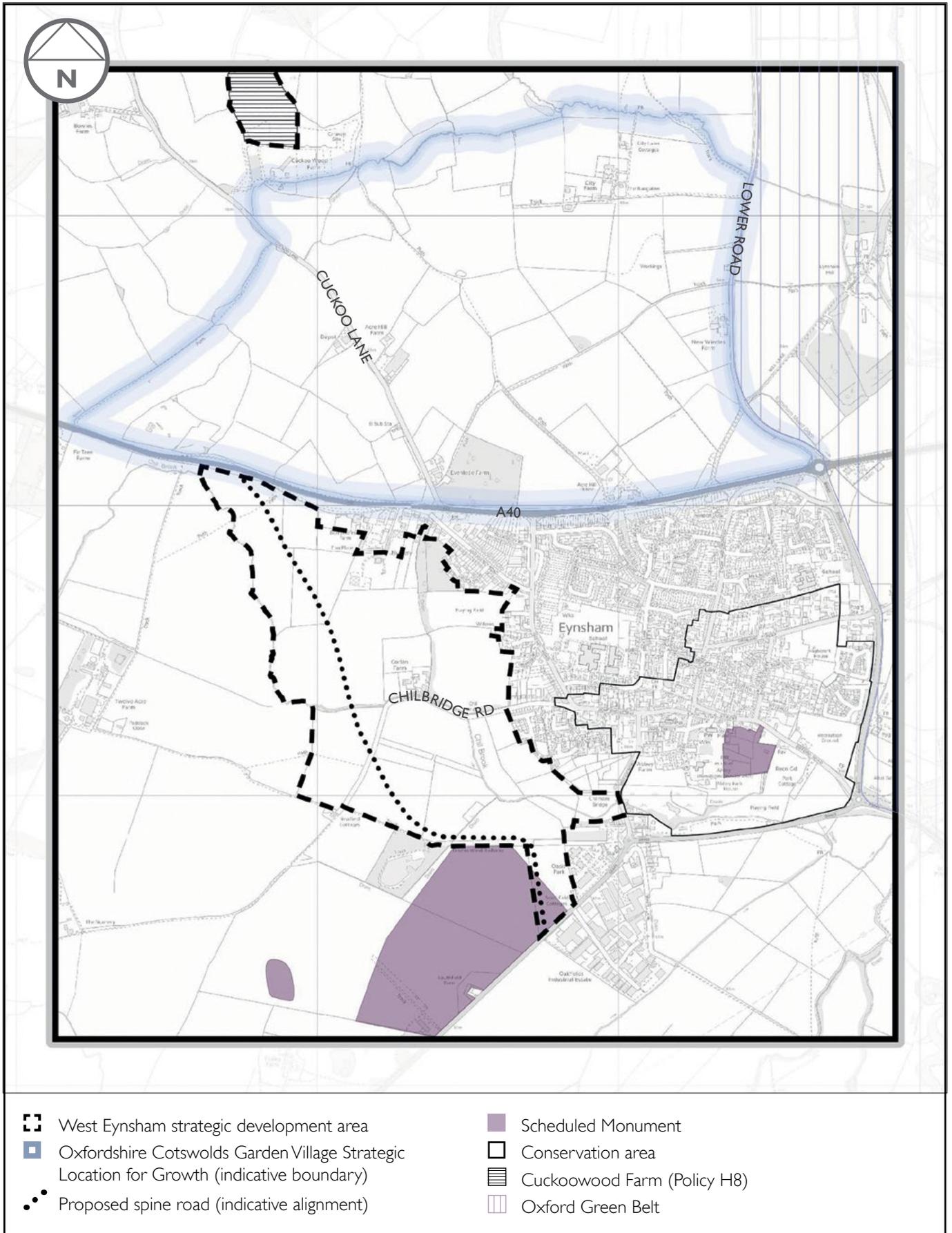
POLICY EW2:

West Eynsham Strategic Development Area (1,000 homes)

Land to the west of Eynsham to accommodate a sustainable integrated community that forms a positive addition to Eynsham, including:

- a) about 1,000 homes with a balanced and appropriate mix of house types and tenures to meet identified needs including affordable housing.
- b) comprehensive development to be led by an agreed masterplan.
- c) provision of a new western spine road funded by and provided as an integral part of the development and taking the opportunity to link effectively with the existing road network on the western edge of the village.
- d) the provision of a new primary school on-site (1.5FE including nursery) on a 2.22 ha site to enable future expansion together with financial contributions towards secondary school capacity as appropriate.
- e) the provision of other supporting transport infrastructure, including mitigating the impact of traffic associated with the development; appropriate consideration of the proposed park and ride, wider A40 improvements and the Oxfordshire Cotswolds Garden Village SLG; the provision of appropriate financial contributions towards LTP4 transport schemes such as the A40 Strategy; provision of appropriate public transport (services and infrastructure) serving the site; and provision of a comprehensive network for pedestrians and cyclists with good connectivity provided to adjoining areas, including the Proposed Park and Ride, Eynsham Village, the Oxfordshire Cotswolds Garden Village, Hanborough Station and into the surrounding countryside.
- f) development to be phased in accordance with the timing of provision of essential supporting infrastructure and facilities.
- g) the provision of appropriate landscaping measures to mitigate the potential impact of development and associated infrastructure.
- h) biodiversity enhancements including arrangements for future maintenance.
- i) masterplanning that takes adequate account of open space and green infrastructure networks and needs, and maximises opportunities to create and strengthen green infrastructure in accordance with the Council's Green Infrastructure Plan (to be prepared).
- j) the investigation, recording and safeguarding of the known and potential archaeological significance of the Area prior to any development taking place. The results of the investigation and recording should inform the final layout of the development and be deposited in a public archive. Particular consideration will need to be given to the scheduled monument adjacent to the B4449 including when determining the most appropriate alignment/access arrangements for the western spine road. All feasible route options and junction arrangements must be explored to ensure that any harm to or loss of significance of the scheduled monument by crossing of or encroachment upon the monument or its setting should be avoided if at all possible, and that any unavoidable harm or loss of significance is minimised, as far as possible mitigated and justified in accordance with Policy EH15.
- k) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.
- l) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.
- m) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.
- n) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build.

Figure 9.5e: Eynsham inset



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Alternative options for strategic growth in the Eynsham – Woodstock sub-area

9.5.70 As part of the assessment of strategic options undertaken in partnership with the other Oxfordshire authorities, consideration has been given to two other ‘strategic’ options for growth in the Eynsham – Woodstock sub-area, land at Barnards Gate and land to the east of Woodstock (the majority of which is located in neighbouring Cherwell District).

9.5.71 The Barnard Gate site is located to the north of the A40 between Witney and Eynsham. The assessment and analysis undertaken as part of the joint working on unmet need identified a number of sensitivities and the site was not subsequently included as a preferred option for meeting Oxford’s housing needs. Effectively it is a less suitable option than the land to the north of the A40 which has been identified to assist Oxford.

9.5.72 Land to the east of Woodstock lies partly within West Oxfordshire and primarily within Cherwell District. Whilst the joint work on unmet need concluded that the site had some merit it also had a number of important sensitivities not least the potential impact on the Blenheim Palace World Heritage Site (WHS). The District Council considers that a smaller development on the portion of the site which is within West Oxfordshire is appropriate and this plan identifies an allocation of 300 homes. The site also benefits from a resolution to grant planning permission for 300 homes.

Non-strategic housing allocations

9.5.73 In order to help meet identified housing needs in addition to the strategic location for growth and strategic development area, six smaller site allocations are also proposed in the Eynsham – Woodstock sub-area. These include:

