



West Oxfordshire Strategic Housing Land Availability Assessment (SHLAA) - June 2014

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I. Introduction

- 1.1 This is the 2014 West Oxfordshire Strategic Housing Land Availability Assessment (SHLAA). It updates previous SHLAA reports published in 2008, 2009, 2010 and 2011.
- 1.2 The SHLAA forms a key part of the Local Plan evidence base, in particular helping to demonstrate whether the Council has a sufficient supply of deliverable and developable housing sites to meet its housing requirement.
- 1.3 It is important to note that although the SHLAA provides important evidence of potential housing suitability and availability, it does not in itself determine whether a site should be allocated for housing. It is an impartial assessment of whether a site is appropriate for housing and if so, whether and when it is likely to come forward.

Preparing the SHLAA

- 1.4 The SHLAA has been prepared in accordance with the Government's National Practice Guidance 'Housing and Economic Land Availability Assessment'¹ published in March 2014. This largely mirrors the approach set out in the previous national guidance (2007). We have also considered advice published by the Planning Officers Society and Planning Advisory Service². It should be noted that the West Oxfordshire SHLAA only deals with housing land availability and employment land availability will be addressed in a separate study.
- 1.5 The practice guidance identifies five main stages and the approach we have taken in relation to each stage is explained in Section 2.

What period does the SHLAA cover?

- 1.6 This SHLAA update covers the period 2011 - 2029 in line with the emerging Local Plan.
- 1.7 Information is provided on the number of homes that have already been built in the period 1st April 2011 – 31st March 2014.
- 1.8 With regard to future housing potential, information is provided for the following time periods:
 - 1st April 2014 – 31st March 2019
 - 1st April 2019 – 31st March 2024
 - 1st April 2024 – 31st March 2029
- 1.9 For the first five-year period (1st April 2014 – 31st March 2019) information is provided on existing commitments (i.e. planning permissions) that were in place as of 1st April 2014 as

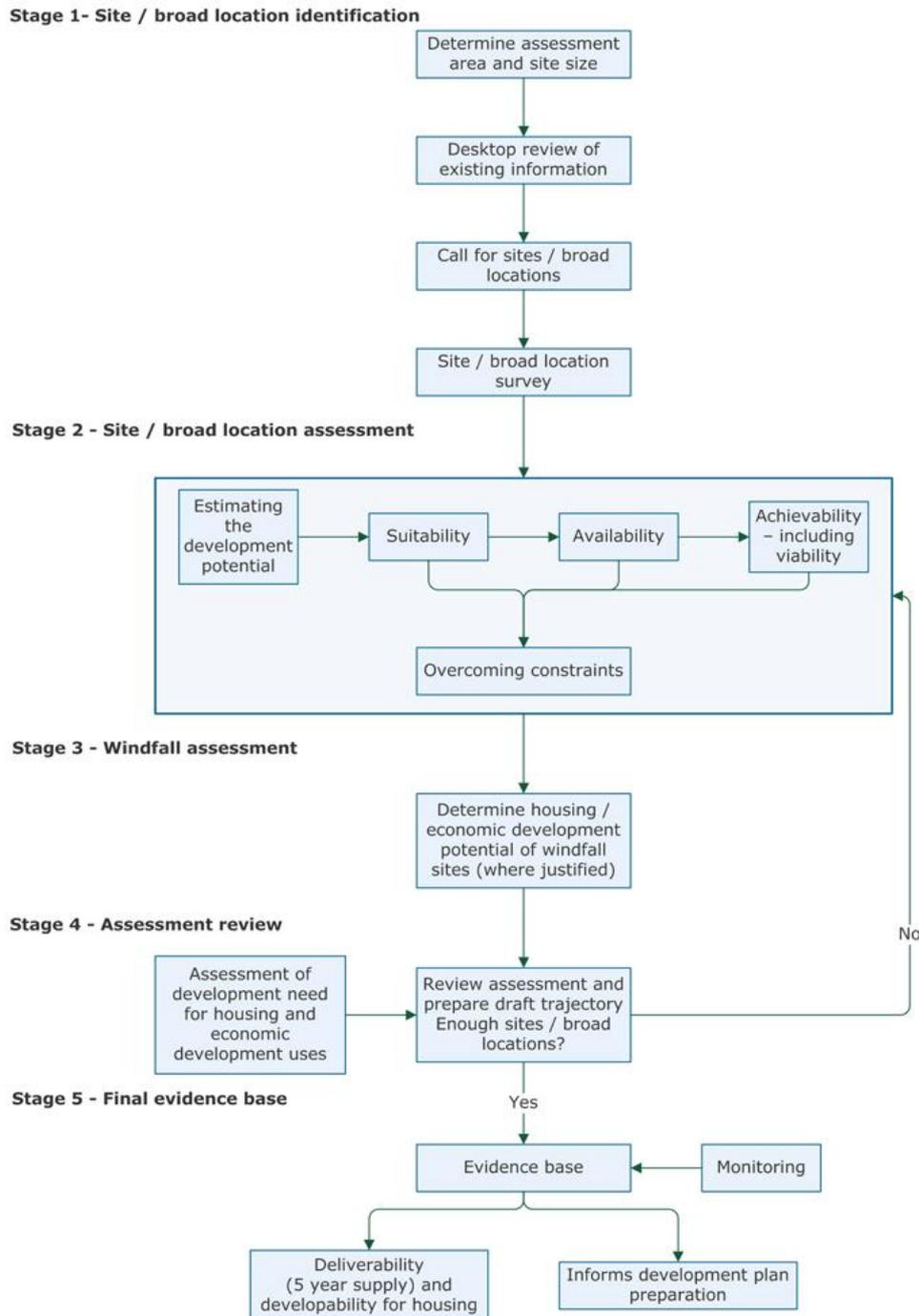
¹ <http://planningguidance.planningportal.gov.uk/blog/guidance/housing-and-economic-land-availability-assessment/>

² Strategic Housing Land Availability Assessment and Development Plan Document Preparation (Planning Officers Society/Planning Advisory Service – July 2008)
Implementing Your Local Development Framework Strategic Housing Land Availability (Planning Officers Society/Planning Advisory Service – April 2008)

well as other suitable and deliverable sites that could potentially come forward within this initial 5-year period.

2. Methodology

2.1 The Government’s practice guidance identifies five main stages to preparing a SHLAA. These are illustrated below.



2.2 The approach we have taken in relation to each stage is described below.

Stage I – Identify Sites and Broad Locations

Ia) Determine the study area

- 2.3 The study area used is the West Oxfordshire District administrative boundary. Although the NPPG suggests using the Housing Market Area (HMA) this covers the whole of Oxfordshire and a study covering such a wide area is not considered to be feasible at the present time.
- 2.4 Early discussions were held with the other Oxfordshire local authorities to establish the scope for joint working. However, due largely to the authorities being at different stages in the plan preparation process, it was decided that the preparation of a joint SHLAA for the whole county was impractical. Some common general principles were however agreed by each authority to ensure consistency of approach including the use of a 10 dwelling threshold (see below).
- 2.5 The SHLAA focuses on the main service centres, rural service centres and villages identified in the Draft Local Plan (2012). These are set out below in Table I below. A brief description of each settlement is attached at Appendix 3.
- 2.6 Small villages, hamlets and countryside have not been assessed through the SHLAA process as the development of new housing in these locations would be contrary to the policies of the emerging Local Plan other than in exceptional circumstances.

Main Service Centres		
Witney	Carterton	Chipping Norton
Rural Service Centres		
Bampton	Burford	Charlbury
Eynsham	Long Hanborough	Woodstock
Villages		
Alvescot	Aston	Bladon
Brize Norton	Cassington	Chadlington
Churchill	Clanfield	Combe
Curbridge	Ducklington	Enstone
Filkins & Broughton Poggs	Finstock	Freeland
Fulbrook	Great Rollright	Hailey
Kingham	Langford	Leafield
Middle Barton	Milton-u-Wychwood	Minster Lovell
North Leigh	Over Norton	Shipton-u-Wychwood
Standlake	Stanton Harcourt & Sutton	Stonesfield
Tackley	Wootton	

Table I: Settlements assessed through the SHLAA process

Ib) Determine the size of site to be considered

- 2.7 The West Oxfordshire SHLAA adopts a minimum site size threshold of 10 dwellings or more, meaning that the only sites assessed in detail are those that are capable of accommodating 10 or more dwellings³.
- 2.8 Although the Practice Guidance suggests the use of a 5 dwelling threshold, it is considered that 10 is appropriate in the case of West Oxfordshire, a large rural district, in order to ensure the study is manageable. An overall 'windfall' allowance has been identified to take account of potential housing supply from small-scale sites across the District (see Stage 3 below).

Ic) Determine the type of site to be considered

- 2.9 The Practice Guidance states that plan makers should consider all available types of sites and sources of data that may be relevant in the assessment process.
- 2.10 The types of site assessed through the SHLAA are set out in Table 2 below. They fall into two main categories; those already in the planning process and those not currently in the planning process.

Sites in the Planning Process		
Source	Included in the SHLAA?	Comment
Planning permissions for houses that are under construction.	Yes	These sites have been identified using the Countywide Land Development Progress System which is used to monitor planning permissions.
Unimplemented/outstanding planning permissions for housing.	Yes	These sites have been identified using the Countywide Land Development Progress System which is used to monitor planning permissions.
Existing housing allocations	Yes	The adopted Local Plan 2011 includes a number of housing allocations. Some of these have already been completed, others have not yet been developed but there is known developer interest.
Land allocated for employment or other land uses which are no longer required for those uses.	Yes	There are several sites allocated for other uses in the existing Local Plan, including sites for employment and retail use. The status of these sites has been reviewed to take into account any changing circumstances.

³ This is a yield-based threshold and will generally equate to sites of at least 0.2 hectares although in some instances 10 or more dwellings may be able to be provided on a smaller site.

Land with planning permission for employment or other land uses which are no longer required for those uses.	Yes	These sites have been identified using the Countywide Land Development Progress System which is used to monitor planning permissions.
Sites not currently in the planning process		
Source	Included in the West Oxfordshire 2013 SHLAA?	Comment
Vacant and derelict land and buildings.	Yes – if above site size threshold of 10 dwellings	This source has formed a significant component of the housing supply in the past and has involved the redevelopment of some large former industrial sites.
Land in non-residential use which may be suitable for re-development for housing, such as commercial buildings or car parks, including as part of mixed-use development.	Yes – if above site size threshold of 10 dwellings	This source has formed a significant component of the housing supply in the past and has involved the redevelopment of some large former industrial sites. A further potential source is the use of space above shops to provide new flats. Flats over shops have provided few additional homes in recent years but potential may exist for new dwellings to come forward from this source.
Additional housing opportunities in established residential areas, such as under-used garage blocks.	Yes – if above site size threshold of 10 dwellings	The provision of additional housing from this source has been a source of new housing in the past but schemes typically involve a small number of dwellings.
Large scale redevelopment and re-design of existing residential areas.	Yes – if above site size threshold of 10 dwellings	This source includes the subdivision of existing housing, the redevelopment of existing housing and the intensification of existing housing areas such as through infill development. The provision of additional housing from this source has been a significant source of new housing in the past but schemes typically involve a small number of dwellings. The redevelopment of large areas of housing or of unfit or poor housing is not a typical feature of West Oxfordshire.

Sites in rural settlements and rural exception sites.	Yes – if above site size threshold of 10 dwellings	The scope of the SHLAA has been expanded to include all smaller (Group A) villages.
Urban extensions	Yes	Assessed using various development plan submissions and other relevant sources of information.
Empty homes	Yes – if above site size threshold of 10 dwellings	Although the overall stock of empty homes in West Oxfordshire is very low, there are empty properties in Carterton associated with RAF Brize Norton which have been assessed through the SHLAA process.
Surplus public sector land	Yes – if above site size threshold of 10 dwellings	Consideration has been given to land owned by West Oxfordshire District Council as well as other sources of public sector land including sites promoted by Oxfordshire County Council.
Free-standing new settlements	No	The development of a free-standing settlement would be contrary to the spatial strategy set out in the draft West Oxfordshire Local Plan and has therefore not been considered through the SHLAA.

Table 2: West Oxfordshire SHLAA site sources

Id) Undertake a ‘call for sites’

2.11 We have previously undertaken several ‘call for sites’ exercises and have also considered a range of sites that have been suggested by landowners and developers on an on-going basis. Previous iterations of the SHLAA have been the subject of consultation with a number of key stakeholders including:

- Landowners
- Developers
- Town and Parish Councils
- Statutory Agencies (Environment Agency etc.)
- Relevant internal West Oxfordshire Departments (Economic Development, Leisure, Drainage etc.)
- Oxfordshire District Councils
- Oxfordshire County Council

2.12 This 2014 SHLAA will be subject to further consultation.

Ie) Carry out a desktop review of sites

- 2.13 A detailed desktop review of all sites identified has been undertaken in order to determine which sites have some development potential and therefore warrant more detailed consideration. Table 3 below summarises the desktop information that has been used.

Sites in the Planning Process	Comment
Sites identified in the planning process.	See Table 4 above.
Site allocations not yet the subject of planning permission (from the adopted Local Plan 2011)	The adopted Local Plan 2011 includes a number of site allocations. Some have been completed others are under construction or have not yet started. Those sites that have not yet been completed have been assessed through the SHLAA process to ensure they remain valid and appropriate.
Planning permissions/sites under construction.	The Council's record of planning permissions and completions for housing has been checked and incorporated into the SHLAA. This information is updated throughout the year and also through an annual site survey.
Planning application refusals	The Council's record of planning application refusals has been checked to identify any potential housing sites as part of the SHLAA process.
Dwelling starts and completion records	The Council's record of dwelling starts and completions has been checked and incorporated into the SHLAA.
Other Sources of Information	Comment
West Oxfordshire Urban Capacity Study (2004)	Although this study was prepared under different guidance and a different methodology (e.g. it excluded undeveloped sites) the findings are valid and have been incorporated into the SHLAA.
Local Plan Inquiry Evidence and Inspector's Report (2004/05)	In preparing for the previous Local Plan Inquiry, topic papers were prepared some of which identified and assessed sites for housing development – such as 'Expansion of Witney- Which Way?' and an 'Assessment of Fringe Sites'. These have been reviewed through the SHLAA process.
Sites promoted at the previous Local Plan Inquiry (2004/5)	Sites previously submitted for consideration for inclusion in the Local Plan have been reviewed through the SHLAA process.
National Land Use Database (NLUD)	This database records vacant and derelict previously developed sites in the District. Sites identified on the register have been reviewed through the SHLAA process.
Planning application enquiries	Development Management (DM) colleagues have been consulted to identify any potential housing sites brought to their attention but not progressed through the planning system (e.g. informal enquiries and pre-application discussions).
Register of Surplus Public Sector Land.	The register is reviewed quarterly and has been taken into account. West Oxfordshire Council owns very little land.
Ordnance Survey maps and aerial photography.	The Council has a GIS system (Cadcorp) which has been used to identify potential sites using Ordnance Survey

	maps and aerial photography as well as map sites and identify constraints (e.g. Green Belt, SSSI).
West Oxfordshire Economy Study 2007 and 2012 update.	The Economy Study was conducted by Nathaniel Lichfield and Partners and considered the main existing employment sites throughout the District, the market for employment sites and also future land needs. It was updated in-house in 2012 in support of the Draft Local Plan.
West Oxfordshire Register of Property to Let	West Oxfordshire District Council maintains a register of Council-owned and managed property to let. The register has been used to identify potential housing sites through the SHLAA process.
West Oxfordshire Commercial Property Register.	West Oxfordshire District Council maintains a register of available commercial premises to buy or let. The register has been used to identify potential housing sites through the SHLAA process.

Table 3: West Oxfordshire SHLAA desktop information

If) Undertake a survey of those sites with reasonable potential

- 2.14 There is little point in surveying a site that has no prospect of coming forward, so, based on the desktop review of information, a series of initial assessment criteria were applied to determine which sites to survey.
- 2.15 These criteria are:
- Is the site in or adjacent to an existing SHLAA settlement?
 - Is the site wholly in Flood Zone 3 (i.e. high risk)?
 - Is the site covered by a national or European designation? (SSSI, NNR, SAC, Scheduled Monument)
 - Is the site capable of accommodating 10 or more dwellings?
- 2.16 Only those sites located in or adjacent to a SHLAA settlement, wholly or partially located outside Flood Zone 3, not covered by a national or European designation and capable of accommodating 10 or more dwellings were taken forward to the site survey stage. Details of all sites considered (including those not taken forward) are included in Appendices 1 and 5.
- 2.17 Site surveys were carried out for all sites that satisfied the initial assessment criteria. A standard site survey form was developed and used to record all relevant information such as the current use of the site, adjoining uses, physical constraints etc. A copy of the site survey form used is attached at Appendix 4.
- 2.18 The information recorded during the site surveys, was then transferred into the Council's SHLAA database (Appendix 5 – available separately) allowing the information to be easily interrogated.
- 2.19 All sites have been mapped using GIS and maps for each settlement are provided at Appendix 2.

Stage 2 - Identify the Development Potential of Each Site/Broad Location

2a) Calculate the development potential of each site/location

2.20 Having identified and surveyed all potential sites, the next stage is to estimate how many dwellings can reasonably be accommodated on each site.

2.21 We have based our estimates on a general standard of 30 dwellings per hectare, supplemented by consideration of the following:

- Desktop information
- Site survey information
- Stakeholder responses
- Discussions with development management colleagues
- Existing and emerging policies on density including the West Oxfordshire Design Guide (2006)
- Where applicable, other completed similar schemes in the local area

2b) Determine if the site/location is suitable, available and achievable

2.22 The most important stage in the SHLAA process is to assess whether the sites that have been identified and surveyed are likely to come forward for housing and if so, when.

2.23 The first step is to determine if the site or broad location is 'suitable' 'available' and 'achievable'.

Suitability

2.24 Suitability should be based on a range of factors. The criteria that we have used include:

- Relevant planning policy
- Proposed access arrangements
- Accessibility
- Infrastructure constraints
- Ground conditions
- Landscape impact
- Ecological impact
- Trees
- Physical constraints
- National designations (e.g. Green Belt, AONB)
- Flood risk
- Heritage assets
- Residential amenity (of both existing and future occupants)

Availability

- 2.25 A site can be considered to be available for development, when based on the best information available there is confidence that there are no legal or ownership problems.
- 2.26 This will often mean that the land is controlled by a developer or landowner who has expressed an intention to develop, or the landowner has expressed an intention to sell, although it should be noted that the existence of a planning permission does not necessarily mean that the site is available.

Achievability

- 2.27 To be considered 'achievable' for development there must be a reasonable prospect that the site will be developed at a particular point in time. This is essentially a judgement about the economic viability of a site and the capacity of the developer to complete and sell the development over a certain period.
- 2.28 Whilst we have not undertaken an individual viability appraisal of all sites we have had regard to the general findings of an independent viability assessment prepared by consultants in 2013 in support of the Local Plan and the potential introduction of the Community Infrastructure Levy (CIL) into West Oxfordshire. The study showed that typically for greenfield sites, developments of 10 or more dwellings (the threshold used in the SHLAA) are generally viable throughout West Oxfordshire.

Overall conclusions

- 2.29 We have used a combination of professional judgement and discussions with stakeholders to determine the suitability, availability and achievability of the sites identified. Where potential constraints have been identified, due consideration has been given as to how these might be overcome.
- 2.30 We have then classed each site as either 'deliverable', 'developable' 'not currently developable' or 'not suitable'.

- 2.31 Deliverable housing sites are defined as follows:

'To be considered deliverable, sites should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years and in particular that development of the site is viable'.⁴

- 2.32 SHLAA sites classed as 'deliverable' have generally been included in the 0-5 year tranche (1st April 2014 – 31st March 2019) although some larger sites have been split into this period and the following 5-year period (1st April 2019 – 31st March 2024).

- 2.33 Developable housing sites are defined as follows:

'To be considered developable, sites should be in a suitable location for housing development and there should be a reasonable prospect that the site is available and could be viably developed at the point envisaged'.⁵

⁴ NPPF (Footnote 11)

- 2.34 Because there is less certainty about when they might come forward, sites classed as ‘developable’ have been included in either the 6-10 year timeframe (1st April 2019 – 31st March 2024) or 11-15 year timeframe (1st April 2024 – 31st March 2029).
- 2.35 Some sites have been recognised as being suitable in principle for housing development but it is not known when they might be developed. These have been classed as ‘*not currently developable*’. This may be, for example, because one of the constraints to development is severe, and it is not known when or how it might be overcome.
- 2.36 Where it is considered that a site is unsuitable for housing, we have simply identified it as being ‘*not suitable*’.