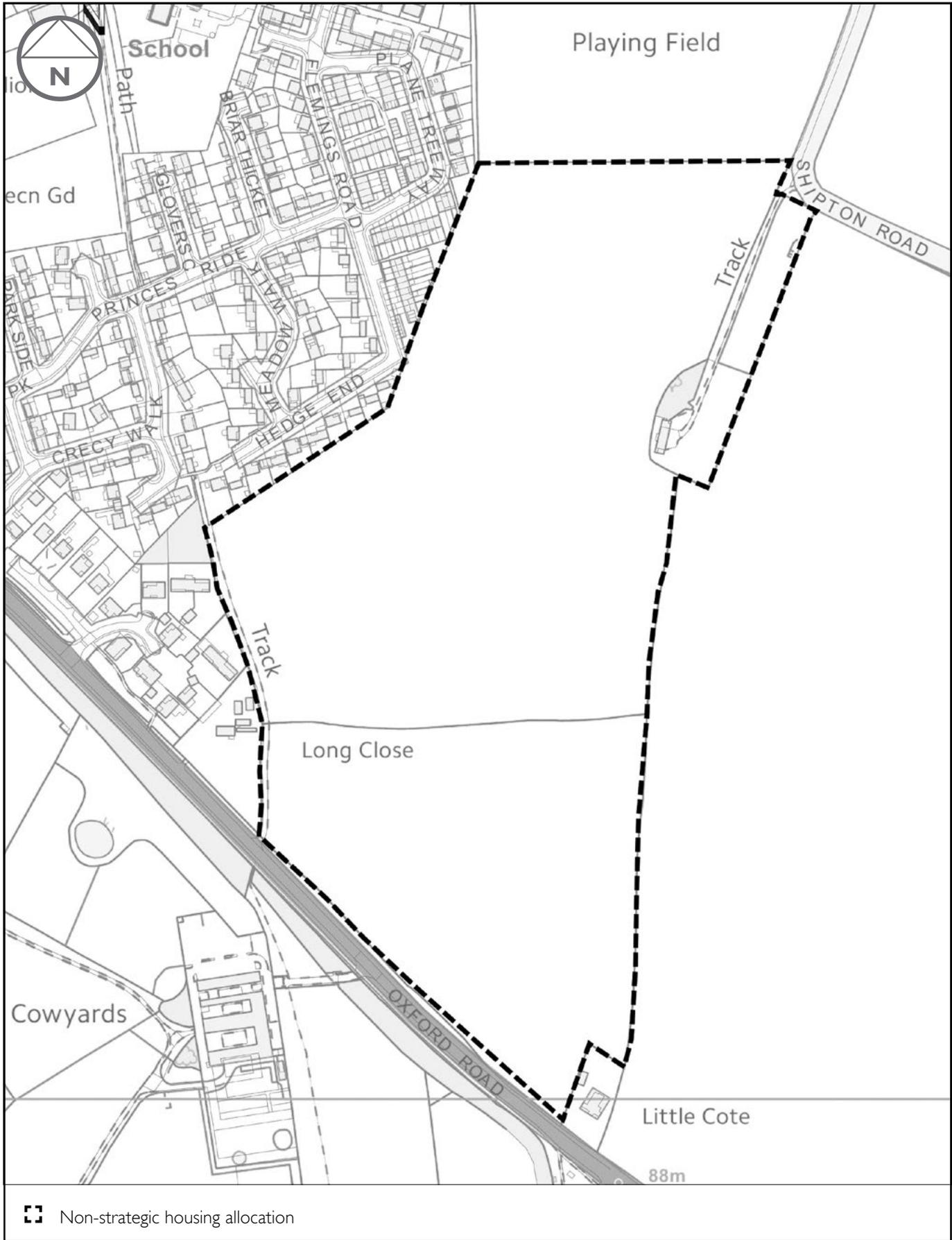
- Land East of Woodstock (300 homes)
- Land north of Hill Rise, Woodstock (120 homes)
- Land north of Banbury Road, Woodstock (180 homes)
- Land at Myrtle Farm, Long Hanborough (50 homes)
- Oliver’s Garage, Long Hanborough (25 homes)
- Former Stanton Harcourt Airfield (50 homes)

Land east of Woodstock (300 homes)

9.5.74 This is a greenfield site of around 16 ha on the south eastern edge of Woodstock currently in agricultural (arable) use. The site immediately adjoins existing residential development to the west, is bordered to the north by sports pitches associated with the Marlborough School, to the east by open countryside and to the south by the A44 and beyond that the grounds of Blenheim Palace which is a designated World Heritage Site (WHS). The eastern boundary of the site forms the administrative boundary between West Oxfordshire and neighbouring Cherwell District.

- 9.5.75 The site is in a single ownership (the Blenheim Estate) and has previously been promoted through the Council's housing land availability assessment which has concluded that it is suitable in principle for residential development. The District Council previously allocated the site for mixed-use development during the preparation of the 2011 Local Plan but the site was removed at the request of the Inspector who felt at that time that the scale of the proposed development was excessive.
- 9.5.76 Whilst it is clearly a sensitive site given the importance of the approach to Woodstock and the proximity of the Blenheim Palace WHS, it is reasonable to conclude that residential development in this location represents a sustainable development opportunity which if designed, managed and implemented properly, presents an excellent opportunity to deliver a high quality housing scheme in close proximity to the central core of Woodstock which ranks as one of the District's most sustainable settlements in terms of the availability of shops, services and facilities. The proposed site allocation is shown in Figure 9.5f below.
- 9.5.77 The site has no major physical constraints as it is relatively flat and access can be achieved directly from the A44. It is not within the Green Belt, is not within an area of flood risk and is not within the Cotswolds AONB. In landscape terms, the Council's evidence identifies that the site is of medium landscape sensitivity and medium visual sensitivity. A key consideration for the site is potential heritage impact, both in relation to the site itself and also having regard to the cumulative impact of this site in conjunction with the two other proposed allocations at Woodstock. The Council's evidence identifies that development of the site could affect the setting of the nearby Cowyard listed buildings and the Blenheim Villa Scheduled Monument the latter impact being limited and the former capable of mitigation. The most significant issue for the site is the potential impact of development on the wider rural setting of the WHS and the approach along the A44. This is not however considered to be a constraint to development provided it is addressed sensitively through appropriate layout, density, scale and external appearance.
- 9.5.78 For the reasons outlined above, the land east of Woodstock is allocated for the provision of around 300 new homes. Policy EW3 overleaf applies.

Figure 9.5f: Land east of Woodstock



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POLICY EW3:

Land East of Woodstock (300 homes)

Land to the east of Woodstock, north of the A44 Oxford Road to accommodate around 300 dwellings as a well-integrated and logical extension of the existing built form of the town.

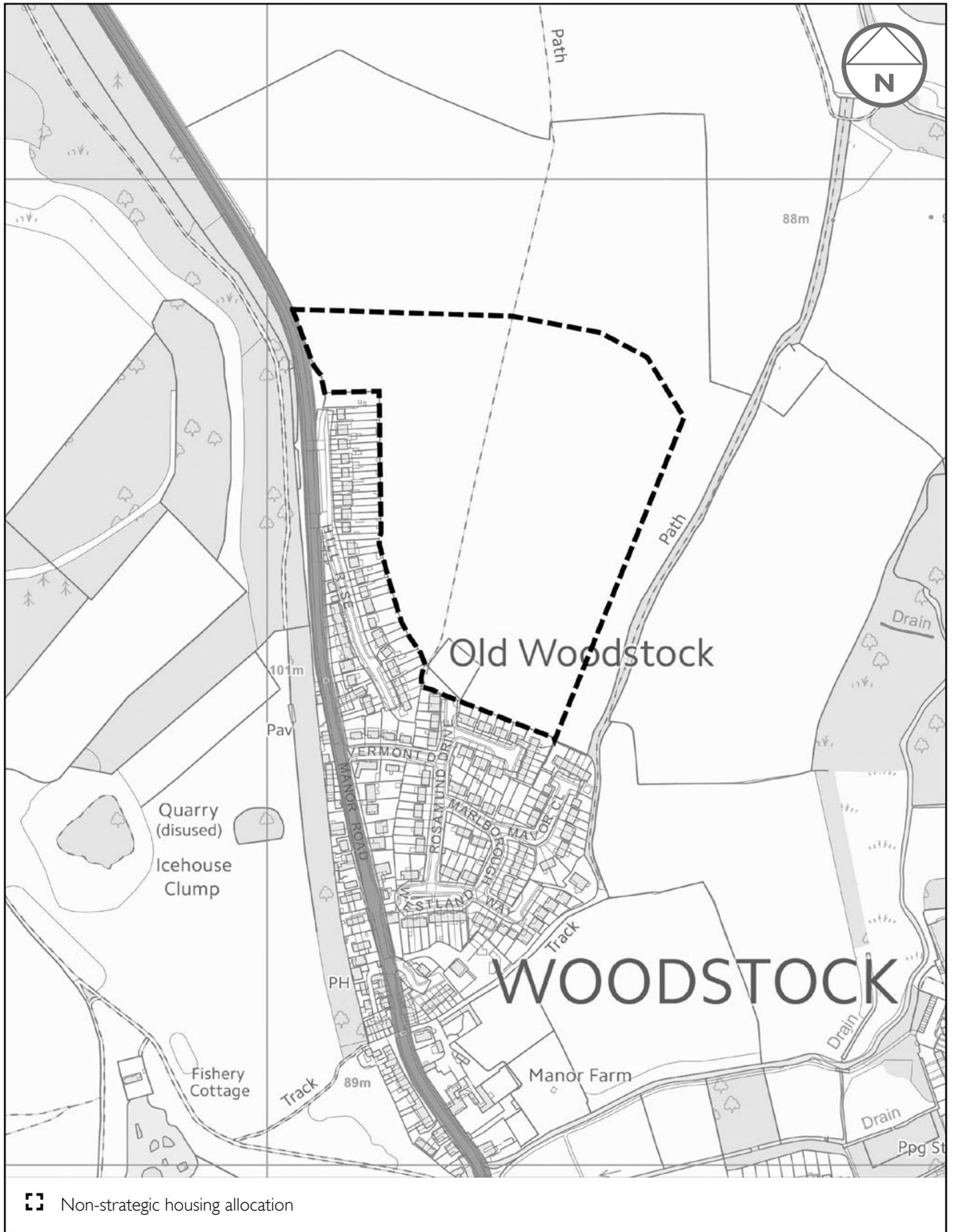
Proposals for development should be consistent with the following:

- a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing.
- b) 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.
- c) 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 and the provision of structural planting and semi-natural green space to protect the rural setting of the WHS and to achieve a positive enhancement of the approach to Woodstock from the south east.
- d) provision of satisfactory vehicular access and supporting transport infrastructure, including mitigating the impact of traffic associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; provision of appropriate public transport (services and infrastructure) serving the site; and provision of a comprehensive network for pedestrians and cyclists, with good connectivity provided to key destinations including integrating with Woodstock, Hanborough Station and Oxford Parkway Station.
- e) appropriate provision of and contributions towards supporting infrastructure;
- f) the developer will be required to provide an assessment of any impacts on Blenheim Park SSSI, particularly in terms of air quality or hydrological impacts, in relation to this specific site and the cumulative impact of the three allocated sites in Woodstock.
- g) biodiversity enhancements including arrangements for future maintenance.
- h) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement and not cause harm to the Blenheim Park SSSI.
- i) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.
- j) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.
- k) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build.

Land north of Hill Rise, Woodstock (120 homes)

- 9.5.79 This is a greenfield site located on the northern approach into Woodstock along the A44 Manor Road. It adjoins existing residential development at Hill Rise and Vanbrugh Close to the west and south which acts as a buffer to the Blenheim Palace WHS to the west. To the north and east of the site is open countryside which slopes gently down towards a valley associated with the River Glyme.
- 9.5.80 The site is primarily within agricultural use with the exception of a small parcel of land in the southern part of the site which is in use as a children's play area. Notably, relocation of this play area would provide the opportunity to create a vehicular access into the site from Vermont Drive/Vanbrugh Close as well as improving a more modern play facility for local children. Depending on the scale of development there may also be scope to provide a vehicular access directly onto the A44 to the north of the existing houses at Hill Rise.
- 9.5.81 The site is in a single ownership (the Blenheim Estate) and has been promoted for development through the Council's Strategic Housing and Economic Land Availability Assessment (SHELAA). Through the site assessment process the Council has concluded that the site is suitable for development. As the site is in the same ownership as land at east Woodstock (Policy EW3) which is the subject of a current planning application, this site may come forward later in the plan period.
- 9.5.82 The site has no major physical or policy constraints to development. Vehicular access can be achieved via several potential points and the site is within comfortable walking and cycling distance of the centre of Woodstock providing the opportunity for effective pedestrian and cycle links. The site is not within the Cotswolds AONB or Oxford Green Belt and is not within a defined area of flood risk.
- 9.5.83 In terms of the historic environment, the Council's evidence confirms that development of the site would not have a significant impact on any listed buildings or scheduled monuments. A key consideration for the site however is its potential impact on the rural character and nature of the setting of the Blenheim WHS as despite the site being screened from the WHS by existing housing, new development could still have an impact. Appropriate mitigation will therefore be sought as set out in Policy EW4. Whilst a public right of way crosses the site from north to south, this could be effectively incorporated into the design and layout of any development as appropriate.
- 9.5.84 A key consideration for the site is landscape impact given that this is a relatively large greenfield site on the edge of Woodstock. However, compared to other site options the landscape sensitivity of this site is considered to be relatively modest with the site very much reading as part of the existing settlement thereby providing the ability to integrate effectively with the existing built form in this location. The Council's evidence identifies that the site is of medium landscape sensitivity and medium-high visual sensitivity and that subject to appropriate mitigation is capable of accommodating around 120 dwellings without undue harm. The design and layout of any scheme and any landscape impact mitigation would need to be considered and agreed on the basis of a full landscape and visual impact assessment. The proposed site allocation is shown in Figure 9.5g.
- 9.5.85 In light of the lack of physical and policy constraints to development the site is allocated for the provision of around 120 homes.

Figure 9.5g: Land north of Hill Rise, Woodstock



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POLICY EW4:

Land north of Hill Rise, Woodstock (120 homes)

Land to the north of Hill Rise, Woodstock to accommodate around 120 dwellings as a well-integrated and logical extension of the existing built form of the town.

Proposals for development should be consistent with the following:

- a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing.
- b) 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.
- c) 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 semi-natural green space, with built development kept away from the eastern and northern parts of the site including where it adjoins the A44.
- d) provision of satisfactory vehicular accesses and appropriate pedestrian and cycle connections including appropriate accommodation of the existing public right of way through the site and provision of a safe and efficient means for bus services to terminate and turn at the site in forward gear.
- e) the provision of supporting transport infrastructure, including mitigating the impact of traffic associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; provision of appropriate public transport (services and infrastructure) serving the site; and provision of a comprehensive network for pedestrians and cyclists with good connectivity provided to adjoining areas and other key destinations.
- f) appropriate provision of and contributions towards supporting infrastructure;
- g) replacement/enhancement of the existing children's play area and public open space adjacent to Rosamund Drive.
- h) the developer will be required to provide an assessment of any impacts on Blenheim Park SSSI, particularly in terms of air quality or hydrological impacts, in relation to this specific site and the cumulative impact of the three allocated sites in Woodstock.
- i) biodiversity enhancements including arrangements for future maintenance.
- j) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.
- k) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.
- l) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.
- m) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build.

Land North of Banbury Road, Woodstock (180 homes)

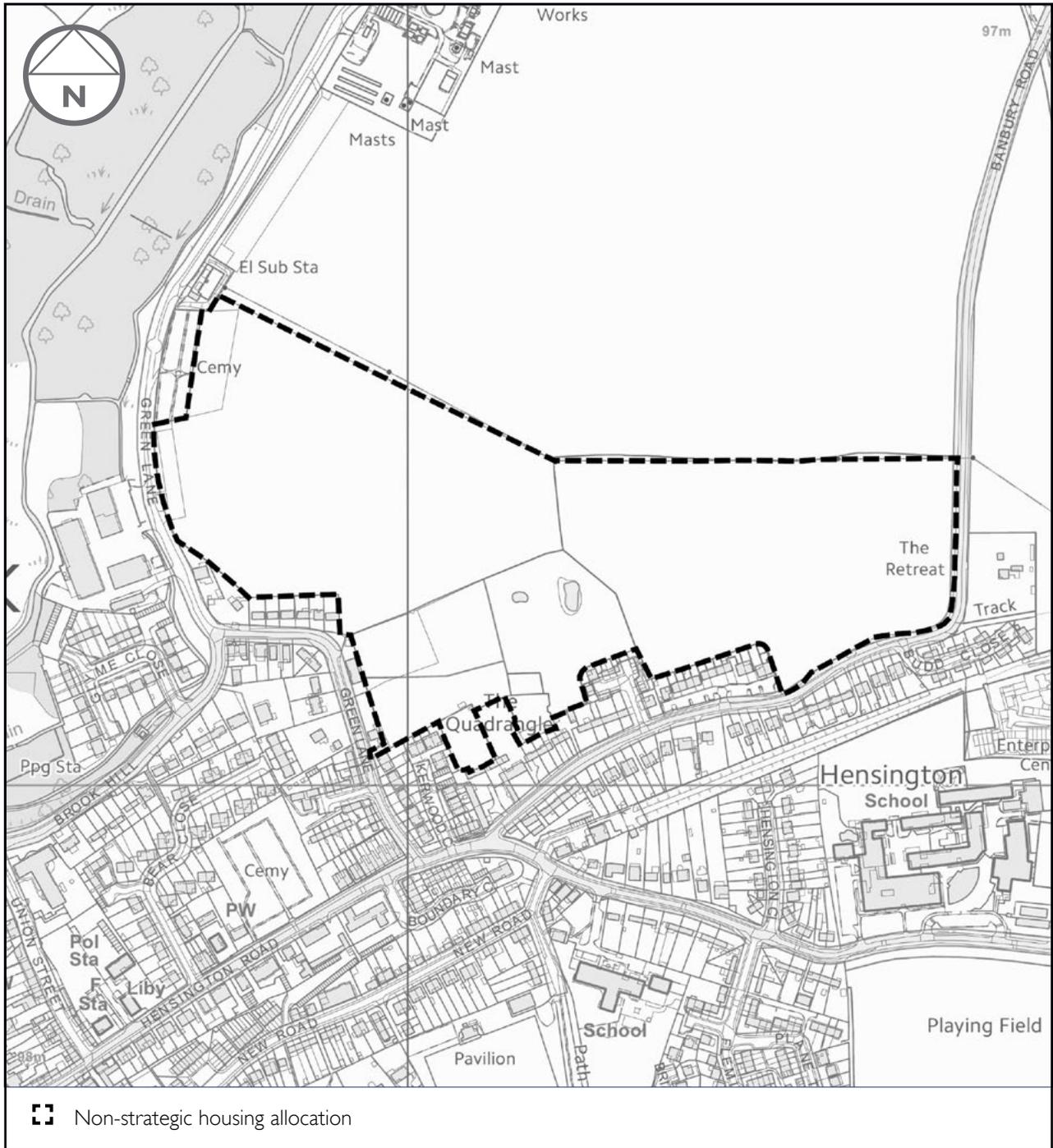
- 9.5.86 This is a greenfield site located on the northern edge of Woodstock between Green Lane and Banbury Road. It falls into three main land 'parcels', a western parcel, a central parcel and an eastern parcel. The site is in agricultural use and has been put forward for potential development by the landowner, the Blenheim Estate. To the west of the site is an employment site occupied by Owen Mumford an important local employer. To the south of the site is the existing, primarily residential edge of Woodstock which runs in an irregular form along Green Lane and Banbury Road which subsequently forms the eastern edge of the site with open countryside beyond. To the north of the site is open countryside.
- 9.5.87 The site is in a single ownership (the Blenheim Estate) and has been promoted for development through the Council's Strategic Housing and Economic Land Availability Assessment (SHELAA). Through the site assessment process the Council has concluded that the site is suitable for development. As the site is in the same ownership as land at east Woodstock (Policy EW3) which is the subject of a current planning application, this site may come forward later in the plan period. The site has no major physical or policy constraints to development. Vehicular access can be achieved via Banbury Road and the site is within comfortable walking and cycling distance of the centre of Woodstock providing the opportunity for effective pedestrian and cycle links. The site is not within the Cotswolds AONB or Oxford Green Belt and is not within a defined area of flood risk.
- 9.5.88 Whilst a public right of way crosses part of the site, this could be effectively incorporated into the design and layout of any development as appropriate. A key consideration for the site is landscape impact given that this is a relatively large greenfield site on the edge of Woodstock. The Council's evidence identifies that the site is of medium landscape sensitivity, except in the south west corner where it is medium-high. Visual sensitivity is high overall. Subject to appropriate mitigation the evidence suggests that the site is capable of accommodating around 220 dwellings with development focused primarily on the eastern part of the site and to a lesser extent the central part of the site. The design and layout of any scheme and any landscape impact mitigation would need to be considered and agreed on the basis of a full landscape and visual impact assessment.
- 9.5.89 In heritage terms the Council's evidence identifies that the development of the site has the potential to affect the Woodstock Conservation Area, the Blenheim WHS and a number of listed buildings along Banbury Road. To address these potential issues it is recommended that the western part of the site is kept free from built development with any new housing to be focused primarily on the eastern part of the site and to a lesser extent the central part of the site (allowing for the provision of a suitable buffer to the listed buildings on Banbury Road). Having regard to this advice the number of homes proposed for the site has been reduced from 250 to around 180 dwellings. This is lower than the 220 homes identified in the Council's landscape and heritage evidence but will allow for a greater degree of 'set back' from the listed buildings along the Banbury Road and will reduce the level of traffic impact associated with the site. It will also help to address any potential for cumulative impact having regard to the two other proposed site allocations at Woodstock. The proposed site allocation is shown in Figure 9.5h overleaf.