Stage 3 – Determine the housing potential of windfall sites

- 2.37 The Practice Guidance states that provided they have robust evidence, local authorities are able to include an allowance for speculative ‘windfall’ development over the period of the Local Plan.
- 2.38 A conservative estimate is that windfall development will continue to come forward at a rate of at least 100 homes per annum which equates to 1,500 homes in the period 2014 – 2029. This windfall allowance must be added to the specific sites identified within the SHLAA to provide an overall indication of likely housing capacity over the period of the Local Plan.

Stage 4 – Review the Assessment⁶

- 2.39 The results of the assessment are summarised in Section 3 below and set out in full in appendices 1 and 5.

Stage 5 – Final Report

- 2.40 This final report provides all of the core outputs required by the Practice Guidance.

3. Summary of Findings

- 3.1 Details of the individual conclusions reached on individual sites are set out in Appendix 1 and 5. The overall results in terms of potential housing capacity are summarised in Table 4 below. These are aggregated on the basis of the five sub-areas that form the basis of the emerging Local Plan. For each settlement and sub-area the table illustrates the number of homes already built in the period 1st April 2011 – 31st March 2014 as well as existing permissions as of 1st April 2014.
- 3.2 Information is then provided on other potential housing capacity in each of the 0-5 year, 6-10 and 11-15 year periods.

⁵ NPPF (Footnote 12)

⁶ Effectively Stage 8 in the SHLAA Guidance (2007)

3.3 For completeness, the table includes an 'Other Rural' figure for each sub-area to take account of any residential completions and existing planning permissions (as of 1st April 2014) in locations not assessed through the SHLAA process.

Table 1	Completed	Existing Permissions as of 1st April 2014	0 - 5 years (1st April 2014 - 31st March 2019)	6 - 10 years (1st April 2019 - 31st March 2024)	11 - 15 years (1st April 2024 - 31st March 2029)	Total
Sub-Area SHLAA potential	1/4/2011-31/3/2014					
Witney Sub-Area	154	545	670	1345	549	3263
Witney	133	518	670	1340	549	3210
Curbridge	1	3	0	5	0	9
Ducklington	4	4	0	0	0	8
Hailey	3	4	0	0	0	7
Minster Lovell	8	11	0	0	0	19
Other rural	5	5	0	0	0	10
Carterton Sub-Area	135	839	448	731	0	2,153
Carterton	103	796	300	666	0	1,865
Bampton	8	13	110	50	0	181
Alvescot	3	2	0	0	0	5
Aston	1	3	38	0	0	42
Brize Norton	3	3	0	0	0	6
Clanfield	2	5	0	0	0	7
Filkins & Broughton Poggs	0	1	0	5	0	6
Langford	8	3	0	10	0	21
Other rural	7	13	0	0	0	20
Chipping Norton Sub-Area	87	175	400 - 430	500	0	1162 - 1192
Chipping Norton	47	86	400 - 430	500	0	1033 - 1063
Enstone	21	36	0	0	0	57
Great Rollright	3	6	0	0	0	9
Middle Barton	5	17	0	0	0	22
Over Norton	2	1	0	0	0	3
Other rural	9	29	0	0	0	38
Eynsham – Woodstock Sub-Area	315	211	107	470 - 500	0	1103 - 1133
Eynsham	120	68	0	250	0	438
Long Hanborough	29	36	0	70	0	135

Table 1	Completed	Existing Permissions as of 1st April 2014	0 - 5 years (1st April 2014 - 31st March 2019)	6- 10 years (1st April 2019 - 31st March 2024)	11 - 15 years (1st April 2024 - 31st March 2029)	Total
Sub-Area SHLAA potential	1/4/2011 - 31/3/2014					
Woodstock	100	11	58	150 - 180	0	319 - 349
Bladon	2	9	20	0	0	31
Cassington	3	10	0	0	0	13
Combe	9	3	0	0	0	12
Freeland	1	10	0	0	0	11
North Leigh	4	8	0	0	0	12
Standlake	5	9	0	0	0	14
Stanton Harcourt	25	19	0	0	0	44
Tackley	1	1	15	0	0	17
Wooton	11	4	14	0	0	29
Other rural	5	23	0	0	0	28
Burford – Charlbury Sub-Area	132	167	25	10	14	348
Burford	26	15	0	10	39	90
Charlbury	31	9	0	0	0	40
Chadlington	12	5	0	0	0	17
Churchill	2	17	0	0	0	19
Finstock	1	1	0	0	0	2
Fulbrook	1	2	0	0	0	3
Kingham	6	5	15	0	0	26
Leafield	2	6	0	0	0	8
Milton-u-Wychwood	13	52	0	0	0	65
Shipton-u-Wychwood	1	13	0	0	25	39
Stonesfield	23	4	10	0	0	37
Other rural	14	38	0	0	0	52
Totals	823	1937	1650 - 1680	3056 - 3086	613	8079 - 8139

Table 4: Housing potential by settlement and sub-area

- 3.4 The overall results show that in the period 1st April 2011 – 31st March 2014 a total of 823 new homes were built in West Oxfordshire.
- 3.5 The existing permissions figure as of 1st April 2014 is 1,937 dwellings. It should be noted that this excludes several large sites that have the benefit of resolution to grant planning permission including West Witney, New Road Bampton and land north of the Marlborough School, Woodstock. These have instead been included in the other columns according to likely delivery.
- 3.6 Total potential capacity in the 0-5 year period 2014 – 2019 is between 1,650 and 1,680 dwellings, in the 6-10 year period between 3,056 and 3086 and in the 11-15 year period 613 dwellings.
- 3.7 Total SHLAA capacity is therefore between 8,079 – 8,139 dwellings. Taking into account an overall windfall allowance of 1,500 (100 per year 2014 – 2029) total potential housing capacity is between 9,579 and 9,639 homes.
- 3.8 A summary of the assessment for each SHLAA settlement and site is set out at Appendix 1. The full assessment which also includes details on the individual permissions summarised in Table 4 above is set out at Appendix 5.

4. Updating the SHLAA

4.1 The SHLAA is not a one-off study and will be updated on an annual basis.

4.2 Regularly updating the SHLAA will allow us to establish whether:

- Sites that were under-construction at the time of the original survey have now been developed in whole or in part;
- Sites with planning permission are now under construction and what progress has been made;
- Planning applications have been submitted on any of the sites or broad locations identified in the original survey;
- Any progress has been made in removing constraints to development and whether any sites previously considered to be undeliverable or undevelopable are now able to come forward;
- Any unforeseen constraints have emerged which now mean a site is no longer deliverable or developable, and how these could be addressed;
- Our assumed windfall allowance (100 per year) is coming forward as expected.

5. Sources of Further Information

- 5.1 For ease of reference we have provided a list of useful website links below to provide you with further information on the SHLAA process and housing land supply more generally.

Housing and Economic Land Availability Assessment (March 2014 – DCLG)

<http://planningguidance.planningportal.gov.uk/blog/guidance/housing-and-economic-land-availability-assessment/>

Strategic Housing Land Availability Assessment Practice Guidance (Department of Communities and Local Government – July 2007)

<http://www.communities.gov.uk/publications/planningandbuilding/landavailabilityassessment>

National Planning Policy Framework (NPPF) – March 2012

<https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Strategic Housing Land Availability Assessment and Development Plan Document Preparation (Planning Officers Society/Planning Advisory Service – July 2008)

<http://www.pas.gov.uk/pas/aio/77664>

Implementing Your Local Development Framework Strategic Housing Land Availability (Planning Officers Society/Planning Advisory Service – April 2008)

<http://www.pas.gov.uk/pas/aio/62862>

Strategic Housing Land Availability Assessment Frequently Asked Questions (Planning Advisory Service – January/February 2008) <http://www.pas.gov.uk/pas/aio/74328>

APPENDIX I – SITE ASSESSMENT SUMMARY

Witney

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	518	0	0	
155	North Curbridge	n/a	n/a	n/a	n/a	450	550	0	Site benefits from resolution to grant outline permission subject to S106.
	Cogges	Suitable – see Site 200 below				0	0	0	Falls within Site 200 – see below.
	Woodford Way	Suitable	Not currently available	Achievable	Developable	0	0	50	Permission for 50 dwellings previously granted. Currently in active use as a surface level car park.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
25	Bus Depot and Garage, Corn Street	Suitable	Available – in part	Achievable – subject to relocation of bus depot	Developable	6*	0	14	Planning approval for 6 dwellings and other business uses on part of site. Site currently in use. Further development suitable in principle but would require relocation of bus depot.
28	Scrap Yard, West End	Suitable	Not available	Achievable	Developable	0	0	15	Redevelopment of site acceptable in principle but in current use. Would also require improved access arrangements. Potential longer-term scheme.
29	West End Industrial Estate	Site not taken forward to detailed assessment stage – Flood Risk				0	0	0	

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
31	Welch Way	Suitable	Unknown – multiple ownerships	Not currently achievable - Relatively high existing use value and currently in use	Developable	0	0	30	In the long term there may be opportunities to make more efficient use of this area which may involve residential development as part of mixed use schemes.
32	Welch Way	Suitable	Unknown – multiple ownerships	Not currently achievable - Relatively high existing use value and currently in use	Developable	0	0	20	If current uses cease the redevelopment of the site could be considered for a mix of uses, including town centre and residential uses.
188	Land at Thorney Leys	Not suitable	Available	Achievable	Not suitable	0	0	0	An important area of green space, providing a setting for the town and a buffer to the A40.
189	Land South of the A40 - Colwell Green	Not suitable	Available	Achievable	Not suitable	0	0	0	Development of this site would result in unsustainable urban sprawl, dependent on car travel, subject to a poor level of residential amenity and causing the coalescence of Witney with outlying villages.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
196	Thames Water Pumping Station, Ducklington Lane	Site not taken forward to detailed assessment stage – too small				0	0	0	
197	Thames Water Depot, Dark Lane	Suitable	Available	Achievable – subject to flood risk issues being overcome	Deliverable	10	0	0	Previously developed site in sustainable location. Surplus to requirements. Redevelopment would need to address flood risk issues to come forward.
198	North of Witney	Suitable – in part (not at level of development suggested by developer)	Available	Financial viability dependent on significant cost of necessary highway and flood mitigation infrastructure	Developable	180	420	400	Relatively sustainable location for urban extension development although not proximate to Witney's main employment areas. If the site were to come forward would need to deliver significant highway infrastructure including the West End Link and Northern Relief Road. However, landscape sensitivities reduce the capacity of development.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
199	Cogges South Land off Stanton Harcourt Road	Suitable – in part	Available	Achievable – subject to flood risk issues	Deliverable	30	0	0	Significant development would be an intrusion into the valley landscape. The site is also affected by flood risk. There may be scope for very limited development in line with and serving to round off the existing built area.
200	Cogges Triangle	Suitable	Available	Achievable – subject to provision of Shores Green Slip Road scheme	Developable	0	370	0	Sustainable location, part of site relatively well screened from wider area thereby serving to mitigate landscape and visual impact of development. Potential scope for up to 370 dwellings subject to developer demonstrating that this can be achieved without harm.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
201	Land east of Jubilee Way, north of Oxford Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Development of this site would be urban sprawl into open countryside which would have a significant adverse impact on the setting of the town, especially upon views from the west and north. Jubilee Way (the North East Distributor Road) presents a barrier to the integration of the site with the town.
202	The Woolgate/Witan Way	Suitable	Available	Achievable	Developable	0	0	20	Some element of residential use may come forward in the longer-term as a small part of a mixed-use development on this site.
250	Boy Croft Land, North of Witney	Site not taken forward to detailed assessment stage – too remote from settlement				0	0	0	

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
275	Land off Schofield Avenue	Not suitable	Available	Achievable	Not suitable	0	0	0	In terms of minimising long distance landscape impact, it is important to keep development below the 100m contour in this area. The site would create intrusive skyline development. The well-established landscape buffer softens urban edge and should not be breached.
295	Newland Cricket Pitch	Not suitable	Available	Achievable – subject to relocation of cricket pitch	Not suitable	0	0	0	This is a valuable area of open space within the Witney Conservation Area, both in terms of its contribution to the character and amenity of the area and its function as a cricket ground/playing field.
296	Land north of Mill Street south of West End	Site not taken forward to detailed assessment stage – Flood Risk				0	0	0	

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
297	Land at Barnes Close	Not suitable	Available	Likely to be financially viable although access problematic	Not suitable	0	0	0	A valuable area of open space which forms part of a larger greenspace area close to the town centre. This area is a significant asset for the town and makes an important contribution to the character and setting of the River Windrush, the floodplain pastures, the Conservation Area and a large number of listed buildings. Much of the site also affected by flood risk.
307	Bathing House Farm, Springfield Oval	Not suitable	Available	Likely to be financially viable although access problematic	Not suitable	0	0	0	This, and the adjoining site, provide a green buffer between the built-up area of the town and the ecologically and landscape important Windrush Valley. Achieving satisfactory vehicular access along the track from Burford Road would necessitate the removal of much of the woodland to the east of the track. Significant junction improvements would also be required

									on Burford Road.
308	Downs Road/Burford Road	Not suitable	Available	Achievable	Not suitable	0	0	0	The principle of development of this site has been accepted. The provision of additional employment, rather than housing, is a more appropriate use in this location, especially because of the existing adjoining industrial uses and the proximity of hazardous substances.
324	Land north of Burford Road	Not suitable	Available	Achievable	Not suitable	0	0	0	The sensitivity of the landscape in this part of the town is a key constraint restricting development in this area. The impact of residential development on the Windrush Valley is considered to be too significant to permit development here. The proximity of hazardous substances is a further potentially significant constraint.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
326	Land off Hailey Road	Not suitable	Available	Achievable	Not suitable	0	0	0	This site reads as part of a wider landscape both to the west, as part of the Windrush Valley, and to the north, as part of the Wychwood Uplands. Development would have an adverse impact upon the wider landscape, especially from the West Witney Ridge and the Windrush Valley. It will also have more localised landscape impacts.
Total						1,188	1,340	549	

* Excluded from total to avoid double counting with existing permission

Carterton

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	796	0	0	
330	Swinbrook Road recreation ground	Not suitable	Not available	Not achievable	Not suitable	0	0	0	Until adequate replacement provision for the recreation facilities is identified the site is not considered suitable or available for development.
19	Nurseries off Alvescot Road	Site not taken forward to detailed site assessment stage – too small				0	0	0	Potential for small-scale development below 10 dwelling threshold.
23	Land at 23 Brize Norton Road	Site not taken forward to detailed site assessment stage – too small				0	0	0	Potential for small-scale development below 10 dwelling threshold. Previous residential permission never implemented.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
34b	REEMA Central	Suitable	Available	Likely to be financially viable although high existing use value	Developable	0	200*	0	There are no insurmountable constraints to development and the landowners are actively pursuing development. However, final confirmation and release of the site for private market housing by the DIO is not expected until construction at REEMA North is complete (expected 2016).
134	Land to the rear of Corbett Road	Not suitable	Available	Achievable	Not suitable	0	0	0	The area is not considered suitable for development due to the adverse landscape impact that development here would have on the setting of the town and the precedent this would set for a much larger and more harmful area to be developed.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
147	Carterton Town Football Club and Allotments	Not suitable	Not available – multiple ownerships	Not currently achievable	Not suitable	0	0	0	Part of the site is considered under site 234. The additional land currently occupied by the allotments and football club is not considered suitable due to the landscape impact on the northern edge of the town and proximity of a working quarry. In addition these facilities would need to be replaced and expanded and suitable replacement sites have not been identified.
148	Land off Alvescot Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Development of the site would adversely affect the sensitive landscape edge to the town and views to and from the open countryside to the west.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
149	Land south of Alvescot Road	Site taken forward to detailed assessment stage – not adjacent to settlement				0	0	0	
154	Land at Carterton South Industrial Estate	Not suitable	Available	Relatively high existing use value.	Not suitable	0	0	0	The site is part of a well-used and important component of Carterton's employment land supply with some potentially unneighbourly uses. The encroachment of housing into the estate and need for access using estate roads would create conflict and potential future amenity issues limiting the flexible use of the industrial site.
159	Land west of Upavon Way, 'The Warren'	Not suitable	Available	Achievable	Not suitable	0	0	0	Development of the site would adversely affect the sensitive landscape edge to the town and views to and from the open countryside to the west.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
191	West Oxon Business Park	Not suitable	Not available	Relatively high existing use value.	Not suitable	0	0	0	The site is a remaining employment allocation and continues to be required to meet business development needs in the town. Also not available.
193	Land at junction of Kilkenny Lane and Swinbrook Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Development of the site would be an unacceptable intrusion into the open countryside, has poor access along a rural road, is distant from the town centre, services and public transport and would be subject to poor residential amenity due to disturbance from the football club and active limestone quarry.
231	Land adjacent Sunset View, Upavon Way	Not suitable	Available	Achievable	Not suitable	0	0	0	Development of the site would adversely affect the sensitive landscape edge to the town and views to and from the open countryside to the west.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
232	Land north of junction of Swinbrook Road and Kilkenny Lane	Not suitable	Available	Achievable	Not suitable	0	0	0	Development of the site would be an unacceptable intrusion into the open countryside, has poor access along a rural road, is distant from the town centre, services and public transport and would be subject to poor residential amenity due to disturbance from the football club and active limestone quarry.
234	North west of Carterton (David Wilson Homes)	Suitable (in part)	Available	Achievable	Developable	0	66	0	The western part of the site is not considered suitable due to the impact on the setting and relative isolation of Shilton. Some development may be accommodated in the area south of the football club and allotments without adverse landscape impact but has been identified a potential area of calcareous grassland a BAP Habitat. Further survey is required to confirm the extent of the

									habitat. Delivery of development on the site is subject to the implementation of the adjoining development and achieving access via the associated Shilton link road.
239	Linden House, Kilkenny Lane	Not suitable	Available	Not currently achievable	Not suitable	0	0	0	Development would be subject to construction of development to the south and achieving access. Significant development of the site would be an unacceptable intrusion into the open countryside, and is distant from the town centre, services and public transport.
273	Land at Kilkenny Farm	Not suitable	Available	Achievable	Not suitable	0	0	0	Major intrusion into the open countryside unless development constrained to the south east area of the site to limit the landscape impact. Development would however be an isolated, satellite village, not well related to the town, existing services and facilities. Relatively poor walking, cycling and public transport access

									and a need for widening along Burford Road which would be required change the character of the road.
285	Land at Shilton Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Significant development of 10 dwellings or more would adversely affect the sensitive landscape edge to the town.
286	Brooklands nursery, Shilton Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Development of the site would adversely affect the sensitive landscape edge to the town and views to and from the open countryside to the west.
288	East Carterton	Suitable	Available	Achievable	Deliverable (although not all in 5 years)	300	400	0	Subject to the incorporation of a substantive landscape transition zone to the north and east to limit the visual and landscape impact on the setting of Brize Norton village the site is considered suitable for development with no absolute constraints to development or delivery. Acceptable noise and flood mitigation will be required through the design of the

									development.
293	Land west of Carterton	Not suitable	Available	Achievable	Not suitable	0	0	0	Development would be a major incursion into open countryside of high landscape sensitivity and intervisibility and would appear as an alien intrusion into the open wolds and wider landscape. Access to the site would require built structures being provided across the Shill Brook an ecologically sensitive area which also physically separates the site from the town. The site is not well related to the built up area.
322	Carterton Mobile Home Park, Milestone Road	Suitable in principle although development would result in the loss of existing caravan accommodation	Available	Achievable subject to existing tenancy agreements	Not currently developable	0	0	0	Suitable in principle subject to overcoming constraints in terms of loss of mobile homes providing an affordable housing option and also noise considerations.
Total						1,096	666	0	

* 200 represents the net gain over and above existing dwellings on the site.