9.5.90 The site adjoins the Glyme and Dorn Conservation Target Area (CTA) and is close to the Woodstock Water Meadows for which there is a Management Plan and Action Plan. As such the site offers excellent potential for biodiversity enhancement and informal recreation. Importantly a residential scheme in this location would also provide the opportunity to deliver improved vehicular

access to the Owen Mumford employment site allowing for a more direct connection between Green Lane and Banbury Road than currently exists.

9.5.91 In light of the lack of physical and policy constraints to development the site is allocated for the provision of around 180 homes.

Figure 9.5h: Land north of Banbury Road, Woodstock



POLICY EW5:

Land north Banbury Road, Woodstock (180 homes)

Land to the north of Banbury Road, Woodstock to accommodate around 180 dwellings as a well-integrated and logical extension of the existing built form of the town.

Proposals for development should be consistent with the following:

- a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing.
- b) provision of satisfactory vehicular access from Banbury Road and appropriate pedestrian and cycle connections including incorporation of the existing public right of way across the site.
- c) the provision of supporting transport infrastructure, including mitigating the impact of traffic associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; provision of appropriate public transport (services and infrastructure) serving the site; and provision of a comprehensive network for pedestrians and cyclists with good connectivity provided to adjoining areas and other key destinations.
- d) appropriate provision of and contributions towards supporting infrastructure;
- e) 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.
- f) 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 semi-natural 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.
- g) biodiversity enhancements including arrangements for future maintenance. Development will be required to make a positive contribution towards the adjoining Conservation Target Area (CTA).
- h) The developer will be required to provide an assessment of any impacts on Blenheim Park SSSI, particularly in terms of air quality or hydrological impacts, in relation to this specific site and the cumulative impact of the three allocated sites in Woodstock.
- i) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.
- j) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.
- k) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.
- l) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build.

Land at Myrtle Farm, Long Hanborough (50 homes)

- 9.5.92 This is a greenfield site of around 2.5 hectares located close to the centre of Long Hanborough along the northern edge of the settlement. It has been promoted for development through the Council's Strategic Housing and Employment Land Availability Assessment (SHELAA). The site is in a single land ownership and has no significant physical or policy constraints to development.
- 9.5.93 It adjoins an area of recent development at Corn Hyde and Myrtle Close. Vehicular access to the site can be achieved via an existing turning head in Corn Hyde. The site is adjoined to the east by a small supermarket with associated surface level car parking. To the north is open countryside which can be glimpsed past the church from the A4095 although the site is effectively screened by an existing mature field boundary. The site is currently in agricultural use.
- 9.5.94 The Council's assessment of the site has concluded that is a suitable and deliverable opportunity. It is centrally located within Long Hanborough providing convenient access to available services and facilities. Satisfactory vehicular access can be achieved. The site is not within the Cotswold AONB (although is relatively close so that the setting of the AONB is a consideration) or Oxford Green Belt and is not within a Conservation Area (although it does adjoin one to the west). The site is flat and self-contained from wider views. It does not fall within an area of designated flood risk and is available for development. The proposed site allocation is shown in Figure 9.5i.
- 9.5.95 In light of the lack of physical and policy constraints to development the site is allocated for the provision of around 50 homes.

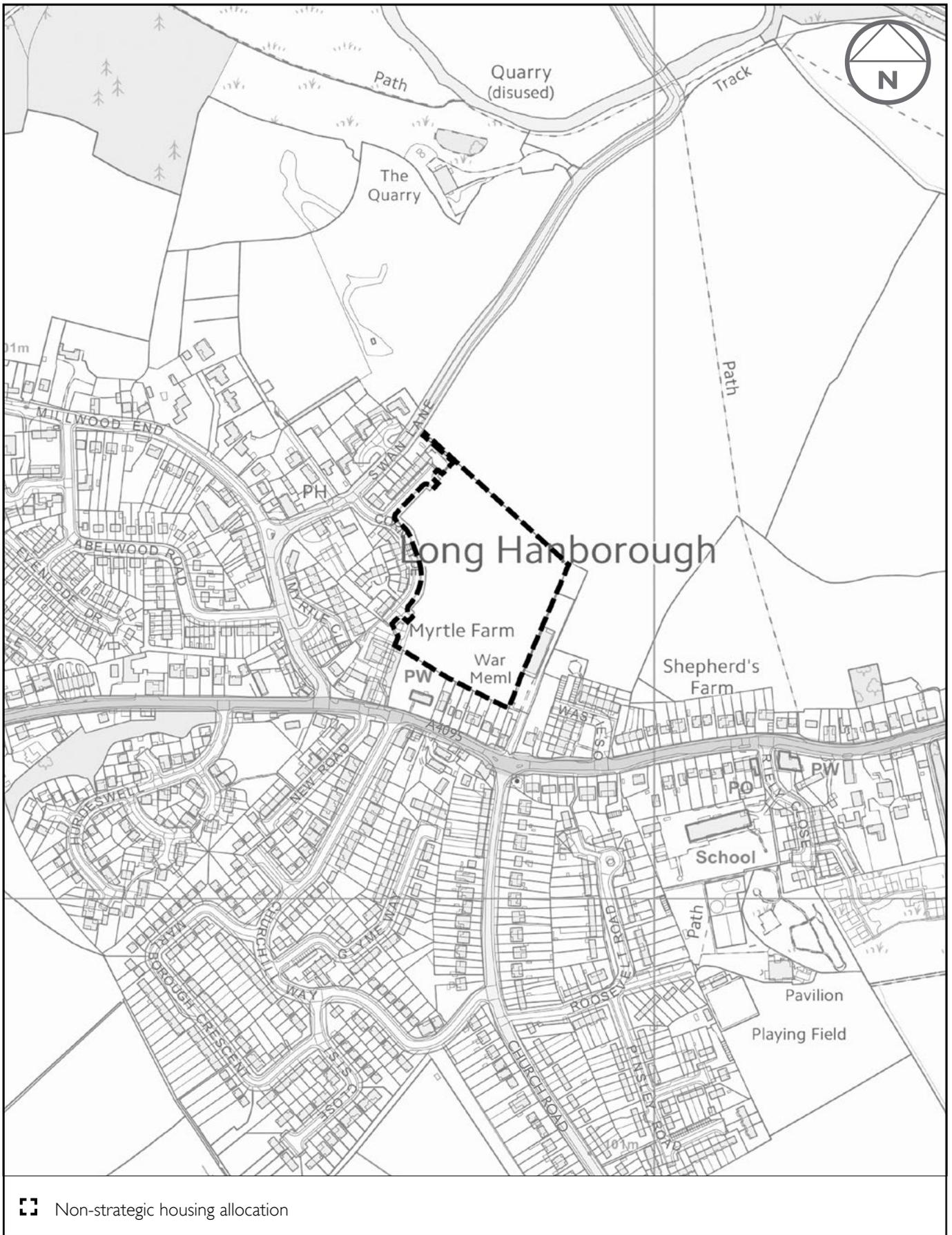
POLICY EW6: Land at Myrtle Farm, Long Hanborough (50 homes)

Land at Myrtle Farm to the east of Corn Hyde, Long Hanborough to accommodate around 50 dwellings as a well-integrated and logical extension of the existing built form of the village.

Proposals for development should be consistent with the following:

- a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing.
- b) the provision of supporting transport infrastructure, including mitigating the impact of traffic associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; provision of appropriate public transport (services and infrastructure) serving the site; and provision of a comprehensive network for pedestrians and cyclists with good connectivity provided to adjoining areas and other key destinations including integrating with Long Hanborough village, Hanborough Station and interurban cycle routes.
- c) appropriate provision of and contributions towards supporting infrastructure;
- d) retention and enhancement of the existing vegetation along the northern site boundary to ensure effective screening of the development from wider views.
- e) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.
- f) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.
- g) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.
- h) conserve and enhance the special interest, character and appearance of the Millwood End Conservation Area.

Figure 9.5i: Land at Myrtle Farm, Long Hanborough



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Oliver's Garage, Long Hanborough (25 homes)

9.5.96 This is a previously developed site within the existing built up area of Long Hanborough that is currently in use as a garage with associated ancillary uses. The site is around 0.75 hectares in size and capable of accommodating around 25 new homes depending on the type, mix and layout. Whilst not currently available the site has been promoted for development through the Council's Strategic Housing and Employment Land Availability Assessment (SHELAA) and is understood to be potentially available in the medium-term.

9.5.97 The Council's assessment of the site has concluded that it is a suitable and developable opportunity for new housing provision in Long Hanborough in a relatively central location that provides convenient access to the services and facilities available in the village. Vehicular access to the site already exists from the A4095 and there are no major physical or policy constraints to prevent the redevelopment of the site. Whilst it would represent the loss of a small local employment site this would be offset to a large extent by the provision of new homes in highly sustainable location and on a previously developed (brownfield) site. The proposed site allocation is shown in Figure 9.5j.

9.5.98 In light of the lack of physical and policy constraints to development the site is allocated for the provision of around 25 homes.

POLICY EW7:

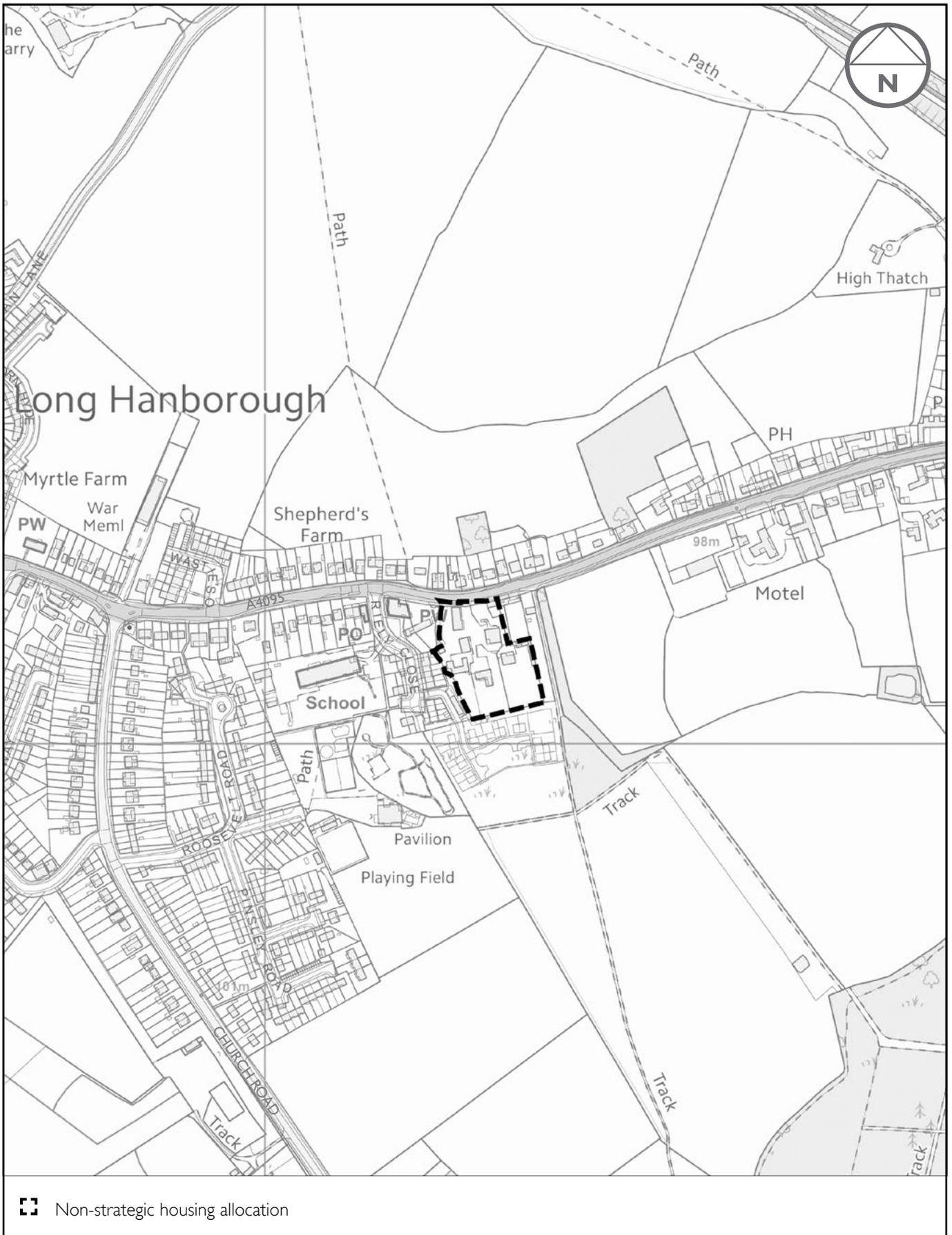
Land at Oliver's Garage, Long Hanborough (25 homes)

Land at Oliver's Garage, Long Hanborough to accommodate a small high quality development of around 25 dwellings as a well-integrated and logical redevelopment of an existing use within the built area of the village.

Proposals for development should be consistent with the following:

- a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing.
- b) making efficient use of the site through an appropriate density of development and innovative, high-quality design.
- c) appropriate provision of and contributions towards supporting infrastructure.
- d) consideration of any potential decontamination mitigation measures necessary as a result of the existing garage use of the site.
- e) provision of satisfactory vehicular access and supporting transport infrastructure, including mitigating the impact associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; provision of appropriate public transport (services and infrastructure) serving the site; and provision of a comprehensive network for pedestrians and cyclists, with good connectivity provided to key destinations including integrating with Long Hanborough village, Hanborough Station and interurban cycle routes.
- f) connection to the mains sewerage network which includes infrastructure upgrades where required.
- g) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.

Figure 9.5j: Land at Oliver's Garage, Long Hanborough



 Non-strategic housing allocation

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Former Stanton Harcourt Airfield (50 homes)

9.5.99 This site is located on the southern edge of Stanton Harcourt and comprises part of a former airfield that was used during World War II. A number of airfield buildings remain on the site in varying condition. The majority of buildings are unused although a small number are used for low-key storage and industrial uses.

9.5.100 To the south of the site is an existing recreation area containing football and cricket pitches. To the east of the site is primarily agricultural land with a small number of residential properties along Steady's Lane. There is also a small cemetery adjoining Main Road which forms the eastern site boundary. To the north of the site is further existing residential development and a parcel of undeveloped agricultural land. To the west is a mixture of different uses including a capped landfill site, scheduled monument and a series of restored gravel pits. The proposed site allocation is shown in Figure 9.5k.

9.5.101 The site adjoins the Conservation Area but does not fall within it. There is a public right of way running across the centre of the site from east to west. The site has been promoted to the Council for development through the Strategic Housing and Employment Land Availability Assessment (SHELAA) and the Council's assessment of the site concludes that it is a suitable and deliverable development opportunity. The site has no major physical or policy constraints to prevent development coming forward and comprises previously developed land (in part) in a relatively sustainable location with good access to a range of local services and facilities. The site is the subject of a current planning application.

9.5.102 In light of the lack of physical and policy constraints to development the site is allocated for the provision of around 50 homes.

POLICY EW8:

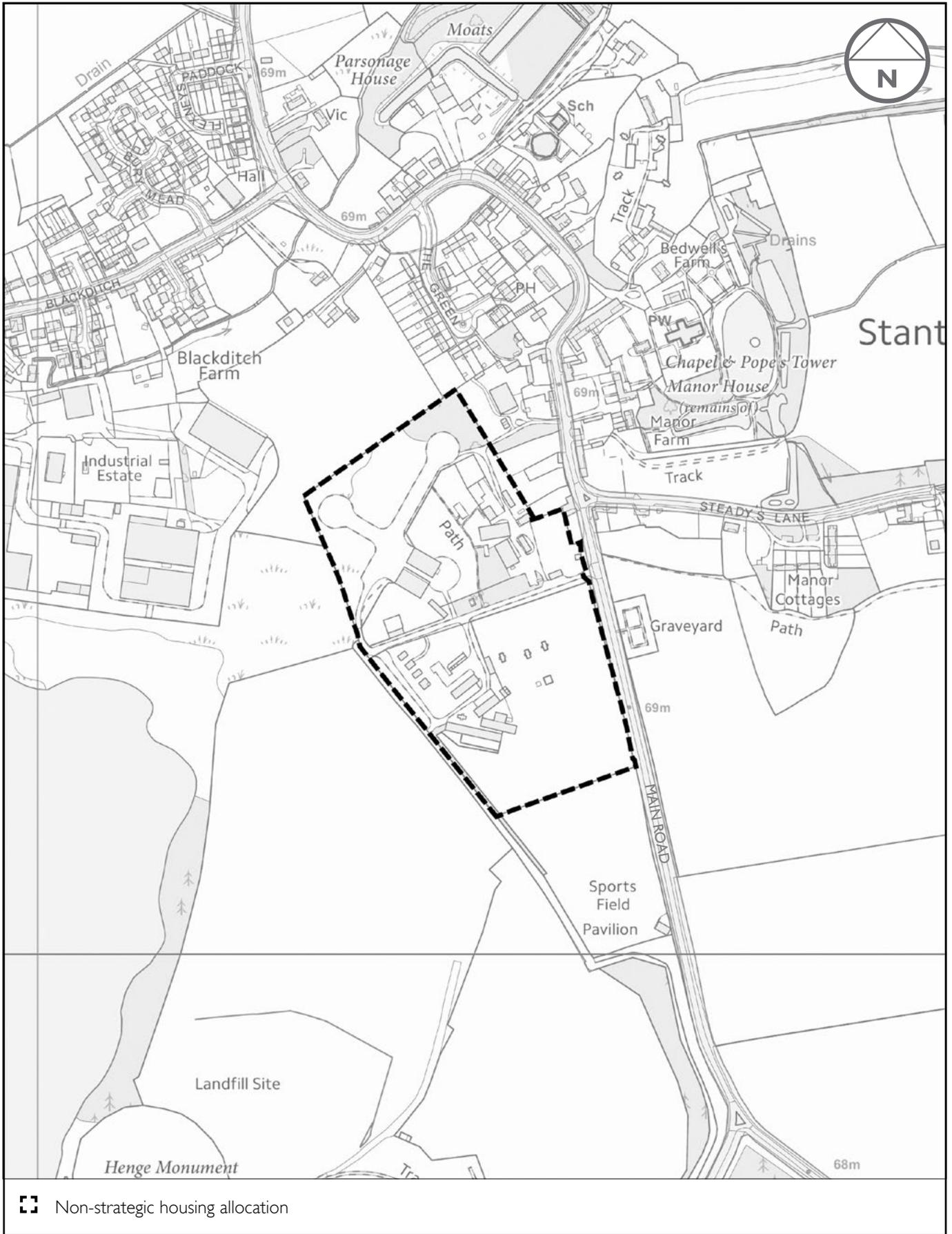
Former Stanton Harcourt Airfield (50 homes)