Chipping Norton

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	86	0	0	
	Rear of Cromwell Park - Remainder of Local Plan mixed use allocation (Proposal 1)	Suitable	Available	Achievable	Deliverable	80	0	0	Principle of development established through adopted Local Plan. Sustainable location, good access. Minimal impact on wider countryside.
17	Land off Albion Street	Suitable	Not available	Not achievable	Not currently developable	0	0	0	Suitable in principle for small-scale development. Previously developed site in a sustainable location. However, land assembly likely to be problematic.
204	Tank Farm (larger option)	Suitable	Available	Achievable subject to access and primary school capacity	Developable	0	500	0	Sustainable location close to town centre and services. Located outside the AONB. Landscape assessment suggests that up to 500 homes could be provided. Access issues would however need to be overcome for development to come forward and primary

									school capacity is a further consideration.
212	Tank Farm (smaller option)	Suitable	Available	Achievable	Deliverable	80*	0	0	Sustainable location, relatively close to town centre. Not located in AONB. Flat site, adjacent to existing residential development. Access possible off Trinity Road. Relatively little wider landscape impact.
213	Rockhill Farm	Suitable	Available	Achievable	Deliverable	70**	0	0	Good access, relatively close to town centre, flat site adjacent to existing local plan allocation for mixed-use development with potential to integrate the two sites. Outside the AONB and acceptable degree of impact in landscape terms. Potentially suitable for employment use also. See comments on land adjacent to Trinity Road.
216	Castle View and Ambulance Station, Spring Street	Suitable	Available	Likely to be financially viable although relatively high existing use value (care home).	Deliverable	25	0	0	Sustainable location, previously developed site, lends itself to redevelopment. Access achievable off Over Norton Road.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
228	Land north of Church Lane	Not suitable	Available	Likely to be financially viable although access from Church Lane problematic	Not suitable	0	0	0	Sustainable location close to the town centre but a highly sensitive site in close proximity to a scheduled monument with poor access onto Church Road.
270	West End Farm, Churchill Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Landscape impact, impact of development on the setting of the Bliss Mill Listed Building and the Conservation Area. Would represent major development within the AONB. Relatively remote from town centre services being on south western fringe of the town.
282	Land at Junction of Walk Farm Lane and Banbury Road	Site not taken forward to detailed assessment stage – too remote from settlement boundary				0	0	0	

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
284	Land south of Churchill Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Major incursion into open countryside within the AONB. Not well related to the existing built area and would extend development unacceptably in a linear, south western direction.
289	Land off Cotswold Crescent	Suitable	Available	Achievable	Deliverable	150 - 180	0	0	Sustainable location for development and would relate well to existing development. Would constitute major development within the AONB but provides an opportunity to enhance the approach to the town from the south.
290	Land at the Pillars	Suitable (in part)	Available	Likely to be financially viable although relatively high existing use value	Deliverable	15	0	0	Sustainable location, partly previously developed land. Suitable for limited development on part of site. Adjacent to existing and proposed employment and residential development.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
291	Land off Park Road	Not suitable	Available	Likely to be financially viable although access problematic	Not suitable	0	0	0	The site is located in a sensitive, elevated position within an attractive parkland setting. Poor access.
292	Land off Worcester Road	Site not taken forward to detailed assessment – too remote from settlement				0	0	0	
299	Land adjacent Foxfield Court	Site not taken forward to detailed assessment – too small				0	0	0	
311	Chipping Norton Glebe	Site not taken forward to detailed assessment – not adjacent to settlement boundary				0	0	0	

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
325	Former Penhurst School	Suitable	Available	Likely to be financially achievable although relatively high existing use value	Deliverable	60	0	0	Previously developed site in a sustainable location. Lends itself to sensitive residential redevelopment. Likely to come forward for C2 use (care home).
327	Land adjacent to Trinity Road	Suitable	Not available	Achievable	Developable	70	0	0	The site is identified for employment use in the draft Local Plan (2012) but in principle, lends itself to residential development, given recent development immediately east, good access onto London Road. Replacement employment land would need to be identified for this site to come forward for residential. Potential land swap (Site 213)
Total						486 - 516	500	0	

* Excluded from total to avoid double counting with Site 204

** Excluded from total to avoid double counting with Site 327

Bampton

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	13	0	0	
153	New Road, Bampton	n/a	n/a	n/a	n/a	110	50	0	Resolution to grant permission subject to S106
138	Aston Road	Not suitable	Available	Achievable	Not suitable	0	0	0	The site adjoins an existing outlier to the settlement but is otherwise isolated from the main built up area of the settlement by an attractive open gap to the west. This area has been defined as a strong landscape edge with a need to resist urbanisation. This view was supported by the last Local Plan Inspector.

194	Land north of Landells	Not suitable	Available	Achievable	Not suitable	0	0	0	The site is part of the sensitive northern edge to the village and transition to the open countryside. The last Local Plan Inspector noted a lack of modern development on this side of the village which was an important part of the character and fundamental to resist the encroachment of development into the countryside to the north.
257	Land at Calais Farm	Not suitable	Available	Achievable	Not suitable	0	0	0	This area has been defined as a strong landscape edge with a need to resist urbanisation. Development would have a harmful impact on the open rural approach to the village.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
258	Land at Fishers Bridge, Buckland Road	Site not taken forward to detailed assessment stage – Zone 3 flood risk				0	0	0	
319	Manor Farm, Weald	Site not taken forward to detailed assessment – too remote from settlement				0	0	0	
Total						123	50	0	

Burford

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	15	0	0	
	Burford Cottage Hospital	Suitable	Not available	Achievable	Developable	0	0	14	Previously developed site, suitable for conversion to residential use although currently in active health care use.
143	Land off Witney Street	Not suitable	Available	Achievable	Not suitable	0	0	0	Site forms part of the attractive entrance to Burford from the east. Very poor access to the site would prevent development without large scale tree felling. Site contributes to the character of the conservation area.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
I44	Land between Frethern Close and Orchard Rise	Not suitable	Available	Likely to be financially viable although access is a key constraint	Not suitable	0	0	0	Significant access constraints. Development also likely to result in significant landscape impact. The site sits in a particularly prominent position forming a visual edge to the town.
I45	Land off Sheep Street	Not suitable	Available	Achievable	Not suitable	0	0	0	Large incursion into open countryside. Access problematic.
I46	Land off Shilton Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Isolated location and physically segregated from the rest of Burford by the A40.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
160	Tanners Lane	Suitable	Available	Likely to be financially viable but access represents a constraint to development	Developable	0	10	0	Sustainable location for development, logical extension to existing built area. Modest scale of development capable of being successfully mitigated in terms of landscape and visual impact. Access problematic and would need to be overcome before development could proceed.
161	Land off Sheep Street to the west of the town	Not suitable	Available	Achievable	Not suitable	0	0	0	Large incursion into open countryside. Access problematic.
161a	Sheep Street	Suitable	Not available	Achievable	Potentially developable in the longer-term	0	0	25	Sustainable location for development. Access possible off Sheep Street. Reduced scale of development to mitigate impact of development. It is understood however that the site is not available for development.
Total						15	10	39	

Charlbury

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	9	0	0	
256	Charlbury Quarry, Quarry Lane/Ditchley Road	Not suitable	Available	Likely to be financially viable although access is an important constraint.	Not suitable	0	0	0	Access problematic and development likely to cause harm to the character of the area, AONB and Conservation Area.
266	Land off Forest Road	Not taken forward to detailed site assessment stage – too remote from settlement				0	0	0	

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
312	Land off Pound Hill	Not suitable	Available	Achievable	Not suitable	0	0	0	Development on this site would be harmful to the character of the area, the setting of Charlbury, the landscape of the AONB and biodiversity. The site is also poorly integrated with the town and has access difficulties.
Total						9	0	0	

Eynsham

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	68	0	0	
140	Land off Mead Lane	Not suitable	Available	Achievable	Not suitable	0	0	0	Physically segregated from settlement, development would have a harmful impact on the eastern urban fringe. Site also located within the Oxford Green Belt.
150	Land north of A40	Not suitable	Available	Achievable	Not suitable	0	0	0	Physically segregated from settlement by the A40. Noise impact and unacceptable impact of development on open countryside.
179	Land to the west of Eynsham	Suitable	Partly Available- Southern half of site	Likely to be financially viable although access is a key constraint to bringing this site forward	Developable	0	200	0	Suitable in principle for development on the southern half of the site although access is a key constraint. Could potentially come forward as part of a comprehensive scheme including site 187a.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
180	Fruitlands	Not suitable	Available	Achievable	Not suitable	0	0	0	Loss of an important amenity space; intrusion into the soft rural edge of the village; possible harm to biodiversity.
187	Eynsham Plant Centre	Suitable but only as part of larger, comprehensive development	Available	Relatively high existing use value and access a key constraint	Developable	0	15*	0	Previously developed site, relatively well-related to settlement. Suitable in principle subject to appropriate and sensitive form of development and landscaping. However, access is a key constraint that would need to be overcome for development to come forward. Noise would also need to be taken into account.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
187a	Eynsham Plant Centre – enlarged site submission	Suitable but only as part of larger, comprehensive development	Available	Relatively high existing use value and access a key constraint	Developable	0	50	0	Previously developed site, relatively well-related to settlement. Suitable in principle subject to appropriate and sensitive form of development and landscaping. However, access is a key constraint that would need to be overcome for development to come forward. Noise would also need to be taken into account.
209	Land to the west of Station Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Development here would have a detrimental impact on the adjacent Conservation Area and setting of Eynsham. Falls in an area of high quality floodplain pasture. The expansion of the village here would have a significant impact on the site's pastoral character.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
210	Land to the east of Station Road	Not suitable	Available	Achievable	Not suitable	0	0	0	The site is floodplain pasture within the Lower Windrush Valley and Eastern Thames Fringes character area. This type of landscape is of particularly high quality and sensitive to development. Development here would also have a detrimental impact on the adjacent Conservation Area and setting of Eynsham.
223	Bartholomew Detached Playing Field	Potentially suitable (in part)	Available	Could prejudice access to site 179	Potentially suitable (in part)	0	0	0	May be suitable for very limited development although could be used to provide access to site 179.
Total						68	250	0	

* Excluded from total to avoid double counting with site 187a

Long Hanborough

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	36	0	0	
166	Land west of Long Hanborough (south of Millwood End)	Not suitable	Available	Achievable subject to school capacity issue being resolved	Not suitable	0	0	0	Harm to landscape setting and separate identities of village and Freeland and to setting of Conservation Area. Relatively distant from village facilities.
167	West of Long Hanborough	Not suitable	Available	Achievable subject to school capacity issue being resolved	Not suitable	0	0	0	Harm to landscape setting and separate identities of village and Freeland. Relatively distant from village facilities.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
168	Land adjacent Hurdeswell	Not suitable	Available	Achievable	Not suitable	0	0	0	Not well integrated with existing development and limited development potential. Also awkward to develop because of shape of land, relationship to A4095 and need to provide continuation of adjacent green wedge.
169	Oliver's Garage, Main Road	Suitable in principle but would result in loss of existing business use	Not available	Relatively high existing use value of site may be an issue	Not currently developable	0	0	0	Previously developed land, suitable in principle although would lead to loss of existing business use. Also not currently available.
225	Tuckwells Pit	Not suitable	Available	Achievable	Not suitable	0	0	0	Development would be likely to cause harm to the landscape and would be poorly integrated with the settlement. Harmful to the setting of the village and character of the countryside.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
245	Land off Church Road	Suitable	Available	Achievable subject to school capacity issue being resolved	Developable	0	70	0	Sustainable location for development. Reduced scale of development likely to be acceptable in landscape terms. Current school capacity issues would need to be resolved before development could proceed.
310	Land off Pigeon House Lane	Not taken forward to detailed site assessment stage				0	0	0	Located at Church Hanborough – not assessed within the SHLAA.
314	Land at Myrtle Farm	Not suitable	Available	Achievable subject to school capacity issue being resolved	Not suitable	0	0	0	Harm to landscape and important views. Previous Local Plan Inspector considered development would be harmful to the character and setting of the village, the landscape of the river valley and the setting of the Millwood End Conservation Area
Total						36	70	0	

Woodstock

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	11	0	0	
N/a	Land north of Marlborough School	n/a	n/a	n/a	n/a	58	0	0	Resolution to grant permission subject to S106 (since 1 st April 2014)
162	Woodstock East	Suitable	Available	Achievable	Developable	0	150 - 180	0	The site is relatively close to the town centre, access can be achieved from the A44 and development would relate well to the existing built form. It would not have a significant landscape impact and there are no significant constraints to development.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
164	Woodstock Town Football Club	Not suitable	Available	Likely to be financially viable however replacement pitch provision would be needed in a suitable location	Not suitable	0	0	0	The site represents a sustainable location for development and is surrounded by existing residential development. However, there are significant highway concerns and as such the site is not considered suitable for residential development.
Total						69	150 - 180	0	

Alvescot

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
	Existing planning permissions as of 1 st April 2014	n/a	n/a	n/a	n/a	2	0	0	
Total						2	0	0	

Aston

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	3	0	0	
151	Land between Bull Lane and Cote Road	n/a	n/a	n/a	n/a	38	0	0	Resolution to grant planning permission subject to S106 (13/1494/P/FP)
186	Land south of Bampton Road	Not suitable	Available	Achievable	Not suitable	0	0	0	This site is prominent in local views and is an important part of Aston's rural character. Development would lead to intensification of the village settlement pattern, which would be detrimental to the conservation area and the village setting, in particular its open rural character.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
215	Back Lane	Not suitable	Available	Likely to be financially viable although access problematic	Not suitable	0	0	0	A sensitive site. Part of a group of fields which add substantially to the rural character of this part of Aston. Access problematic.
261	Westfield, Bampton Road	Not suitable	Promoted but existing, established children's nursery use on site	Likely to be financially viable although existing use value relatively high	Not suitable	0	0	0	This site is prominent in local views and is an important part of Aston's rural character. Development of the site would lead to intensification of the village settlement pattern, which would be detrimental to the conservation area and the village setting, in particular its open rural character.
Total						41	0	0	

Bladon

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	9	0	0	
170	Adjacent to Home Farm	Not suitable	Available	Achievable	Not suitable	0	0	0	Loss of significant views to the north-west and harm to the character of the Conservation Area.
171	Land at Home Farm	Suitable	Available	Achievable	Deliverable	20	0	0	Sustainable location and the site could be developed without causing any undue impact on the amenity of the adjacent dwellings of the Homestead or the two units at 45 Grove Road.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
172	Land at Bladon Pits	Not suitable	Available	Existing storage use although likely to be financially viable.	Not suitable	0	0	0	The loss of many trees and the development in depth would have a profound effect on the ribbon character of the village. It would also result in an unacceptable impact on the landscape setting of this part of Bladon. Access concerns also.
Total						29	0	0	

Brize Norton

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
	Existing planning permissions as of 1 st April 2014	n/a	n/a	n/a	n/a	3	0	0	
Total						3	0	0	

Cassington

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	10	0	0	
C1	East of Bell Lane, adjacent Lime Cottage	Suitable	Not available	Relatively high existing use value may render development unviable	Not currently developable	0	0	0	Previously developed site, potentially suitable for limited development but in existing use and not actively promoted for redevelopment. Relatively high existing use value may mean viability is an issue.
C2	East of Bell Lane, adjacent to Quarry Court	Suitable	Not available	Relatively high existing use value may render development unviable	Not currently developable	0	0	0	Previously developed site, potentially suitable for limited development but in existing use and not actively promoted for redevelopment. Relatively high existing use value may mean viability is an issue.
Total						10	0	0	

Chadlington

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	5	0	0	
302	Land at Brookend	Not taken forward to detailed site assessment stage – too remote from settlement				0	0	0	
317	Land north of Church Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Elevated prominent site in the wider open landscape (generally on higher land than existing development in the village). Development would cause harm to the character of the village and the landscape of the AONB.
Total						5	0	0	

Churchill

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
	Existing planning permissions as of 1 st April 2014	n/a	n/a	n/a	n/a	17	0	0	
Total						17	0	0	

Clanfield

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	5	0	0	
301	Land north of Mill Lane	Not suitable	Available	Likely to be financially viable although access problematic and limited school capacity locally.	Not suitable	0	0	0	This is a large site for a village of this size and level of facilities and should all of it be developed would be a 20% increase in households and too large a development. Given the location of the access and need to relocate and re-provide the recreation facilities the site cannot be easily reduced in size. Also concerns regarding access and local school capacity.
Total						5	0	0	

Combe

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	3	0	0	
260	The Orchard, Park Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Visually exposed site and development will be evident from many vantage points. The surrounding area is characterised by a high landscape value and development of the site will urbanise its rural fringe. The development of the site and intensification of this part of Combe will appear incongruous against its backdrop and will harm the rural qualities of the area. In addition, the site is not well connected with the heart of the village due to limited footpaths and cycle routes.
Total						3	0	0	

Curbridge

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	3	0	0	
142	Land at Curbridge	Not suitable	Available	Achievable	Not suitable	0	0	0	The site is a significant open space that contributes to the character and the setting of the village, particularly in views from the Bampton Road. Development in depth would be out of keeping with the historic linear form of the village which has been subsequently extended with a second linear form along Well Lane.
237	Land at Well Lane	Whole site not suitable although potential scope for limited frontage development	Available	Likely to be financially viable although frontage development may not secure satisfactory access from Well Lane.	Potentially developable – in part	0	5	0	Development of the whole site would cause harm to the character and rural setting of the village. There may be scope for limited frontage development along Well Lane but access may prove difficult.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
244	Land to the rear of Malthouse Lane	Not suitable	Available	Although likely to be financially viable, achievability limited by poor site access	Not suitable	0	0	0	Harm to landscape, and to character, rural setting and separate identity of village. Poor access.
259	Land to the rear of Curbridge Farm Cottages	Not suitable	Available	Although likely to be financially viable, achievability limited by poor site access	Not suitable	0	0	0	Harm to landscape, and to character, rural setting and separate identity of village. Poor access
271	Land adjacent Manor Farm	Not suitable	Available	Although likely to be financially viable, achievability limited difficult access	Not suitable	0	0	0	Harm to character, rural setting and separate identity of village and to setting of listed buildings. Doubt over acceptability of access.
303	Land at Peashell Farm	Not suitable	Available	Although likely to be financially viable, achievability limited difficult access	Not suitable	0	0	0	Harm to landscape, lack of integration with any existing settlement and poor access to services and facilities.
Total						3	5	0	

Ducklington

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	4	0	0	
136	Land off Witney Road, Ducklington	Not suitable	Available	Likely to be financially achievable although replacement allotment provision would be needed in a suitable location	Not suitable	0	0	0	Would lead to loss of well-used allotments and erosion of the narrow gap between Witney and Ducklington, the importance of which has been recognised through previous appeal decisions.
137	Land at Ducklington Lane/New Close Lane	Not suitable	Available	Likely to be financially viable although relatively high existing use value	Not suitable	0	0	0	Submitted for employment use. Not suitable for residential for a number of reasons including physical separation by the highway network and nature of surrounding land uses. Noise from A40 also likely to be an issue.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
185	Land south of A415	Not suitable	Available	Achievable	Not suitable	0	0	0	Promoted for employment use. Not suitable for residential development due to physical separation created by the A415.
203	The Ark Royal Caravan Park, Ducklington Lane, Witney	Not suitable	Available	Achievable	Not suitable	0	0	0	The site plays an important role in maintaining the open buffer between Witney and Ducklington. Also physically separated from existing built area by highway network.
221	Highway Depot, New Close Lane	Not suitable	Available	Achievable	Not suitable	0	0	0	Promoted for employment use. Not suitable for residential due to adjacent land uses and physical separation from existing residential areas and services.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
254	Dudleys American Motorhomes, Aston Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Previously developed site but physically separated from the village by the A415 and does not relate well to the existing built form.
Total						4	0	0	

Enstone

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	36	0	0	
174	Enstone Airfield North	Not taken forward to detailed site assessment stage – too remote from settlement				0	0	0	
175	Enstone Airfield South West	Not taken forward to detailed site assessment stage – too remote from settlement				0	0	0	
268	Enstone Airfield (north of runway)	Not taken forward to detailed site assessment stage – too remote from settlement				0	0	0	

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
316	East of The Drive	Site too small - not taken forward to detailed site assessment stage				0	0	0	
Total						36	0	0	

Filkins and Broughton Poggs

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	1	0	0	Includes loss of 1 unit (05/0054/P/FP)
190	Pear Tree Farm	Potentially suitable (see comment)	Available	Achievable	Developable	0	5	0	Applications for 10 dwellings on the site have previously been refused for various reasons including impact on the conservation area in this sensitive edge of village location. Limited low density redevelopment of existing modern farm buildings in a way which doesn't detract from this edge of village location and setting of Pear Tree Farm may be feasible.
Total						1	5	0	

Finstock

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	1	0	0	
267	Land at Witney Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Harmful to the landscape and character of village and Conservation Area and a disproportionately large extension of the village.
Total						1	0	0	

Freeland

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	10	0	0	
230	The Close	Not suitable	Available	Likely to be financially viable although relatively high existing use value due to existing dwelling	Not suitable	0	0	0	Separated from Freeland by the A4095. Relatively isolated and remote from the facilities of Freeland and Long Hanborough. Narrow strip of land does not lend itself to suitable form of development.
269	Land south of Witney Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Significant detrimental impact on the rural approach to Freeland from the west.
Total						10	0	0	

Fulbrook

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
	Existing planning permissions as of 1 st April 2014	n/a	n/a	n/a	n/a	2	0	0	
Total						2	0	0	

Great Rollright

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
	Existing planning permissions as of 1 st April 2014	n/a	n/a	n/a	n/a	6	0	0	
Total						6	0	0	

Hailey

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	4	0	0	
276	South of Vine Farm/north of Witheridge Farm, Hailey	Not suitable	Available	Achievable	Not suitable	0	0	0	Development would significantly reduce one of the two small gaps between Witney and Hailey. Would also cause harm to the character and setting of the village and Conservation Area.
Total						4	0	0	

Kingham

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	5	0	0	
182	Land south of Station Road	Not suitable	Not available	Potentially achievable in financial terms although recent change of use suggests development unlikely	Not suitable	0	0	0	Recent change of use to sports pitch. Residential development would also have an unacceptable impact on the character and setting of the village. Important open space.
238	Land south east of Kingham Station	Not suitable	Available	Achievable	Not suitable	0	0	0	Unacceptable impact on character of countryside and unsustainable location for residential development.
277	Land at rear of Montana Cottage	Suitable	Available	Achievable	Deliverable	15	0	0	Sustainable location, modest level of development would relate well to the existing built form, access achievable from Fowlers Road.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
323	Land adjacent to Kingham Railway Station	Not suitable	Available	Achievable	Not suitable	0	0	0	Isolated from settlement. Impact on AONB.
Total						20	0	0	

Langford

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	3	0	0	
207a	Land at Station Road (north of lower farm cottages)	Not suitable	Available	Achievable	Not suitable	0	0	0	Detrimental impact on the character and appearance of the Conservation Area and setting of listed buildings.
207b	Land at Station Road (south of lower farm cottages)	Not suitable	Available	Achievable	Not suitable	0	0	0	Detrimental impact on the character and appearance of the Conservation Area and setting of listed buildings.
321	Land off the Elms	Suitable	Available	Although likely to be financially viable, achievability likely to be constrained by lack of sewage capacity	Developable	0	10	0	Suitable for limited development to meet local needs but limited by sewage capacity.
Total						3	10	0	

Leaffield

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	6	0	0	
214	Land at Fairspear Road	Site too small - not taken forward to detailed site assessment stage				0	0	0	
306	Land at the Ridings	Site too small - not taken forward to detailed site assessment stage				0	0	0	
Total						6	0	0	

Middle Barton

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	17	0	0	
298	Heath Cottage Farm	Not taken forward to detailed site assessment stage – too remote from settlement				0	0	0	
304	Land to the rear of South Street	Not suitable	Available	Although likely to be financially viable severe access constraints affect likely achievability	Not suitable	0	0	0	Significant landscape impact, difficult to achieve satisfactory access, site forms an important component of the setting of the village.
313	Enstone Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Impact on Conservation Area and Listed Buildings. Part of site is within the floodplain. Not well related to the settlement.
Total						17	0	0	

Milton u Wychwood

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	52	0	0	
141	Land at Church Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Prominent site, unacceptable impact within the AONB.
249	Land off Lyneham Road, nr Heath Farm	Not taken forward to detailed site assessment stage – too remote from settlement				0	0	0	
Total						52	0	0	

Minster Lovell

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	11	0	0	
195	Rear of 78-88 Brize Norton Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Development would be out of character of the predominantly linear nature of the village and would compound the piecemeal approach to the north, be poorly related to the dwellings fronting Brize Norton Road and could lead to pressure for numerous other incremental schemes.
253	Dudley Engineering, 120 Brize Norton Road	Not suitable	Available	May not be achievable due to high existing use value	Not suitable	0	0	0	Existing business use on site creates issue of development viability and development would result in the loss of existing employment land contrary to policy.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
262	Land east of Brize Norton Road	Not suitable	Available	Likely to be financially viable but access likely to be problematic unless an existing dwelling is demolished.	No suitable	0	0	0	This is a large backland site, the development of which would substantially change linear character of this part of the village, and begin to erode the gap between Minster Lovell and Witney. Also likely to be high car dependency.
274	Land north of 15 Brize Norton Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Some small scale development within the northern part of the site may be possible without substantially eroding this important area of open space but the number of units will be less than the 10 dwelling threshold.
Total						11	0	0	

North Leigh

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	8	0	0	
318	r/o 75 Park Road	Not Suitable	Available	Achievable	Not suitable	0	0	0	This site is an important area of open space, contributing to the rural nature of this part of the village and providing a valuable Green Infrastructure link to both the countryside beyond and to the copse immediately to the east of site and the woodland to the northeast. It provides a soft landscape setting for the well-used public right of way. Unless severely restricted in scale, development here would erode the site's character.
Total						8	0	0	

Over Norton

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	1	0	0	
319	Land off Choicehill Road	Not suitable	Available	Achievable	Not suitable	0	0	0	The site is elevated and located within a highly sensitive position in the AONB. Development of the scale proposed would have a significant detrimental impact. There are also concerns about the ability of Choicehill Road to accommodate any significant increase in vehicle movements.
Total						1	0	0	

Shipton u Wychwood

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	13	0	0	
183	North of Ascott Road	Not suitable	Available	Achievable	Not suitable	0	0	0	It is considered that residential development in this location would have a harmful impact on the character and setting of the village.
248	Land south of Milton Road	Suitable	Available	Although likely to be financially viable, access presents a severe constraint to development.	Potentially developable subject to access	0	0	25	Potentially suitable but access represents a current constraint to development.
Total						13	0	25	

Standlake

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	9	0	0	
139	Land to rear of Abingdon Road	Suitable	Available	Not achievable	Not currently developable	0	0	0	While, by careful design and layout to minimise landscape impact and impact on the character of the village, housing could be accommodated on this site, it is unlikely that an acceptable, safe vehicular access can be achieved to this site.
158	Malthouse Farm	Not suitable	Available	Likely to be financially viable although some existing use value to be overcome	Not suitable	0	0	0	The site makes an important contribution to the rural character of this part of the village. The northern part of the site provides a significant green gap, separating the outlier of Brighthampton from the main part of the village. The overall village character is linear in nature: development of this site would be in-depth, thus inappropriate, and some distance from

									the main village services and facilities.
184	Land at Downs Road	Not suitable	Available	Although likely to be financially viable, development would be contrary to the sequential test in flood risk terms.	Not suitable	0	0	0	Development in this area of open countryside would have a detrimental impact on the setting of the church, would erode the rural character of this part of the village and would be contrary to the Sequential Test in relation to flood risk.
272	Land adjoining Church Mill Close, The Downs	Not suitable	Available	Although likely to be financially viable, development would be contrary to the sequential test in flood risk terms.	Not suitable	0	0	0	Most of the site is in flood risk zone 2/3, plus the site is open and rural in nature, contributing the character of this part of the village.
283	Cotswold Farm	Site too remote from settlement. Not taken forward to detailed site assessment stage.				0	0	0	Also submitted for employment, rather than residential use.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
300	Land at High Street	Not suitable	Available	Likely to be financially viable but development potential restricted by access limitations.	Not suitable	0	0	0	The key issue appears to be whether satisfactory access can be achieved without undermining the site's contribution to the rural character of this part of the village. Important to retain boundary trees. Even if satisfactory access can be achieved to the site, the presence of important trees worthy of retention restricts the amount of land available for development, especially considered against the existing character of this end of High Street.
Total						9	0	0	

Stanton Harcourt

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
	Existing planning permissions as of 1 st April 2014	n/a	n/a	n/a	n/a	19	0	0	
Total						19	0	0	

Stonesfield

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	4	0	0	
135	Land west of North Farm	Not suitable	Available	Although likely to be financially viable, access limitations are likely to prevent the site coming forward.	Not suitable	0	0	0	Relatively distant from village facilities, impact on local roads, intrusive in the landscape and access via bridleway.
229	Land north east of Stonesfield	Not suitable	Available	Achievable	Not suitable	0	0	0	Major extension of village and a conspicuous intrusion into the countryside and impact on local roads. Impact could be mitigated to some extent but not overcome by a smaller development on the western part of the site.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
241	Land to the rear of Brook Lane	Not suitable	Available	Although likely to be financially viable, access limitations are likely to prevent the site coming forward.	Not suitable	0	0	0	Inappropriate access and capacity of adjacent and general roads for a material increase in traffic.
242	Land off Witney Lane	Site too small – not taken forward to detailed assessment stage.				0	0	0	
246	Land at Charity Farm	Not suitable	Available	Achievable	Not suitable	0	0	0	Harm to landscape, poor integration/linkages with the village and roads not suitable for a material increase in traffic. Impact could be mitigated to some extent but not overcome by a very much smaller development.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
247	The Ridings, Farley Lane	Suitable	Available	Achievable	Deliverable	10	0	0	Remoteness from village facility cannot be overcome but a small frontage development would have no material impact on the landscape, would be a logical complement to existing development and would not materially increase traffic on local roads.
264	Land adjoining Springwell, The Ridings	Not suitable	Available	Potentially achievable in terms of viability but existing use value may be an issue for a limited development.	Not suitable	0	0	0	A reduced scale of development (under 10 dwellings) comprising a redevelopment of the existing industrial premises would overcome the constraints but would result in a loss of employment and of a local service.
Total						14	0	0	

Tackley

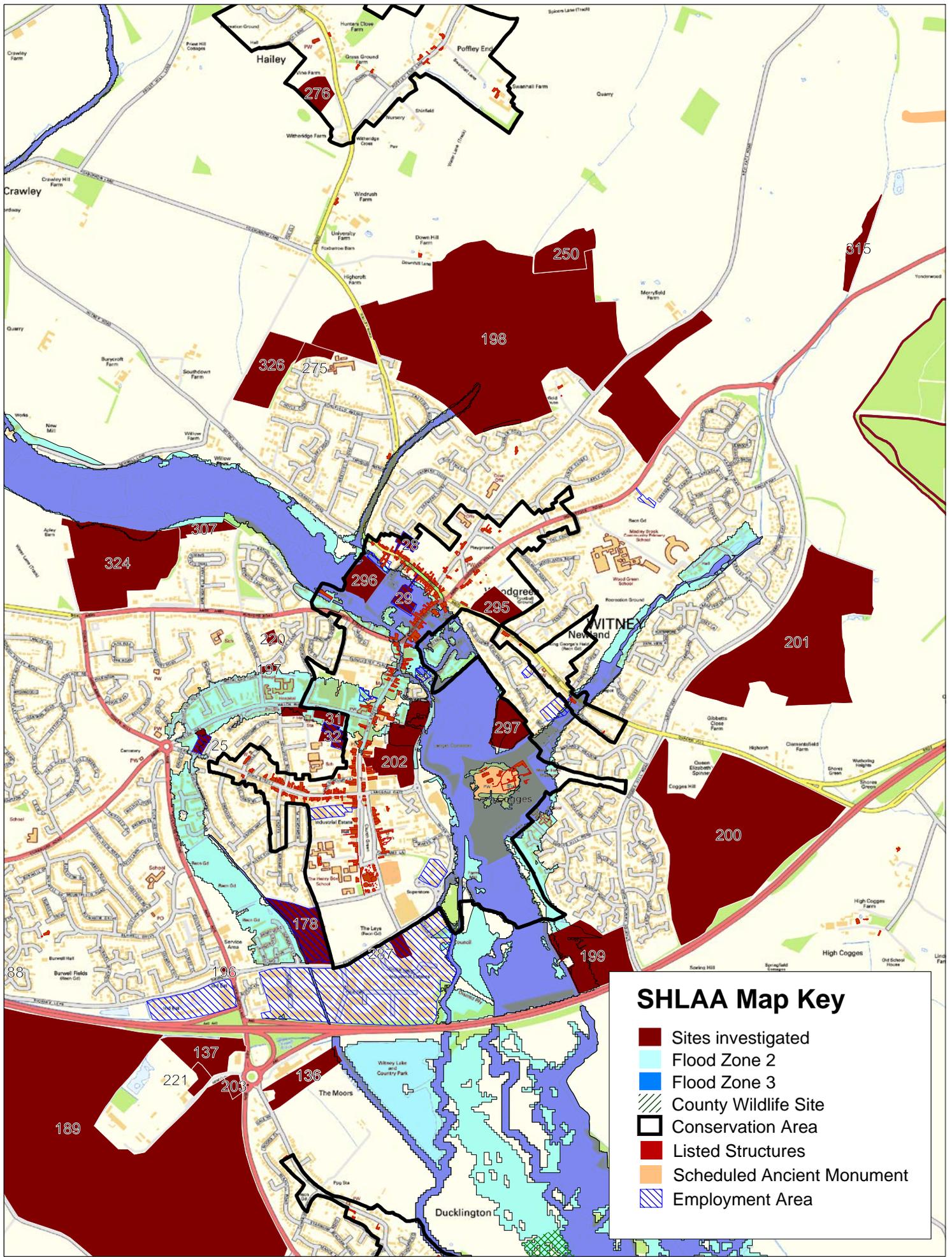
Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	1	0	0	
157	Land at Balliol Farm	Not suitable	Available	Some existing use value from existing buildings but likely to be viable for residential development.	Not suitable	0	0	0	Not suitable for housing. Detrimental visual impact; impact of adjacent railway line; scale of proposal excessive for the size of the settlement.
217	Land south of Medcroft Road and Rousham Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Not suitable for housing. Loss of an important open space would have a significant impact on the character of this part of the village.
218	Land north of Medcroft Road and Rousham Road	Not suitable	Available	Achievable	Not suitable	0	0	0	Not suitable for housing. Impact on character of conservation area and approach to village.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
243	Street Farm, 22 Nethercote Road	Suitable	Available	Achievable	Suitable	15	0	0	Suitable location for housing but development would need to be limited in scale in order to preserve local character and to ensure no undue impact on highway.
Total						16	0	0	

Wootton

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
Existing planning permissions as of 1 st April 2014		n/a	n/a	n/a	n/a	4	0	0	
152	Adjacent to Marriot Close	Suitable	Available	Achievable	Deliverable	14	0	0	Sustainable location, logical extension to existing residential area.
173	Land at Hordley Farm	Too remote from settlement. Not taken forward to detailed assessment stage.				0	0	0	
176	Land in Wootton	Not suitable	Available	Likely to be viable although replacement allotments would be needed.	Not suitable	0	0	0	Development would have a detrimental landscape impact and harmful impact on the character of this part of Wootton. It would also result in the loss of existing allotments although these could potentially be replaced.

Site ref	Site Name	Suitability	Availability	Achievability	Overall Assessment	Number of homes 0-5 years	Number of homes 6-10 years	Number of homes 11 – 15 years	Comment
251	Balliol Farm Buildings	Site too small – not taken forward to detailed assessment stage.				0	0	0	
252	Adjacent West End Barn	Site too small – not taken forward to detailed assessment stage.				0	0	0	
Total						18	0	0	



SHLAA Map Key

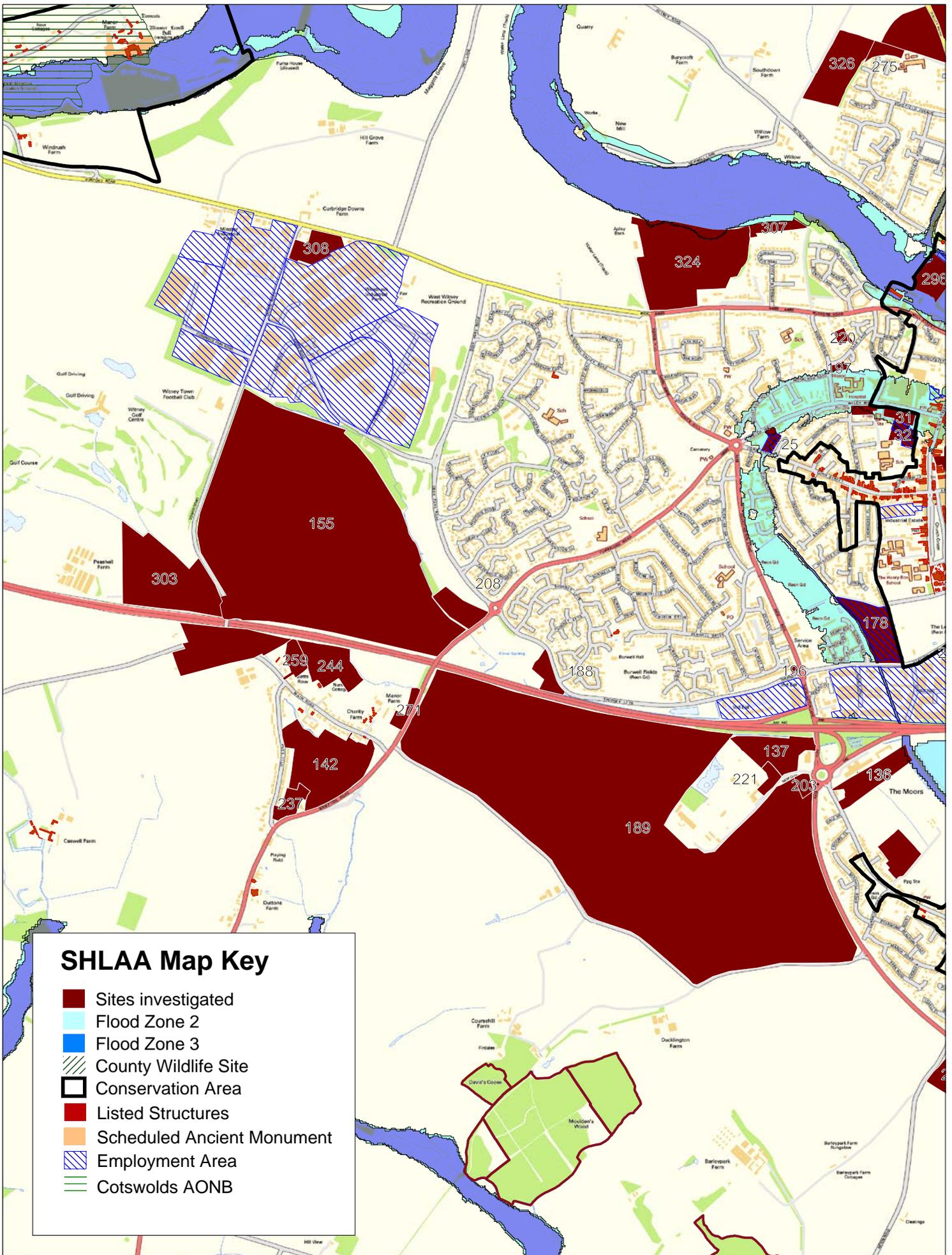
- Sites investigated
- Flood Zone 2
- Flood Zone 3
- County Wildlife Site
- Conservation Area
- Listed Structures
- Scheduled Ancient Monument
- Employment Area

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Map Title:	Witney North and East
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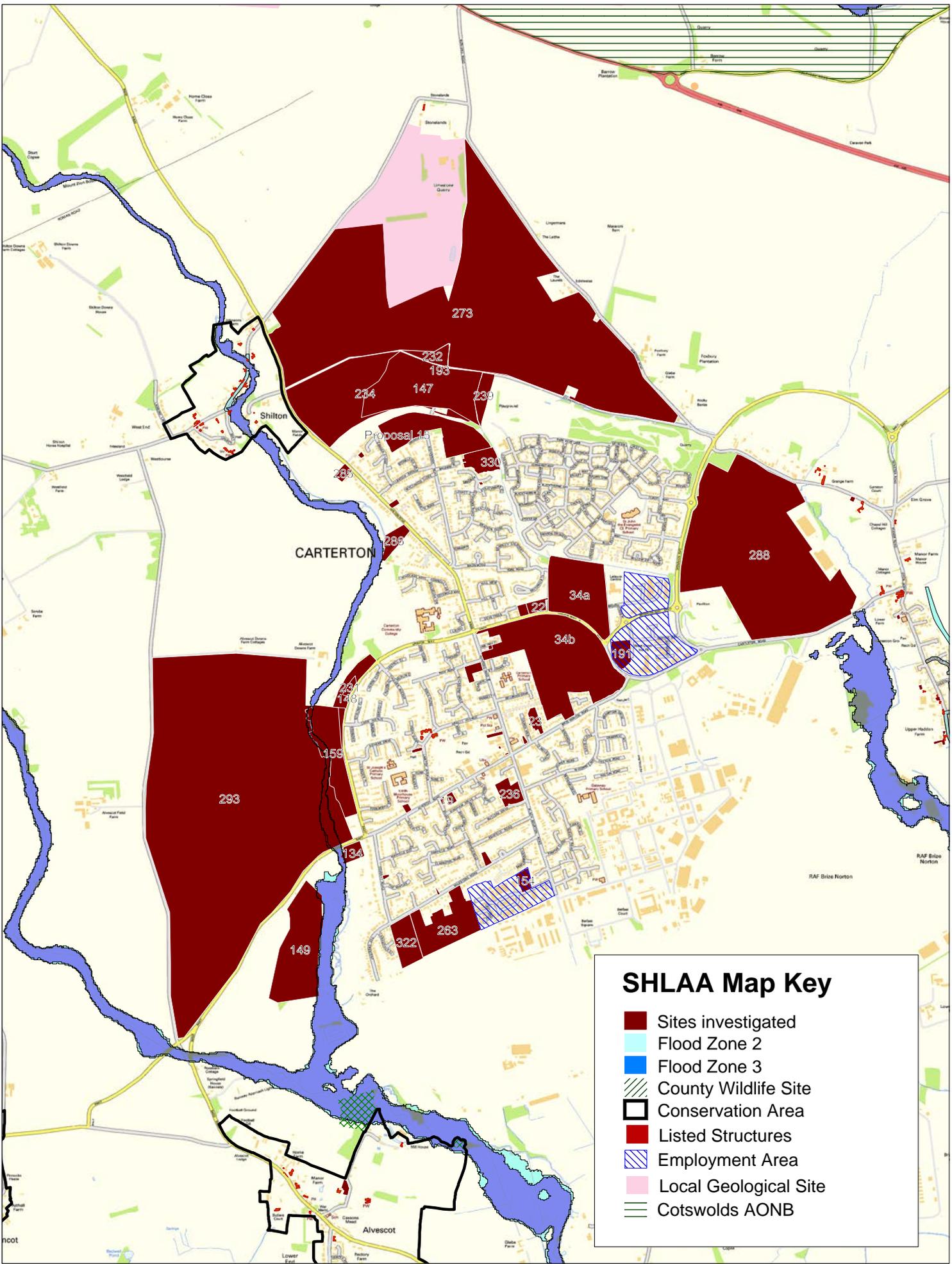