Land at the former Stanton Harcourt Airfield, Stanton Harcourt to accommodate a high quality development of around 50 dwellings as a well-integrated and logical redevelopment of an existing previously developed site adjacent to the existing settlement edge.

Proposals for development should be consistent with the following:

- a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing.
- b) provision of satisfactory vehicular access and supporting transport infrastructure, including mitigating the impact associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; provision of appropriate public transport (services and infrastructure) serving the site; and provision of a comprehensive network for pedestrians and cyclists, with good connectivity provided to key destinations including integrating with Long Hanborough village, Hanborough Station and interurban cycle routes.
- c) appropriate provision of and contributions towards supporting infrastructure;
- d) positive incorporation of any defining site characteristics and features of historic significance to the former role of the site as an airfield.
- e) appropriate measures to ensure there are no potential issues arising from land contamination associated with the site and the adjoining landfill.
- f) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement.
- g) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements.
- h) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings.
- i) conservation or enhancement of the special interest, character and appearance of the Conservation Area and significance of the adjoining Devil's Quoits scheduled monument and undertaking of an archaeological investigation of the site.

Figure 9.5k: Former Stanton Harcourt Airfield, Stanton Harcourt



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- 9.5.103 The Council's economic evidence highlights the importance of the Eynsham – Woodstock sub-area for employment and business. This area has a skilled resident workforce a number of whom are employed in managerial positions and has a strong functional relationship with Oxford City and the Oxford City Region. It is anticipated that as part of the Oxfordshire Cotswolds Garden Village to the north of the A40, near Eynsham, a new 'campus-style' science park of around 40 hectares in size will be created as part of a comprehensive mixed-use development. This will create a large number of new jobs and a business opportunity that does not currently exist in West Oxfordshire. It will help to ensure that the District is able to play a complementary role to the Oxfordshire knowledge spine, presenting the opportunity for high-technology university spin-outs and development and research opportunities.
- 9.5.104 No other site allocations are proposed at this stage but the Council will work with landowners and developers as well as Town and Parish Councils to identify suitable opportunities in appropriate, sustainable locations. These will be focused on the rural service centres. Existing sites will be safeguarded in accordance with Policy E1 and the Council will support in principle the potential modernisation of existing business premises to ensure they remain fit for purpose.
- 9.5.105 Further employment opportunities will be able to come forward in this area through the redevelopment, intensification and expansion of existing employment sites and small scale rural diversification schemes.
- 9.5.106 The importance of the tourist economy particularly to Woodstock is recognised and appropriate uses to reinforce that role will be supported in principle. The Council will also work with relevant partners to further investigate the opportunity for appropriate forms of tourist activity relating to the River Thames.

- 9.5.107 Transport is an important issue in this area. Traffic congestion on the A40 and A44 is severe at peak times. HGV movements through Woodstock have long been a concern for the town. Rail connectivity is relatively good with a number of stations on two lines. However, bus services in some areas are relatively limited and those available in the larger settlements including Eynsham experience journey time delays due to congestion on the A40 and surrounding road network. Walking and cycling opportunities are reasonable including a high quality link from Eynsham to Oxford along the A40. There is however scope for further enhancement. Parking is a key consideration with capacity at Woodstock having been highlighted through consultation as a particular concern.
- 9.5.108 In terms of the highway network, we will work in partnership with the County Council to take forward necessary improvements with the A40 being the top priority. The award of £35m through the Local Growth Fund offers the potential to make a significant improvement to the current situation which would have benefits for other areas if traffic using those could be encouraged to remain on the A40 instead of seeking alternative quicker routes. We will work with the County Council and other relevant partners to deliver a new park and ride site of around 1,000 spaces to the north of Eynsham as part of the Oxfordshire Cotswolds Garden Village proposal. This will be coupled with the provision of a new eastbound bus lane towards Oxford. We will also work with the County Council to help identify an appropriate strategy for delivering the longer-term improvements to the A40 that have been identified including additional dualling between Witney and Eynsham and a westbound bus lane between Eynsham park and ride and the edge of Oxford.

9.5.109 We will also work with the County Council to consider what measures could be introduced to reduce the impact of HGV traffic at Woodstock.

9.5.110 In terms of public transport we will work with rail providers and other relevant parties to consider any necessary enhancements to stations and station facilities including car parking availability. A key priority is Hanborough Station as this is expected to play a key, supporting role in relation to the development of the Garden Village with the potential for excellent pedestrian and cycle connectivity between the two. We anticipate Hanborough Station developing into a highly effective transport hub, coupled with improved vehicular access, parking capacity and station facilities and will work with relevant partners to help deliver this aspiration. With regard to bus services we will seek to ensure that the coverage, frequency and speed of bus services within this sub-area is maximised. The County Council has aspirations to upgrade existing bus stops, enhance frequencies, improve journey times and where appropriate, we will seek public transport improvements from new development either directly or through a financial contribution. The bus route from Woodstock to Burford through Long Hanborough and Witney will be promoted, to provide better access to key tourist destinations and the national rail network.

9.5.111 Active travel will be positively encouraged to capitalise on the proximity of this sub-area to Oxford City. Existing pedestrian and cycle routes will be safeguarded and opportunities for new and enhanced routes will be identified. Where appropriate, we will seek walking and cycling schemes from new development either directly or through a financial contribution. Initial work has been instigated by a local group called 'bikesafe' looking at the potential to introduce a dedicated cycle route along the B4044 Eynsham Road. The Council will work with the group and other relevant partners including the County Council to further consider the merits and possibility of this scheme being taken forward.

9.5.112 Parking capacity will be further considered through the Council's emerging Parking Strategy and any necessary enhancements will be incorporated into the Council's IDP.