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Map Title:	Witney South and West
Department:	SHLAA 2014
Map No:	
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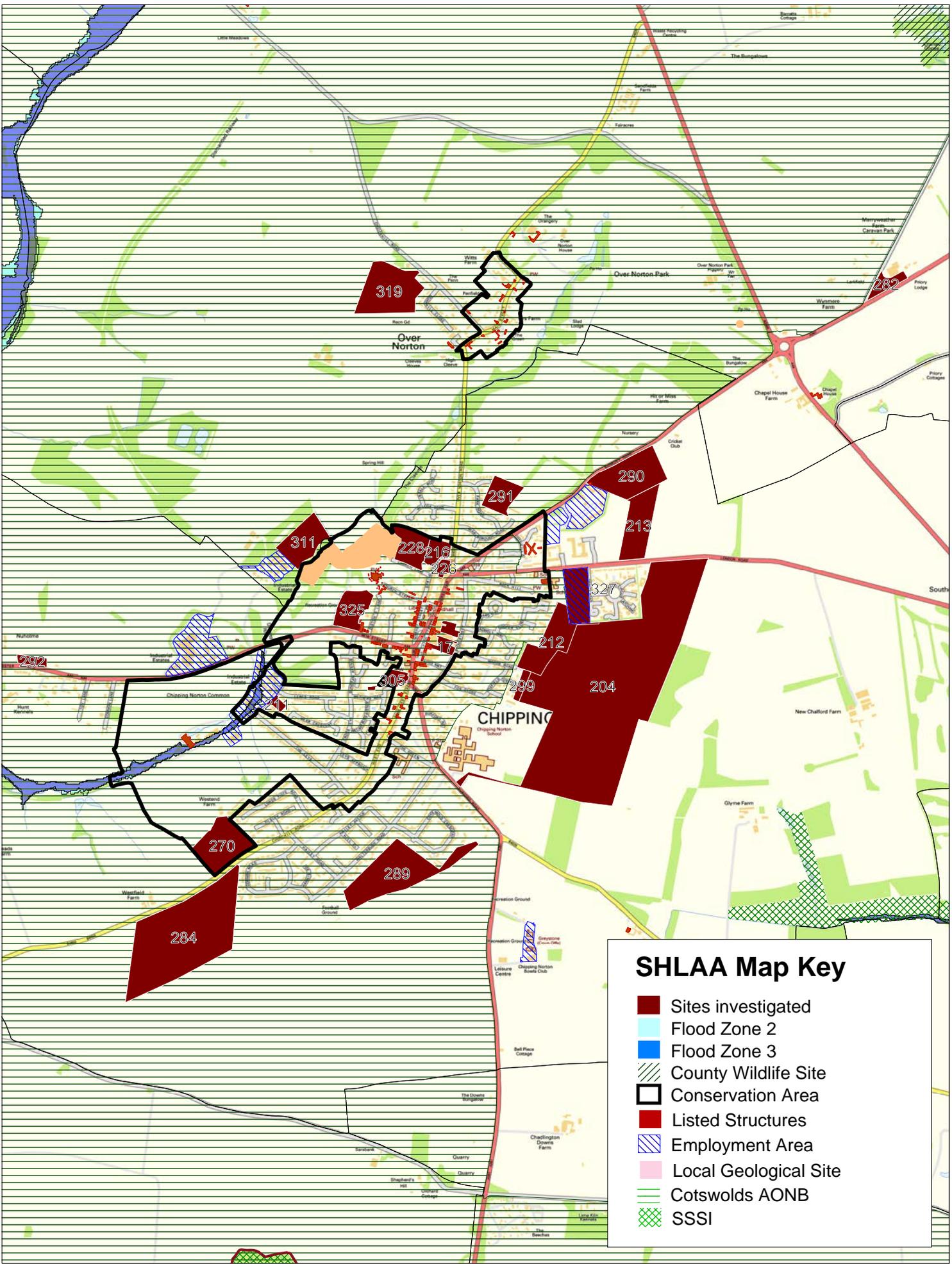
SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- County Wildlife Site
- Conservation Area
- Listed Structures
- Employment Area
- Local Geological Site
- Cotswolds AONB



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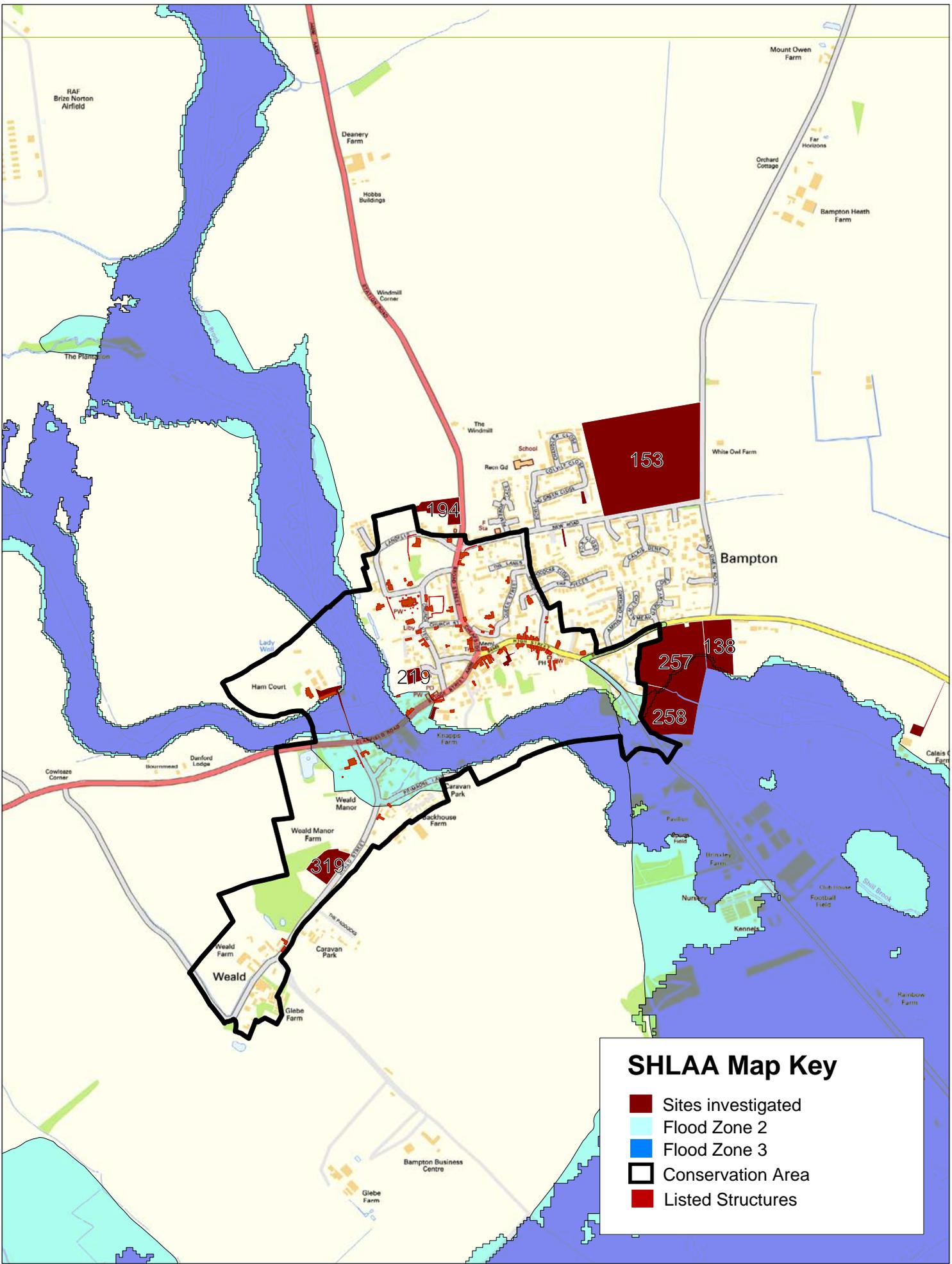
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SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- County Wildlife Site
- Conservation Area
- Listed Structures
- Employment Area
- Local Geological Site
- Cotswolds AONB
- SSSI

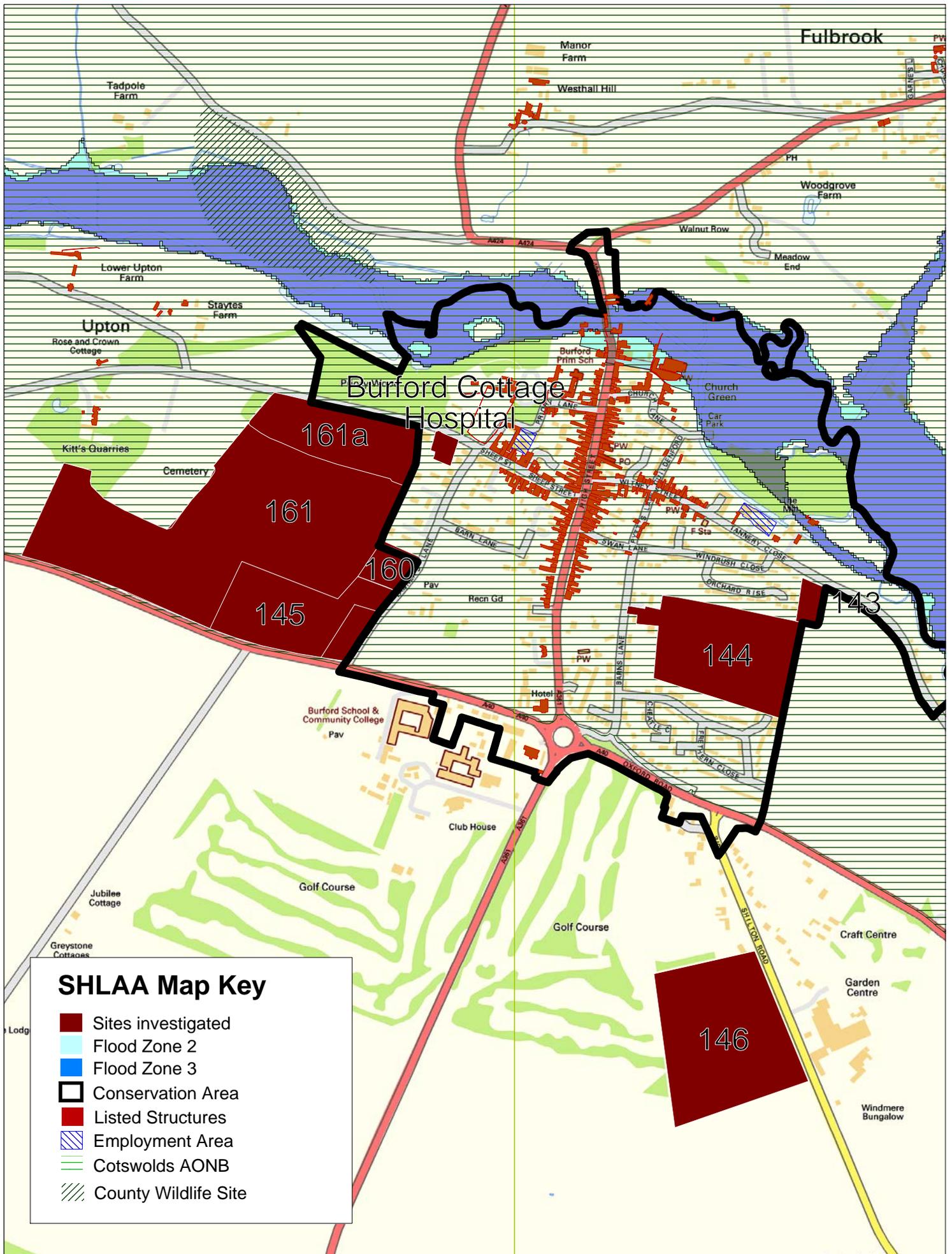
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SHLAA Map Key

- Sites investigated
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- Flood Zone 3
- Conservation Area
- Listed Structures

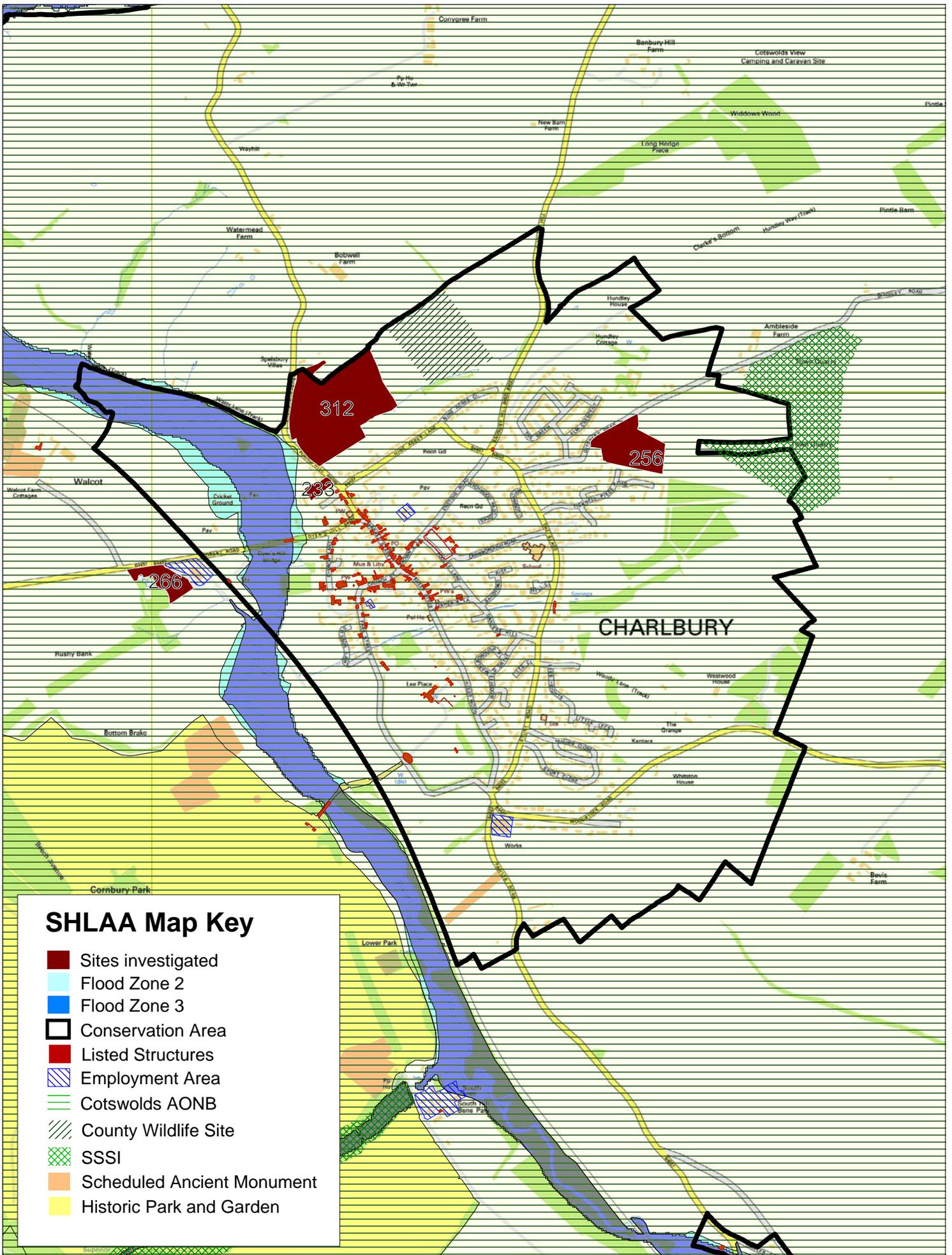
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SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Conservation Area
- Listed Structures
- Employment Area
- Cotswolds AONB
- County Wildlife Site

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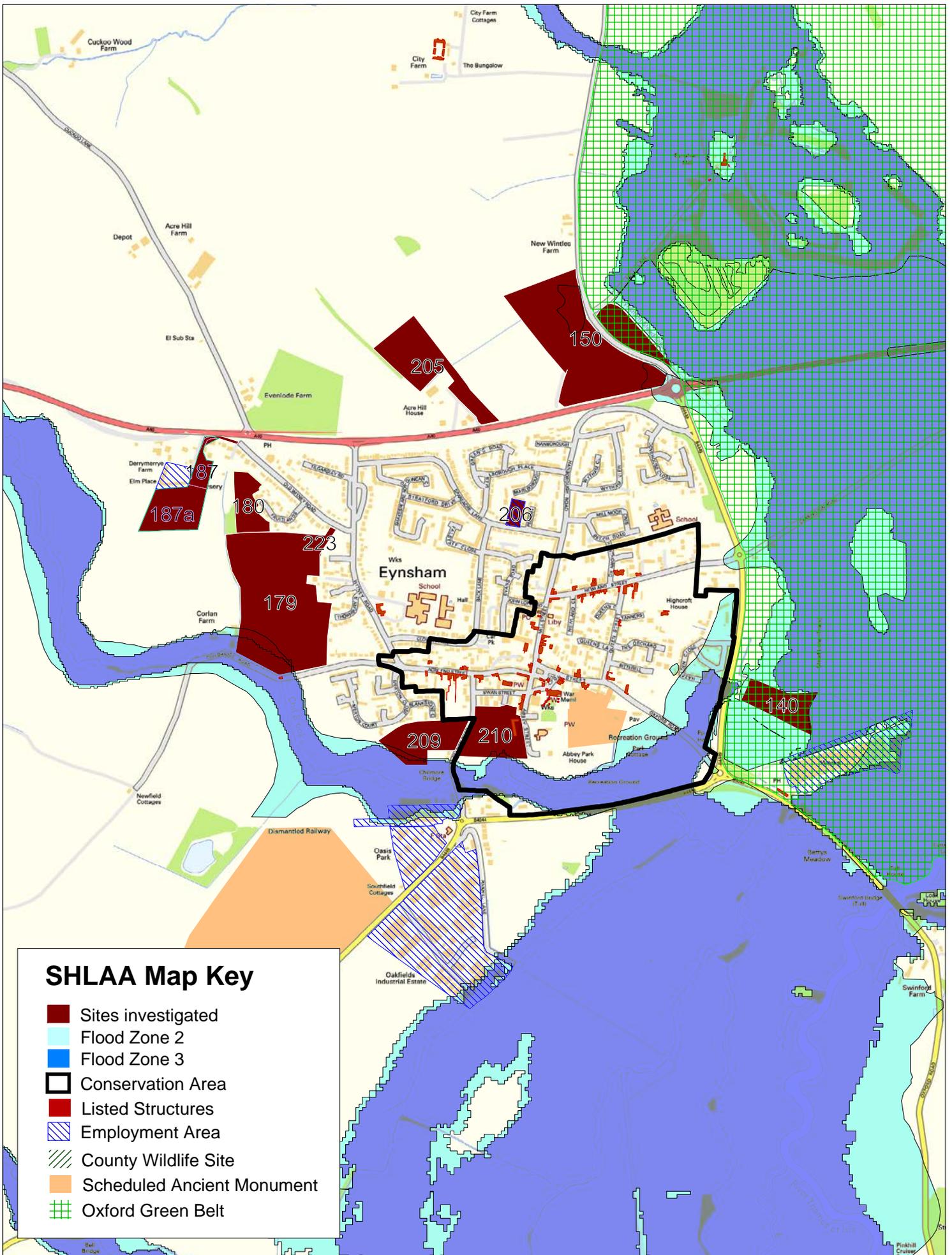
- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Conservation Area
- Listed Structures
- Employment Area
- Cotswolds AONB
- County Wildlife Site
- SSSI
- Scheduled Ancient Monument
- Historic Park and Garden

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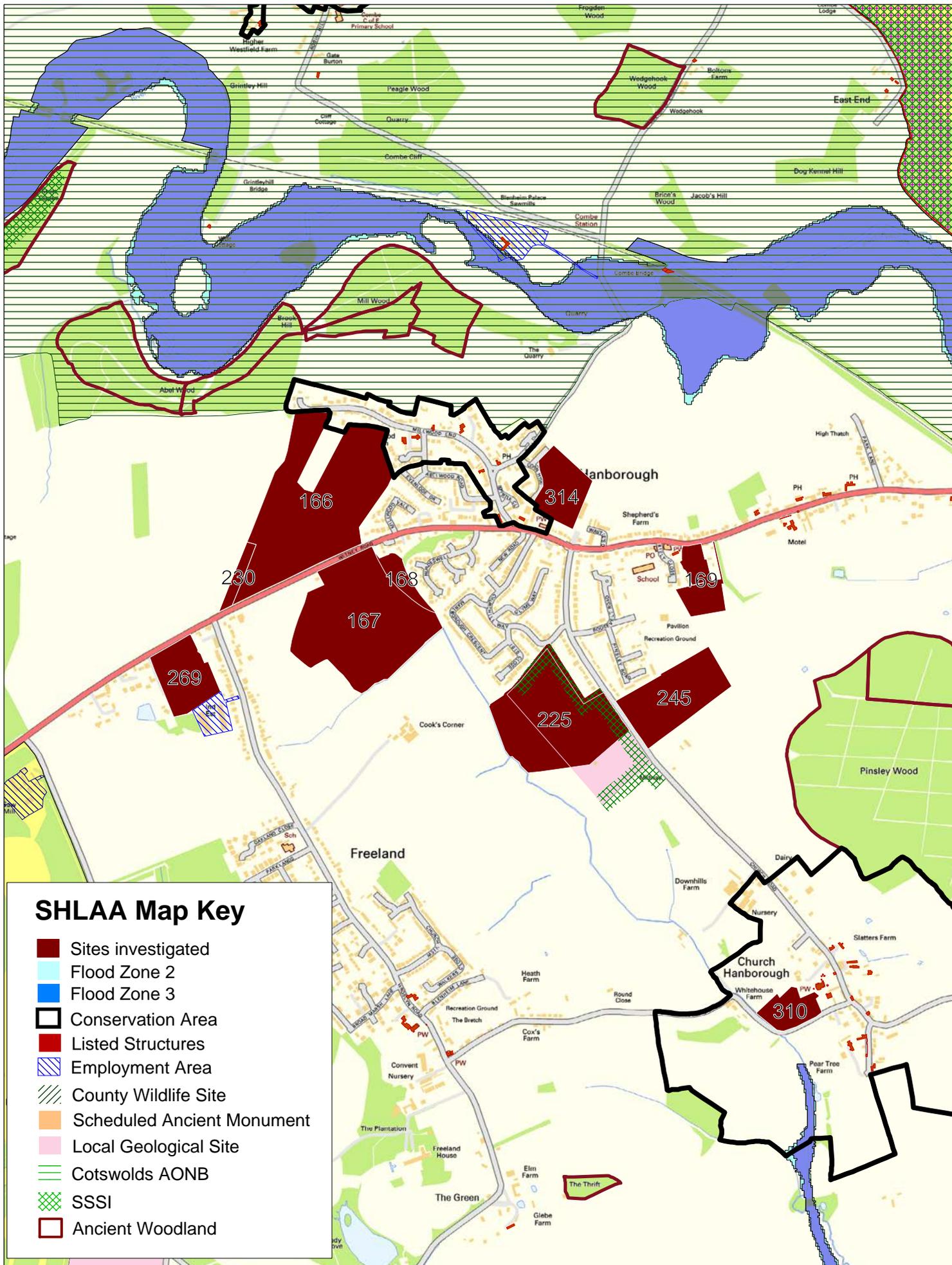


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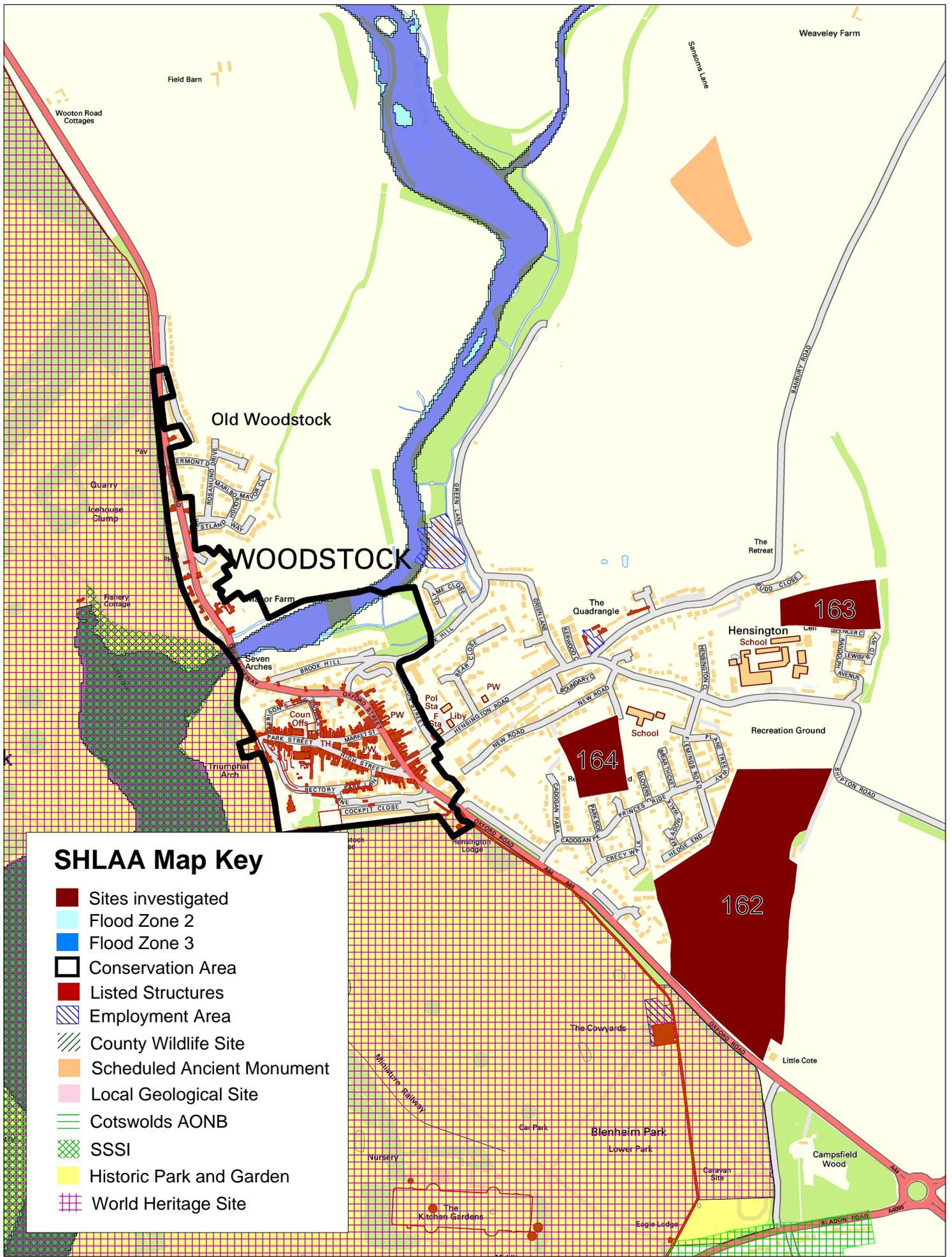


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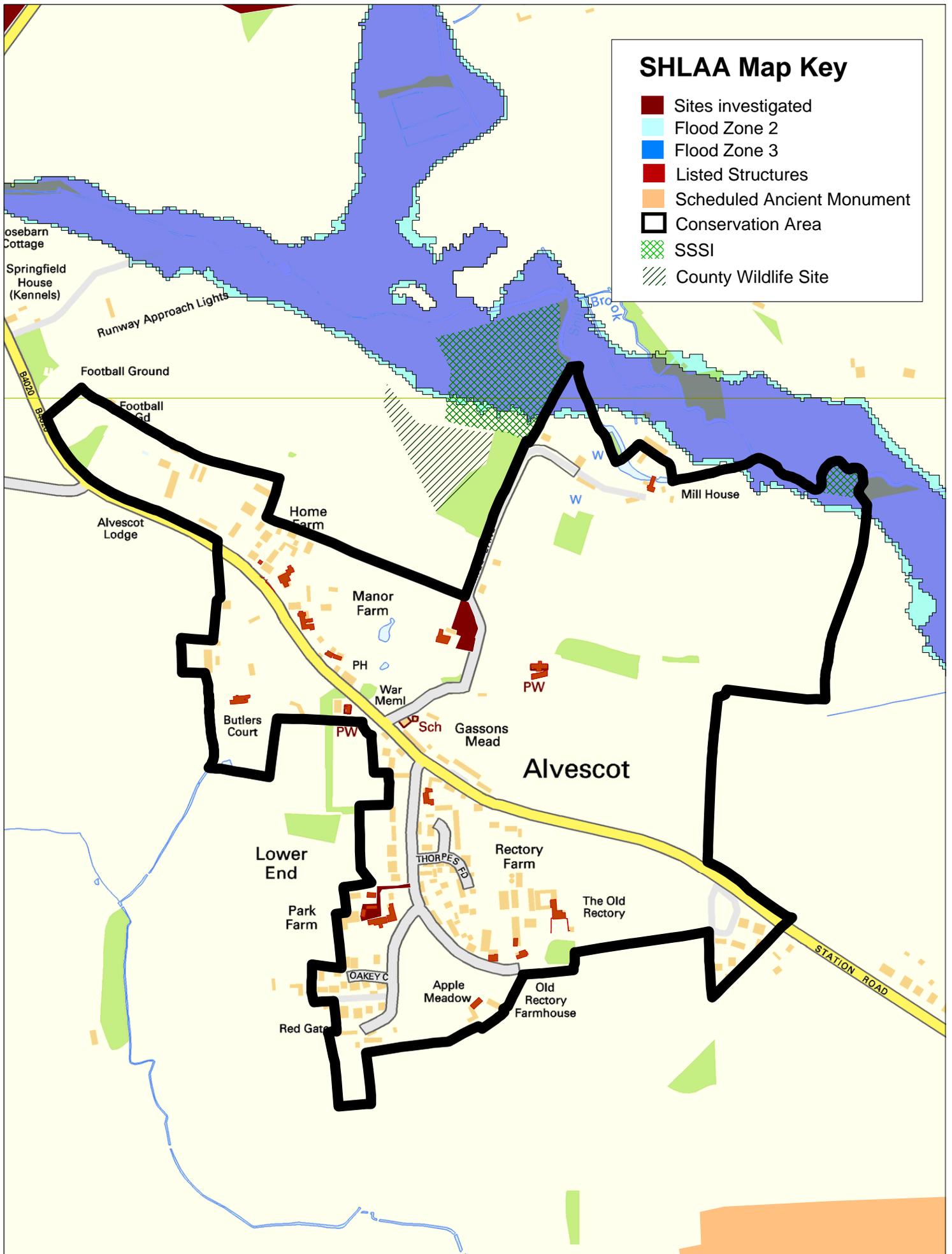


SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Conservation Area
- Listed Structures
- Employment Area
- County Wildlife Site
- Scheduled Ancient Monument
- Local Geological Site
- Cotswolds AONB
- SSSI
- Historic Park and Garden
- World Heritage Site

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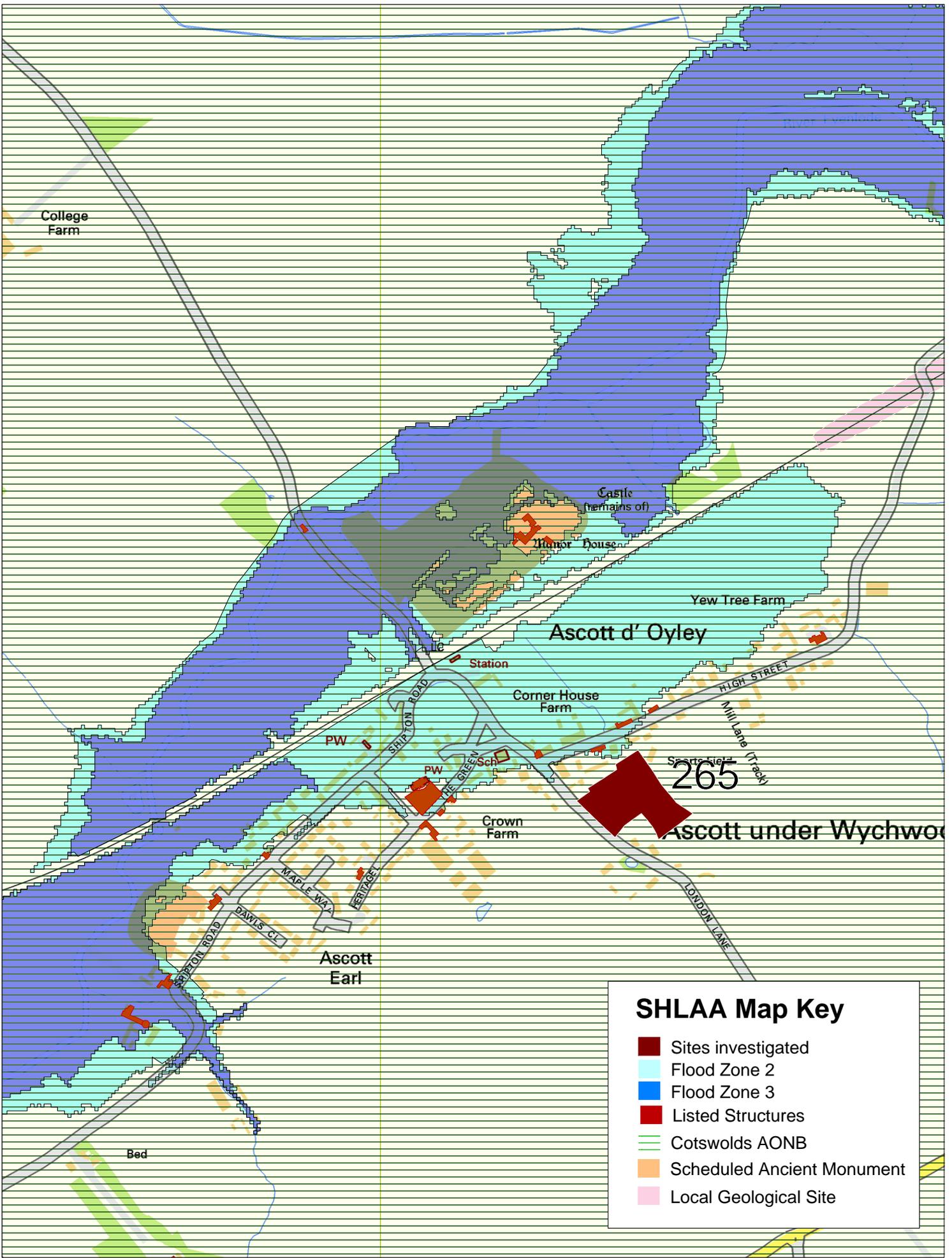
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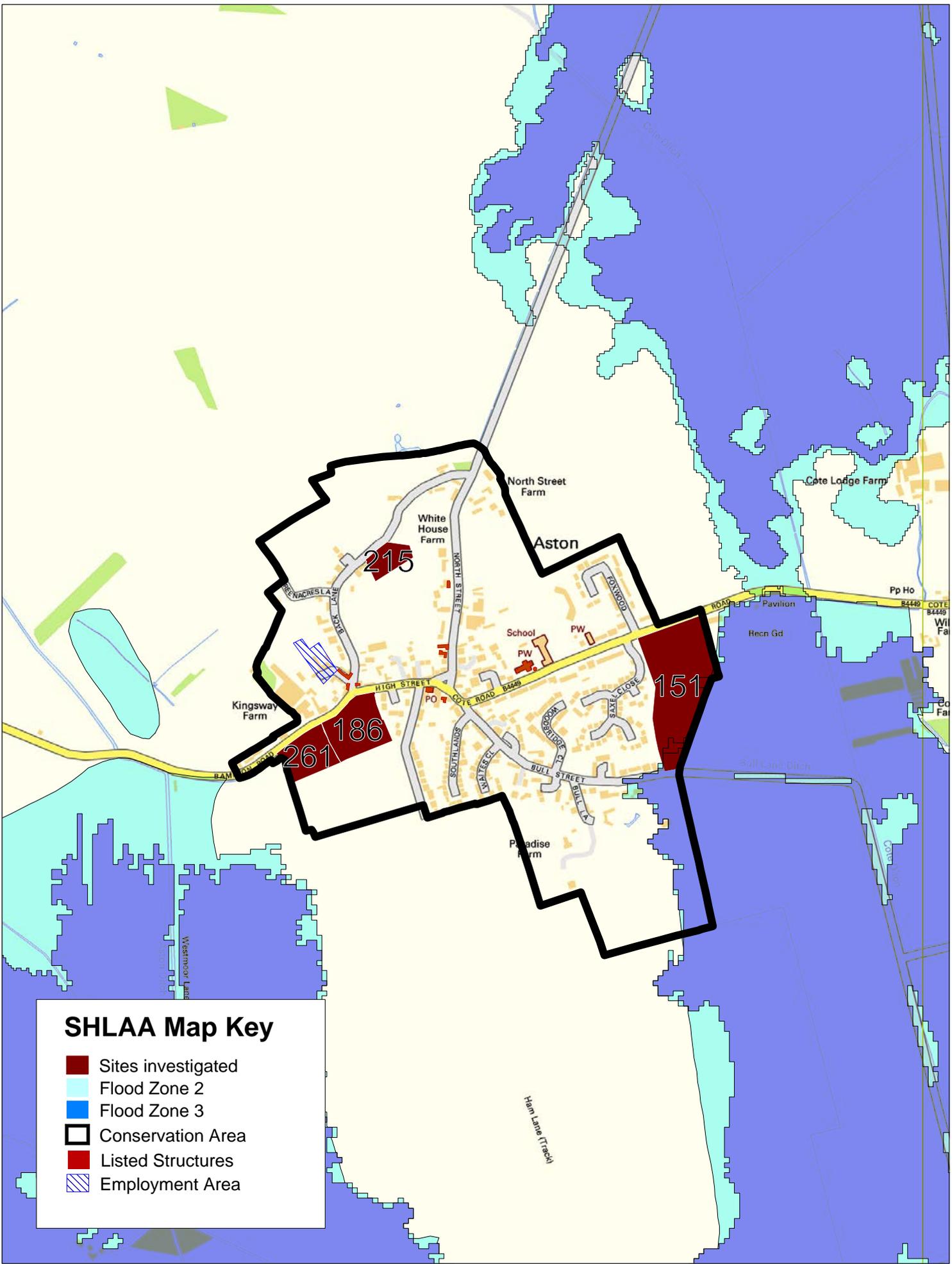
SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Listed Structures
- Cotswolds AONB
- Scheduled Ancient Monument
- Local Geological Site