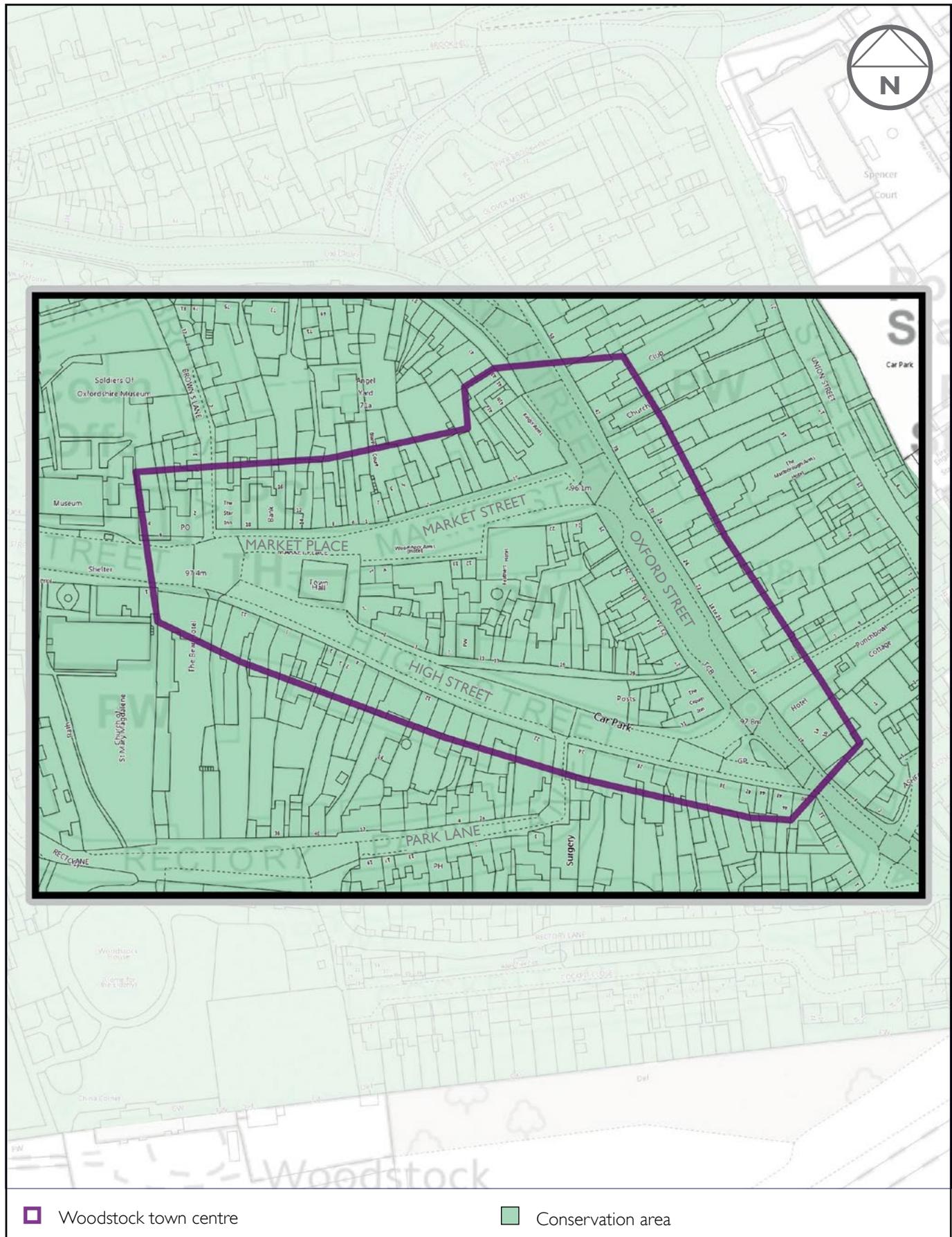
Retail and leisure

9.5.113 The primary focus for retail and leisure provision will be the rural service centres with a particular focus on Woodstock and Eynsham. A Town Centre boundary is defined for Woodstock (see Figure 9.5I) and development resulting in the loss of shops and other town centre uses within the centre will be refused unless the criteria set out in Policy E6 can be met in full. New retail proposals will be considered in accordance with the Town Centre first approach set out in Policy E6 and the NPPF.

9.5.114 Suitable and compatible forms of leisure will be positively encouraged in this area. We will work with the County Council, mineral operators and the Lower Windrush Valley Project in relation to leisure uses within the Lower Windrush Valley.

9.5.115 The Council will work with partners including the Environment Agency and the River Thames Alliance, to optimise the leisure and tourism potential of the River Thames and its tributaries, while conserving and enhancing the ecological landscape and heritage value. Better access including car parking is one element that could be improved to support leisure and recreation.

Figure 9.5I: Woodstock town centre boundary (inset map)



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- 9.5.116 This sub-area has a number of environmental sensitivities including part of the Oxford Green Belt, part of the Oxford Meadows SAC, part of the Cotswolds AONB, several areas of ancient woodland and six Conservation Target Areas.
- 9.5.117 Proposals affecting the Green Belt will be determined in accordance with national policy. Proposals within or affecting the AONB will be determined in accordance with Policy EH1, EH2 and the NPPF. Any proposed development within the AONB will be expected to conserve and enhance landscape and scenic beauty and major developments will only be permitted in exceptional circumstances and where it can be demonstrated that they are in the public interest.
- 9.5.118 The Council will work with partners in relation to the Lower Windrush Valley CTA and where appropriate, development will be expected to make a positive contribution either directly or through a financial contribution.
- 9.5.119 In accordance with national policy and Policy EH9 all new development will be expected to conserve or enhance the special character and distinctiveness of West Oxfordshire's historic environment and conserve or enhance the District's heritage assets and their significance and settings. Particular regard will be had to the Blenheim Palace World Heritage Site.

Blenheim Palace World Heritage Site

- 9.5.120 Following international evaluation, in 1987 the Blenheim Palace World Heritage Site was 'designated' by the 11th Session of the UNESCO World Heritage Committee in Helsinki. UNESCO's operational guidelines state that 'World Heritage Sites are places of outstanding universal value to the whole of humanity.

- 9.5.121 Outstanding universal value means cultural and/or natural significance which is so exceptional as to transcend national boundaries.' Through the designation, UNESCO recognised that Blenheim Palace and its landscaped Park represented a new style of planning and architecture which went on to have a great influence worldwide. The Palace is set in a Park designated by 'Capability' Brown, regarded as a masterpiece of the highest order and widely considered to be a 'naturalistic Versailles'. Together, the Palace and the Park are unique in the world.
- 9.5.122 World Heritage Sites are designated heritage assets of the highest importance. In line with the NPPF, the OUV of the Blenheim Palace World Heritage Site, its setting, integrity and authenticity, will be protected, conserved and enhanced and its sustainable use promoted⁵⁸.
- 9.5.123 The Site is a valuable asset of local, national and international significance, providing a wide variety of benefits, including contributing to conservation, biodiversity, access and a sense of community and place. There are also substantial economic benefits to West Oxfordshire and the surrounding region, with, for example, Blenheim attracting over 600,000 tourists each year and bringing investment into local businesses. The Estate itself is one of the largest employers in the area.
- 9.5.124 A World Heritage Management Plan has been produced for Blenheim Palace which aims to sustain and conserve the OUVs of the Site, recognising the wide variety of possible benefits achievable through positive management. The Plan is a pioneering document, delivering both the requirements of a World Heritage Site Management Plan and those of a Heritage Management Plan in one integrated approach. Given its importance in helping to sustain and enhance the significance of the World Heritage Site, the involvement of key stakeholders and its on-going monitoring and reviewing, the Management Plan is a material planning consideration when assessing development proposals in accordance with relevant policies of the Local Plan.

58 <http://whc.unesco.org/en/list/425>

9.5.125 The Blenheim Palace World Heritage Management Plan:

- sets out a vision for the sustainable future of the historic, scenic, scientific, cultural and social qualities of Blenheim Palace and Park, such that it will protect both World Heritage Site designation and the National Heritage designation;
- provides guidance to the Estate trustees and their advisers on practical management planning, to help plan and prioritise tasks and to inform annual financial and operational plans;
- ensures the careful maintenance and conservation (and enhancement where possible) of the Palace and Park, its associated buildings and grounds, informed by continued historical and scientific research;
- adopts an holistic approach to conservation of the site which balances its many and varied qualities;
- encourages high standards in the restoration of historic features and design of any appropriate new developments, features or landscaped areas which may be proposed in the future.

9.5.126 The vision for Blenheim Estate in the Management Plan is to:

- maintain and manage the Palace and Park to preserve and enhance their character and, where necessary, repair significant buildings or replant parts of the Park in accordance with the objectives of the Management Plan;
- use management practices that are consistent with the above and which are designed to conserve the heritage qualities of the plan area and its OUV through appropriate and sustainable policies and practices;
- protect the existing opportunities for public access including existing public rights of way within the Park and the access arrangements to the Palace and grounds;
- enhance the qualities of visitor facilities and achieve new levels of excellence

in visitor management and related experiences as one of the UK's top tourism destinations;

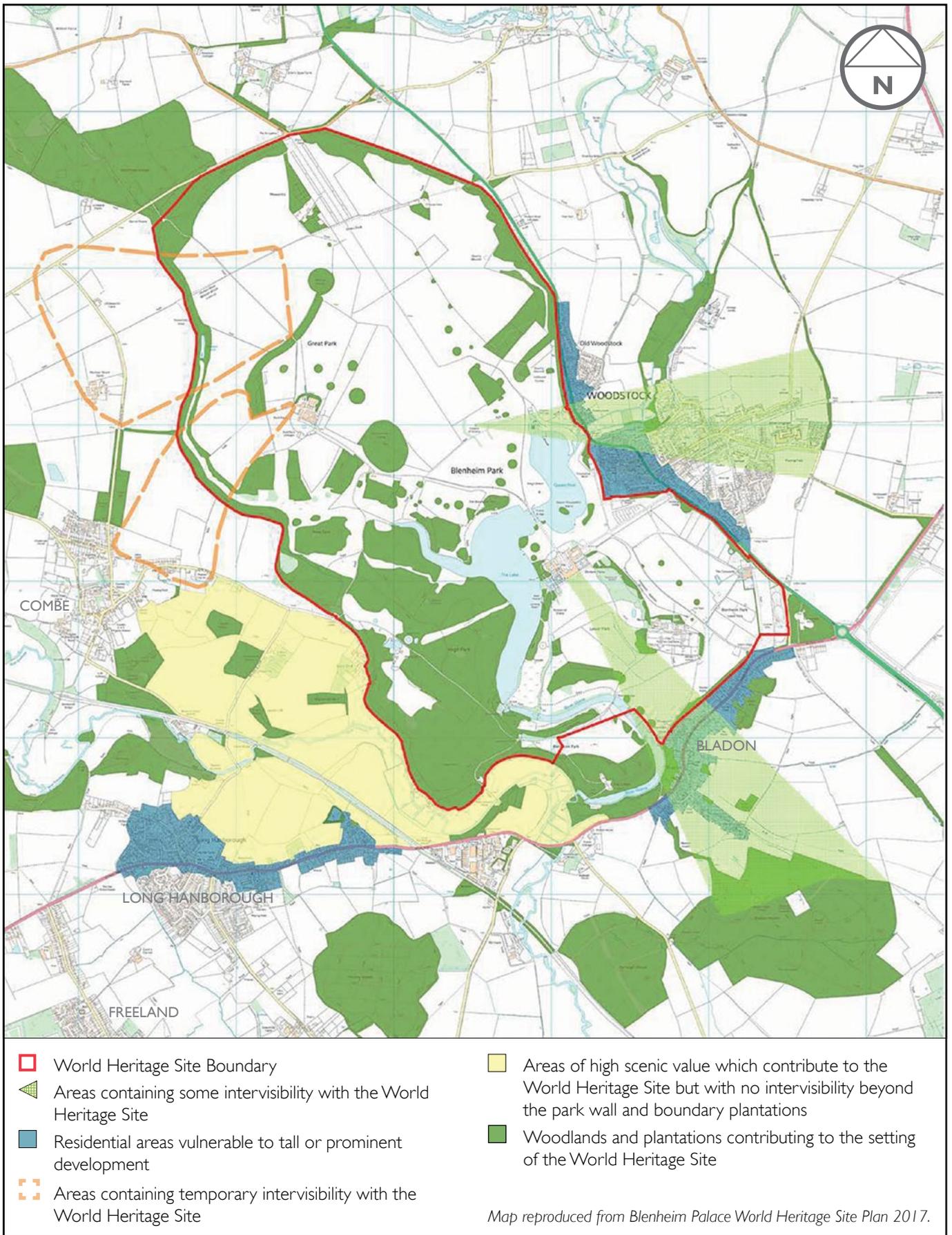
- interpret and present the history of Blenheim Palace and Park to a larger and more diverse audience, and continue to promote high quality education programmes.