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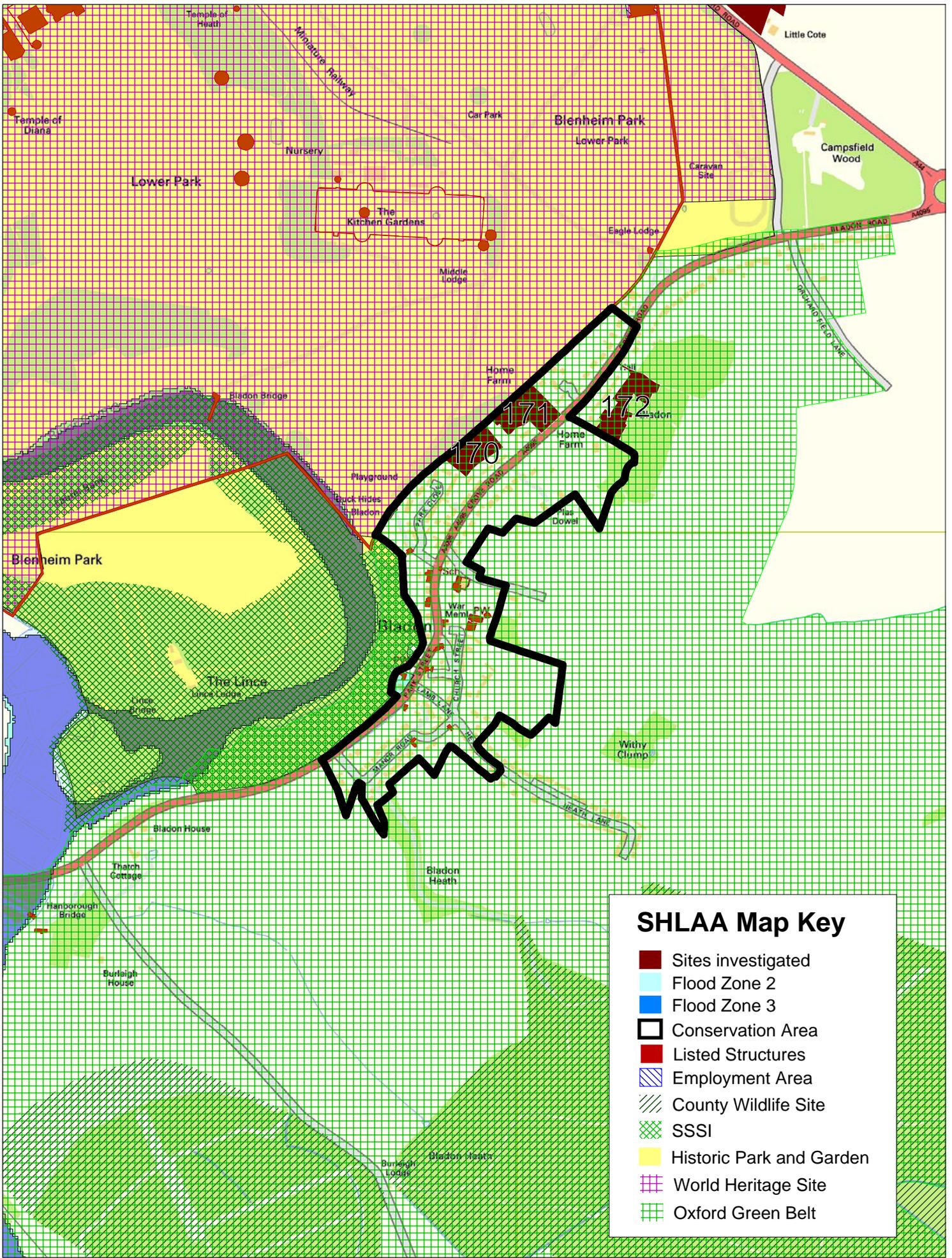
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SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Conservation Area
- Listed Structures
- Employment Area

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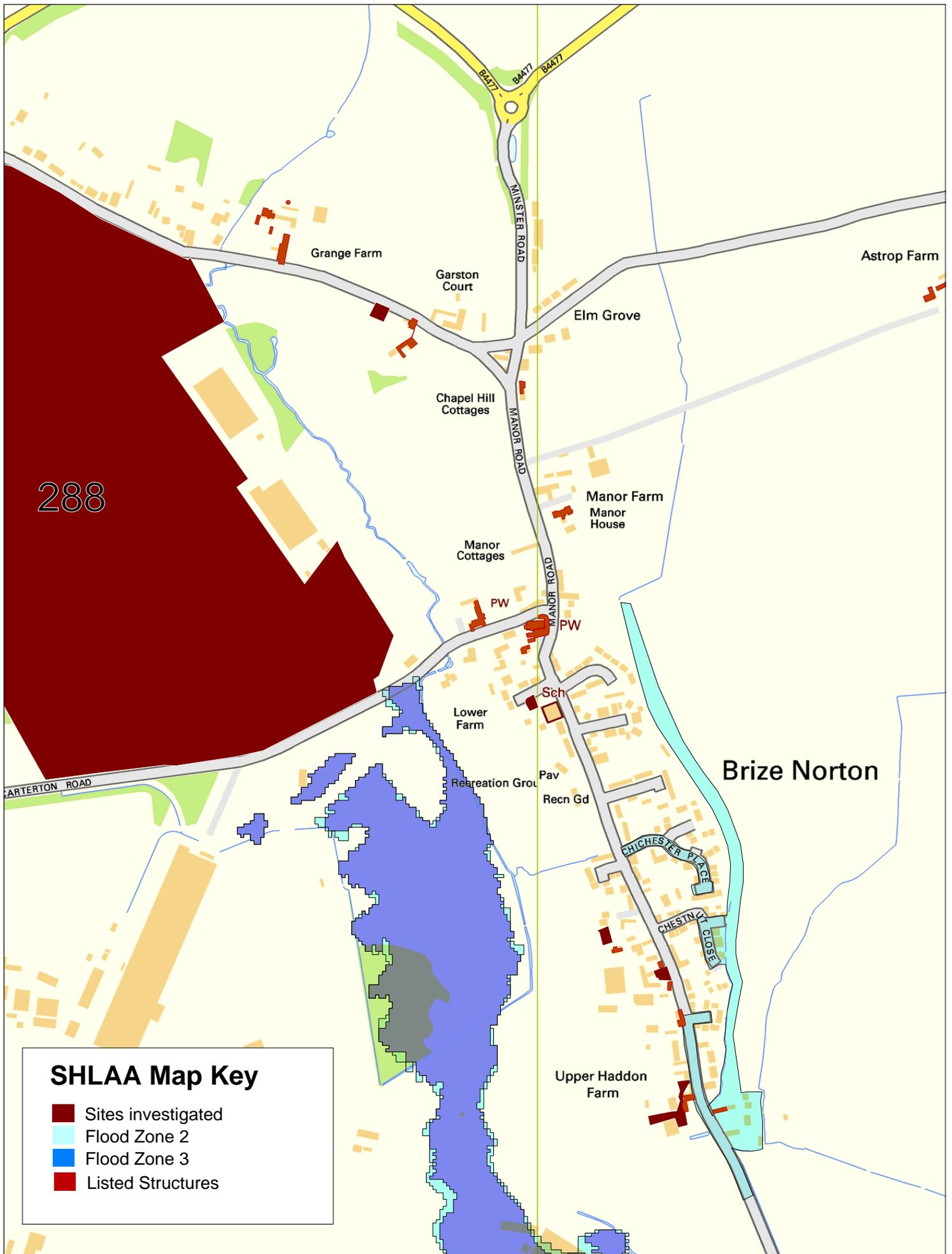


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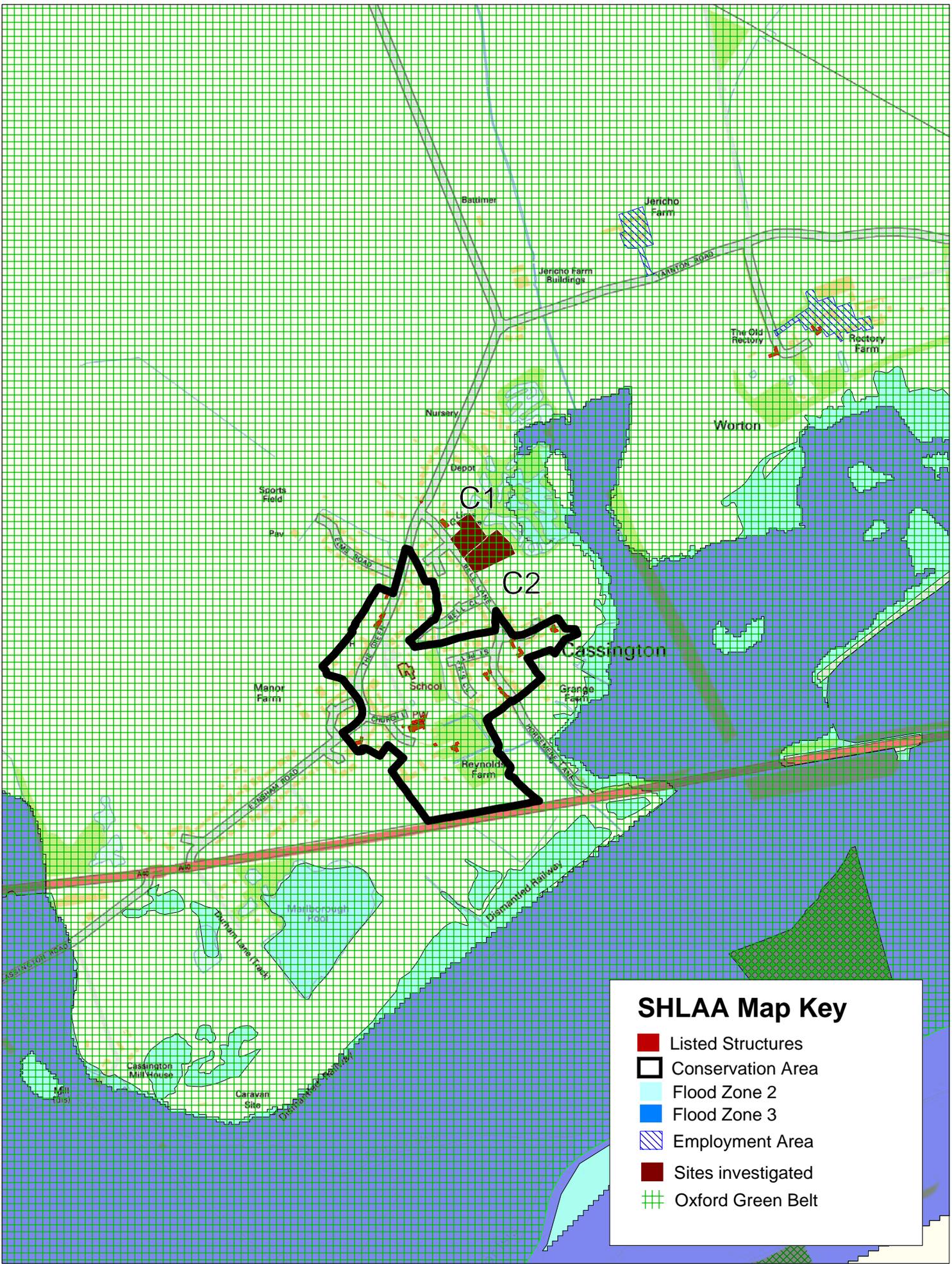
- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Listed Structures

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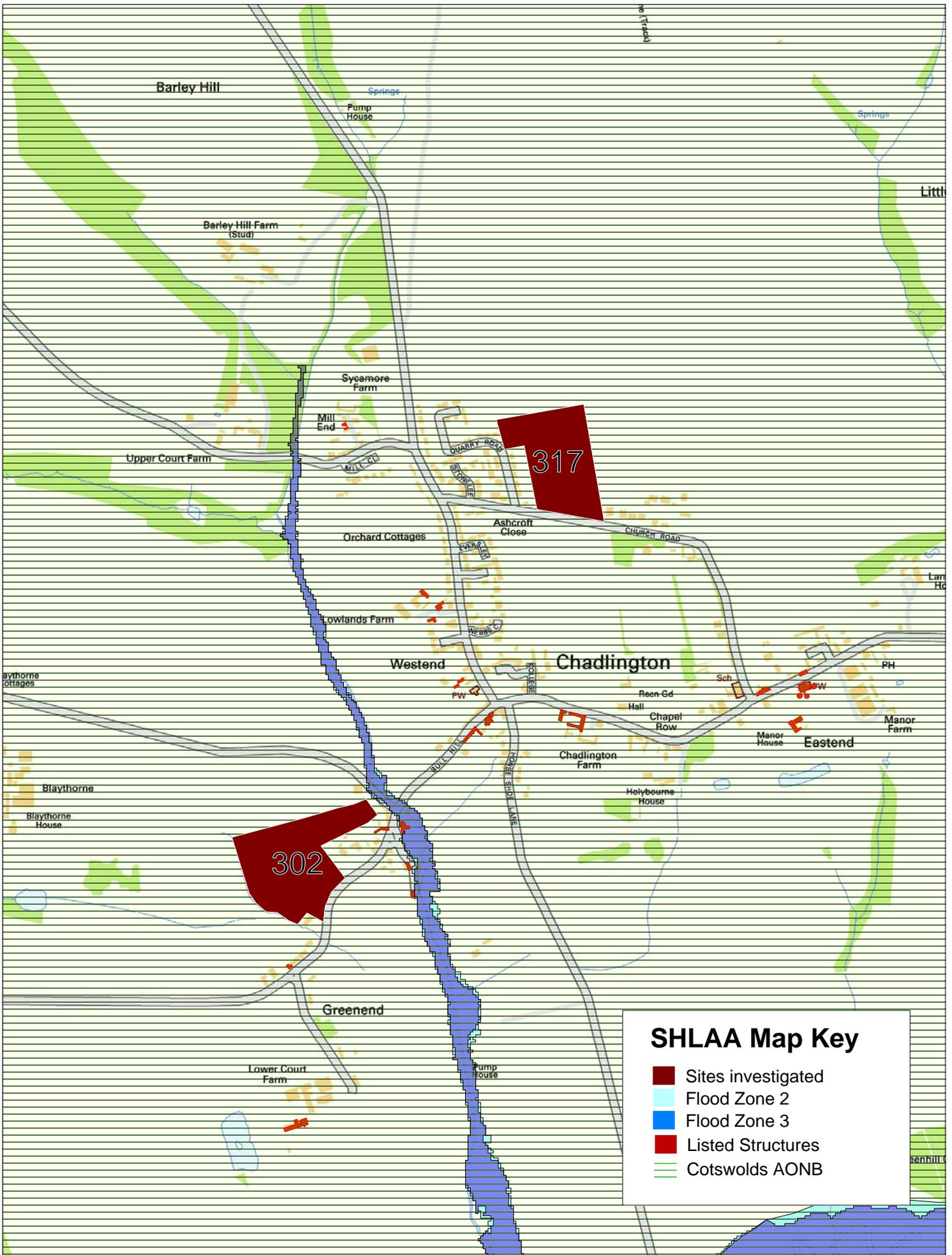
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SHLAA Map Key

- Listed Structures
- Conservation Area
- Flood Zone 2
- Flood Zone 3
- Employment Area
- Sites investigated
- Oxford Green Belt

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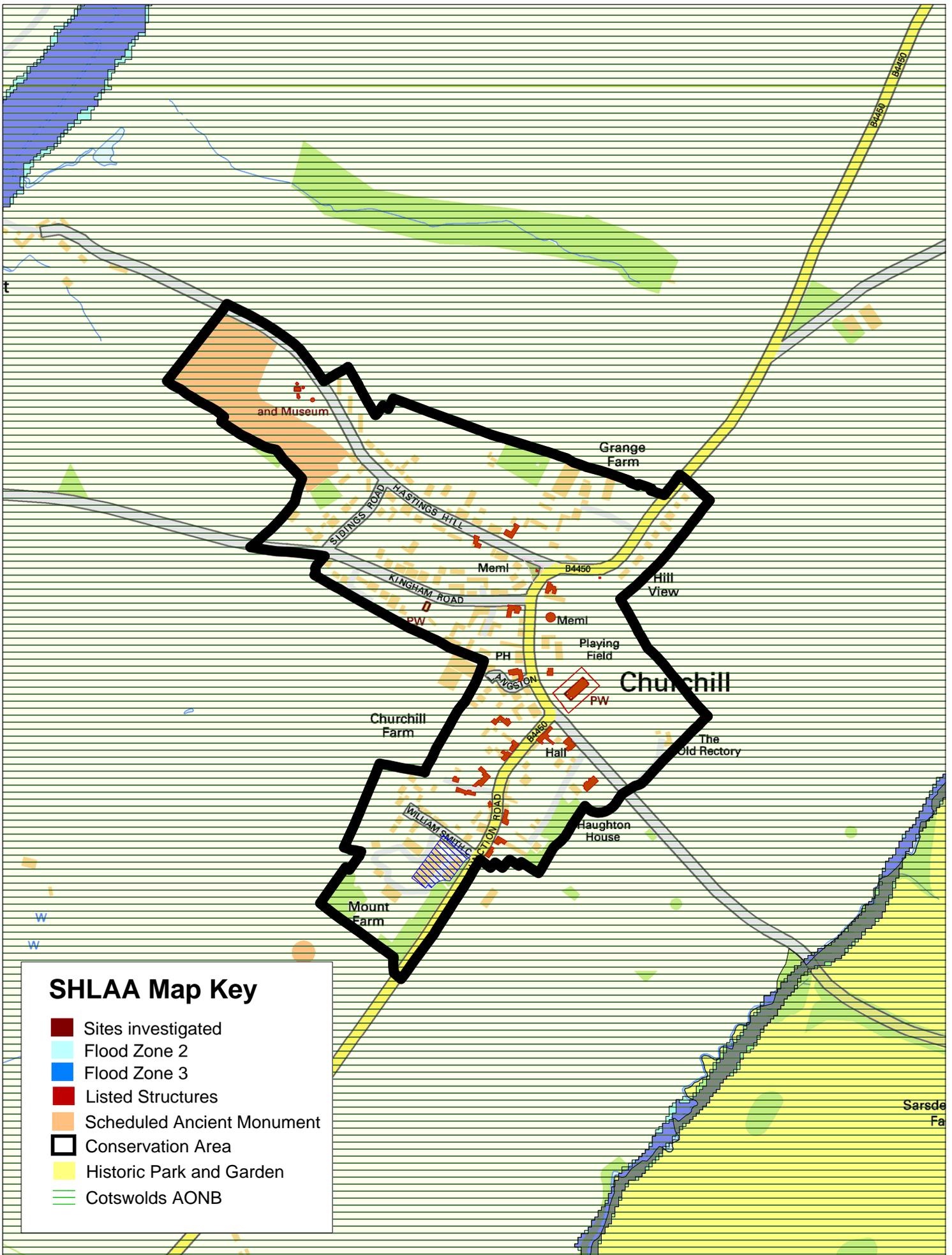


SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Listed Structures
- Cotswolds AONB

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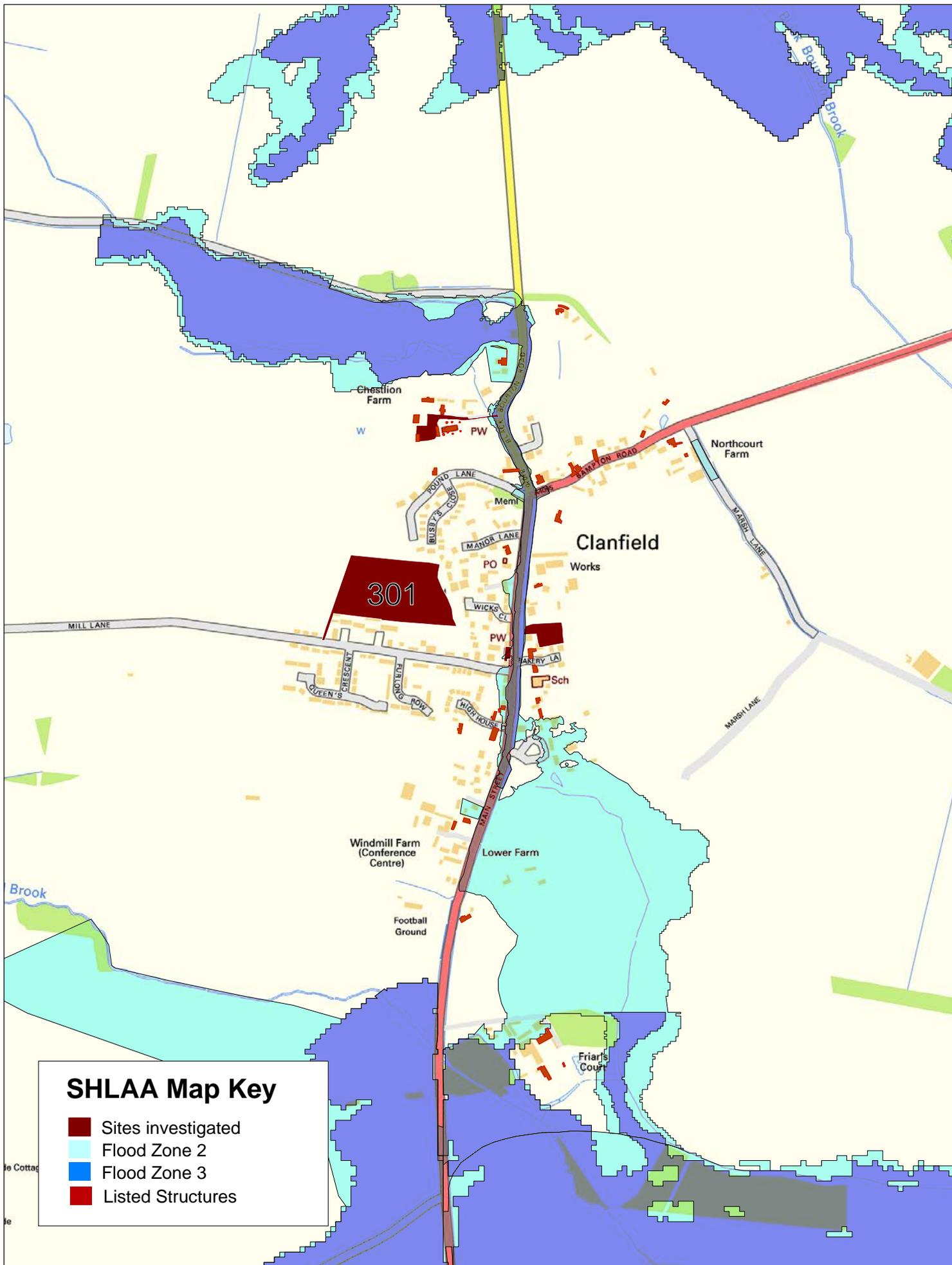