9.5.127 UNESCO emphasise the importance of protecting 'the immediate setting' of a World Heritage Site and of 'important views and other areas or attributes that are functionally important as a support to the Property'. The Management Plan considered these issues and concluded that one of the unique qualities of the Site is that it is self-contained.

9.5.128 The Palace and Park are contained within walled grounds. The Blenheim Palace wall extends around the boundary of the World Heritage Site and is some nine miles in length. Views into it and from it are largely obscured by the wall, by trees and by undulating topography of the landscape.

9.5.129 There are, however, a number of places from where there are important views both into and from Blenheim Palace. These are identified in the Management Plan and reproduced at Figure 9.5m. The setting of the site will be protected through Policy EW9 (see overleaf) and also through other designations: Cotswolds Area of Outstanding Natural Beauty, Ancient Woodland, Oxford Green Belt and Conservation Areas at Woodstock and Bladon.

Figure 9.5m: Blenheim Palace WHS key views



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POLICY EW9:

Blenheim World Heritage Site

The exceptional cultural significance (Outstanding Universal Value) of the Blenheim World Heritage Site will be protected, promoted and conserved for current and future generations.

Accordingly, proposals which conserve and enhance the attributes and components that comprise the Outstanding Universal Value of the Site, as identified in the Statement of Outstanding Universal Value Statement and in line with the Blenheim Palace World Heritage Site Management Plan, will be supported.

In accordance with the National Planning Policy Framework, great weight will be given to the conservation of the Outstanding Universal Value of the World Heritage Site and any harm or loss to its significance will require clear and convincing justification. Development proposals that would lead to substantial harm to or loss of those attributes and components of the Site will be unacceptable, unless it can be demonstrated that any such harm or loss is necessary to achieve substantial public benefit that outweigh that harm or loss. Such harm will be wholly exceptional. Where development proposals would lead to less than substantial harm to those attributes and components, that harm will be weighed against the public benefits of the proposals.

When assessing the impact of a proposed development on the Outstanding Universal Value, great weight will be given to the conservation and enhancement of the Outstanding Universal Value and to the integrity and authenticity of the World Heritage Site.

Consideration of impact will be made of proposals within, or potentially affecting, the World Heritage Site and its setting, including areas identified as being of special importance for the preservation of long distance views to and/or from the Site (as shown on the Blenheim Palace Management Plan). Particular regard will be given to the design quality of the proposal (including scale, form and massing), its relationship to context (including topography, built form, views, vistas and effect on the skyline) and the implications of the cumulative effect of changes.

By helping to sustain and enhance the significance of the World Heritage Site, the Blenheim Palace Management Plan is a material consideration in assessing development proposals. Proposals relating to the World Heritage Site should seek to support the aims and objectives of the Management Plan.

Infrastructure

- 9.5.130 Infrastructure capacity is an important issue for this area. In addition to the transport related requirements outlined above other identified issues include leisure and education. Like the rest of the District, there is a need for more affordable housing and housing for older people.
- 9.5.131 Some of these will be provided directly as part of new developments whilst others will be provided indirectly through developer contributions and other potential sources of funding. The IDP seeks to quantify the infrastructure improvements that will be needed to support the planned level and distribution of growth set out in the Local Plan.
- 9.5.132 This will form the basis upon which future decisions regarding the provision of new or improved infrastructure will be made along with the Council's CIL regulation 123 list once introduced. CIL revenues passed to local communities will be able to be spent on locally identified infrastructure priorities.
- 9.5.133 In accordance with Policy OS5, we will seek to ensure that all new development within the Eynsham - Woodstock sub-area is supported by appropriate and timely provision of essential supporting infrastructure.

POLICY EW10:

Eynsham – Woodstock Sub - Area Strategy

The focus of new development will be Eynsham, Woodstock, the Oxfordshire Cotswolds Garden Village and Long Hanborough.

Development in these rural service centres will be of an appropriate scale and type that would help to reinforce/create the service centre role. Development elsewhere will be limited to meeting local housing, community and business needs and will be steered towards the larger villages.

Proposals for development in the sub-area should be consistent with the strategy which includes:

- delivery of about 5,596 new homes* to include affordable housing and homes designed to meet a range of different needs including older people. This includes the provision of 2,750 homes (from 2021 – 2031) to meet the needs of Oxford City.
- a Strategic Location for Growth (SLG) with a working assumption of around 2,200 homes to the north of the A40 near Eynsham to be delivered in the form of a new Garden Village (see Policy EW1) and taken forward through an Area Action Plan (AAP).
- a Strategic Development Area (SDA) of around 1,000 homes to the west of Eynsham (see Policy EW2)
- a non-strategic housing allocation of 300 homes on land east of Woodstock (see Policy EW3)
- a non-strategic housing allocation of 120 homes on land north of Hill Rise, Woodstock (see Policy EW4)
- a non-strategic housing allocation of 180 homes on land north of Banbury Road, Woodstock (see Policy EW5)
- a non-strategic housing allocation of 50 homes on land at Myrtle Farm, Long Hanborough (see Policy EW6)
- a non-strategic housing allocation of 25 homes on land at Oliver's Garage, Long Hanborough (see Policy EW7)
- a non-strategic housing allocation of 50 homes on the former Stanton Harcourt Airfield (see Policy EW8)
- provision of additional business land focused primarily on the rural service centres with a particular focus on Eynsham to help meet future requirements and capitalise on the proximity of this sub-area to Oxford and the Oxfordshire 'knowledge spine'. This will include the provision of a new campus-style science park of around 40 ha to be delivered as an integral part of the Oxfordshire Cotswolds Garden Village.
- support for rural employment opportunities including sustainable tourism and rural diversification.
- seeking to alleviate traffic congestion issues on the A40 including through the provision of a new park and ride site at Eynsham and associated bus priority measures along the A40 as part of the Oxford Science Transit project.
- enhancing public transport and pedestrian and cycle routes and infrastructure together with managing car parking to reduce car use for short journeys. This will include a particular focus on facilitating the delivery of improvements to Hanborough Station and appropriate vehicular, pedestrian and cycle connections to the station including from the Garden Village.
- ensuring that new development makes appropriate and timely provision for essential supporting infrastructure, including new transport, education, leisure, health, green infrastructure and other community facilities in accordance with the IDP.
- maximising opportunities for enhancements within the Conservation Target Areas (CTAs).
- masterplanning of strategic development areas/ locations that takes adequate account of open space and green infrastructure networks and needs, and maximises opportunities to create and strengthen green infrastructure in accordance with the Council's Green Infrastructure Plan (to be prepared).
- protection of the Oxford Green Belt and conservation and enhancement of the Cotswolds Area of Outstanding Natural Beauty (AONB).

- conservation and enhancement of historic and community assets including in particular the safeguarding of the Blenheim World Heritage Site and its setting (see Policy EW9).
- working with the highway authority, the town council and other partners to reduce the impact of through traffic in local settlements including HGV movements through Woodstock.
- seeking the retention and development of local services and community facilities throughout the sub-area including consideration of a new GP surgery for Woodstock on the site of the police station in Hensington Road.
- ensuring Woodstock Town Centre remains vibrant through resisting the loss of shops and other town centre uses, and promoting an increase in the availability and efficient use of car parking provision in appropriate locations.
- avoiding development which will increase the risk of flooding and working with partners such as the Environment Agency to deliver flood mitigation measures.
- working with the River Thames Alliance, support tourism and leisure proposals which are sensitive to and where appropriate enhance the ecological, landscape and heritage value of the River Thames.

In the Lower Windrush Valley the Council will continue to work with the Lower Windrush Valley Project and County Council as the Mineral Planning Authority to identify appropriate opportunities for tourism and leisure development. Proposals which complement the rural character of the area will be supported and where possible deliver comprehensive long term recreational access, community or nature conservation benefits.

* Note: In accordance with Policy HI, the figure of 5,596 homes is not an absolute target or a maximum ceiling to development.