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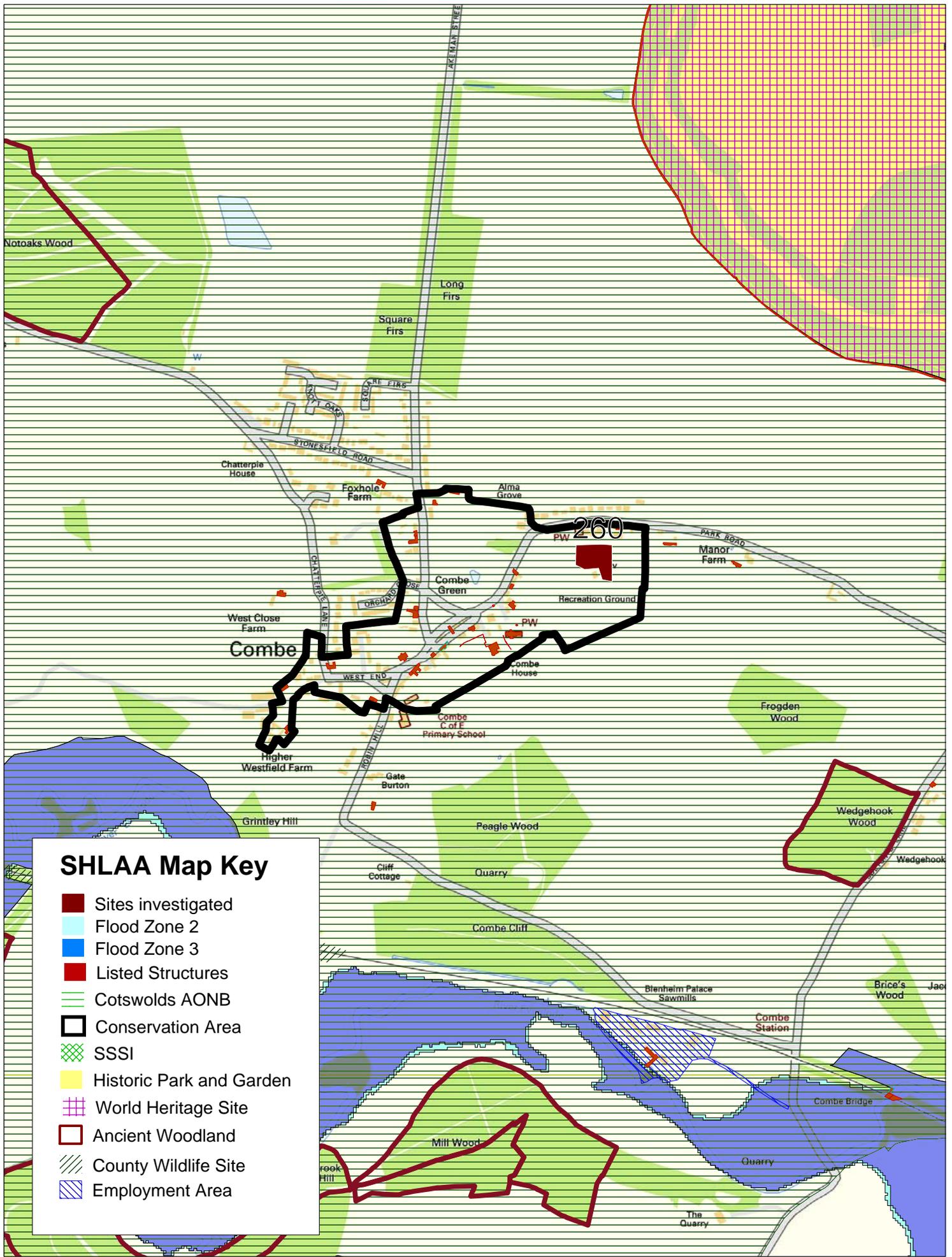


SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Listed Structures

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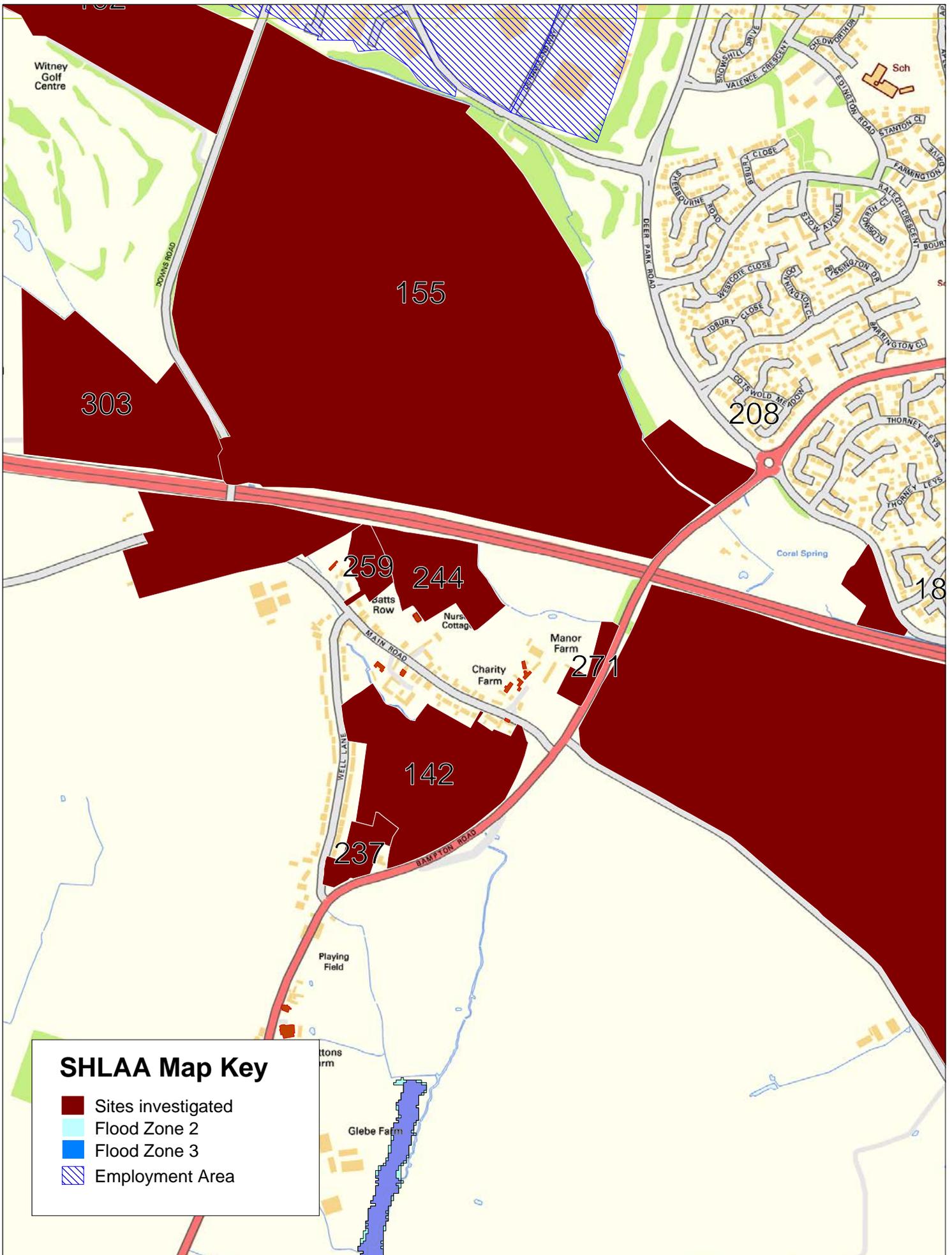
- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Listed Structures
- Cotswolds AONB
- Conservation Area
- SSSI
- Historic Park and Garden
- World Heritage Site
- Ancient Woodland
- County Wildlife Site
- Employment Area

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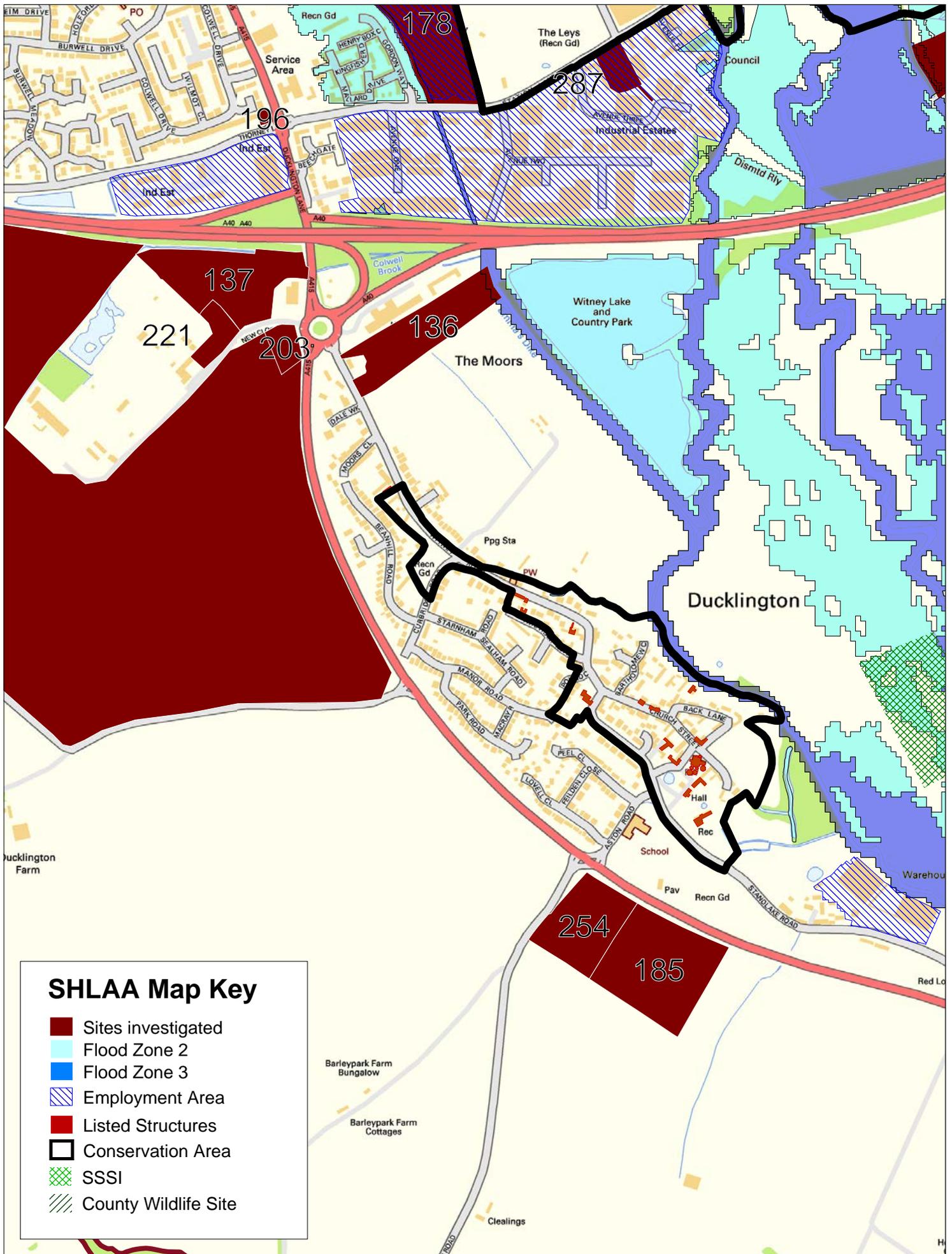


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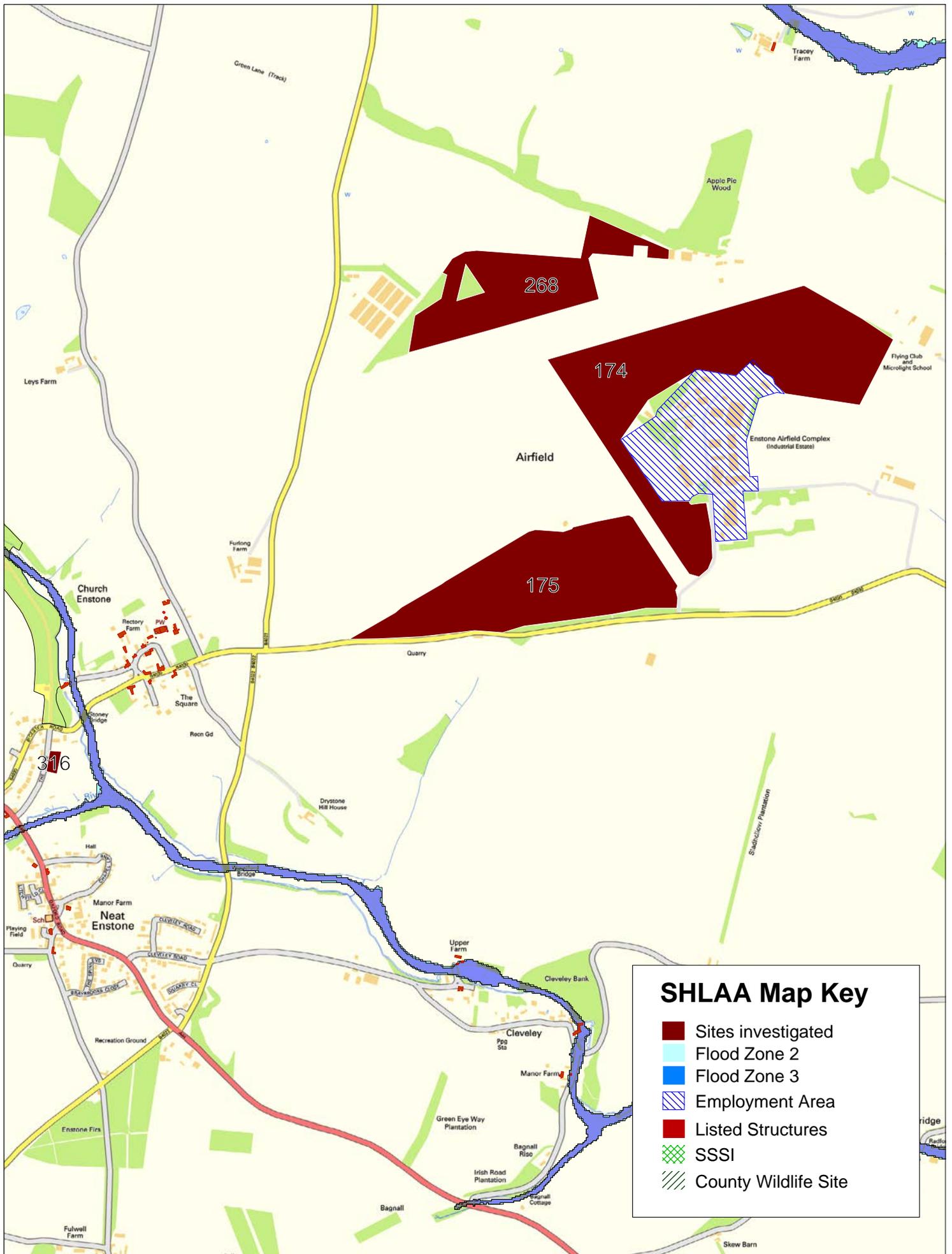
- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Employment Area

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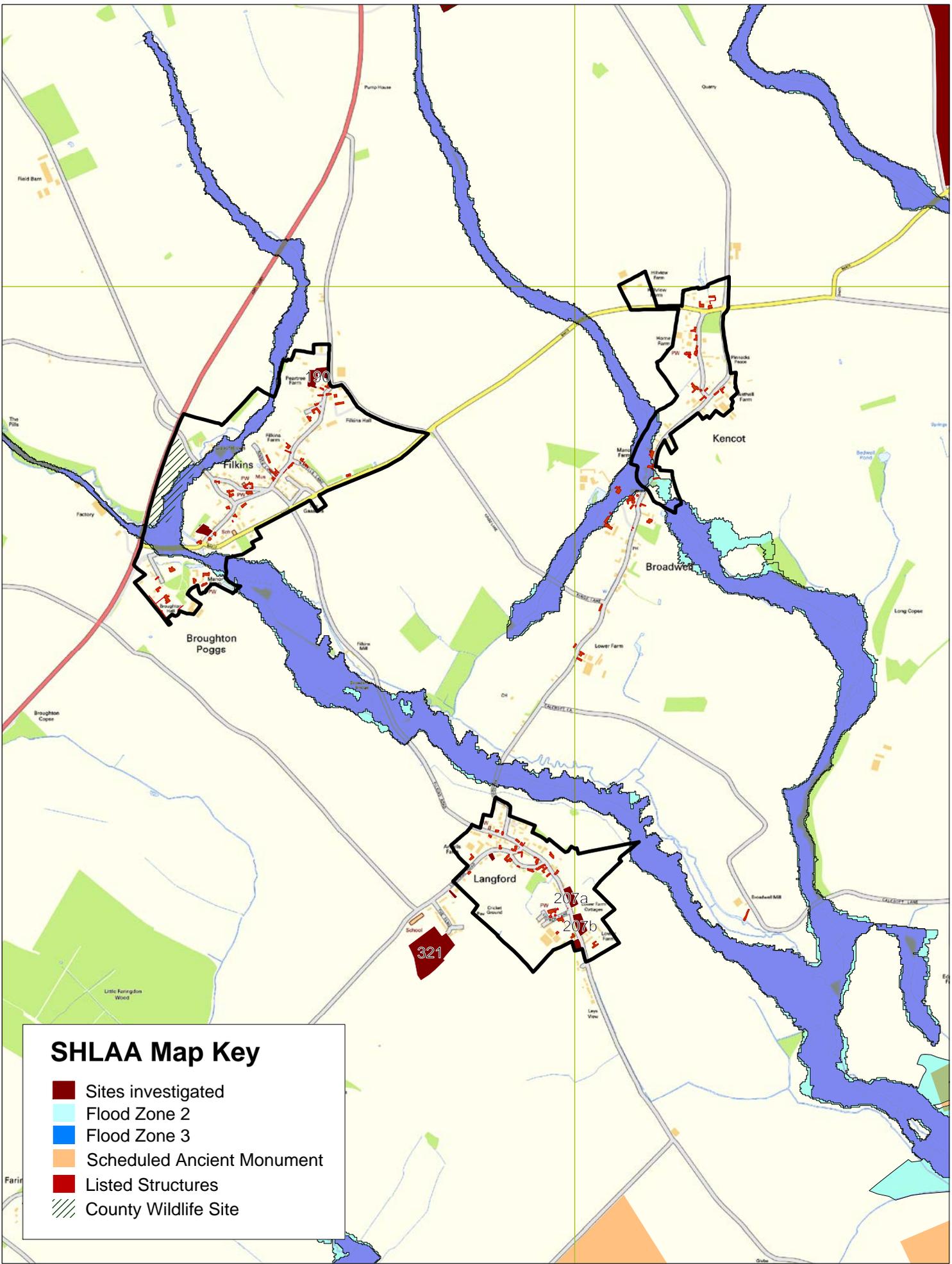
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SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Employment Area
- Listed Structures
- SSSI
- County Wildlife Site

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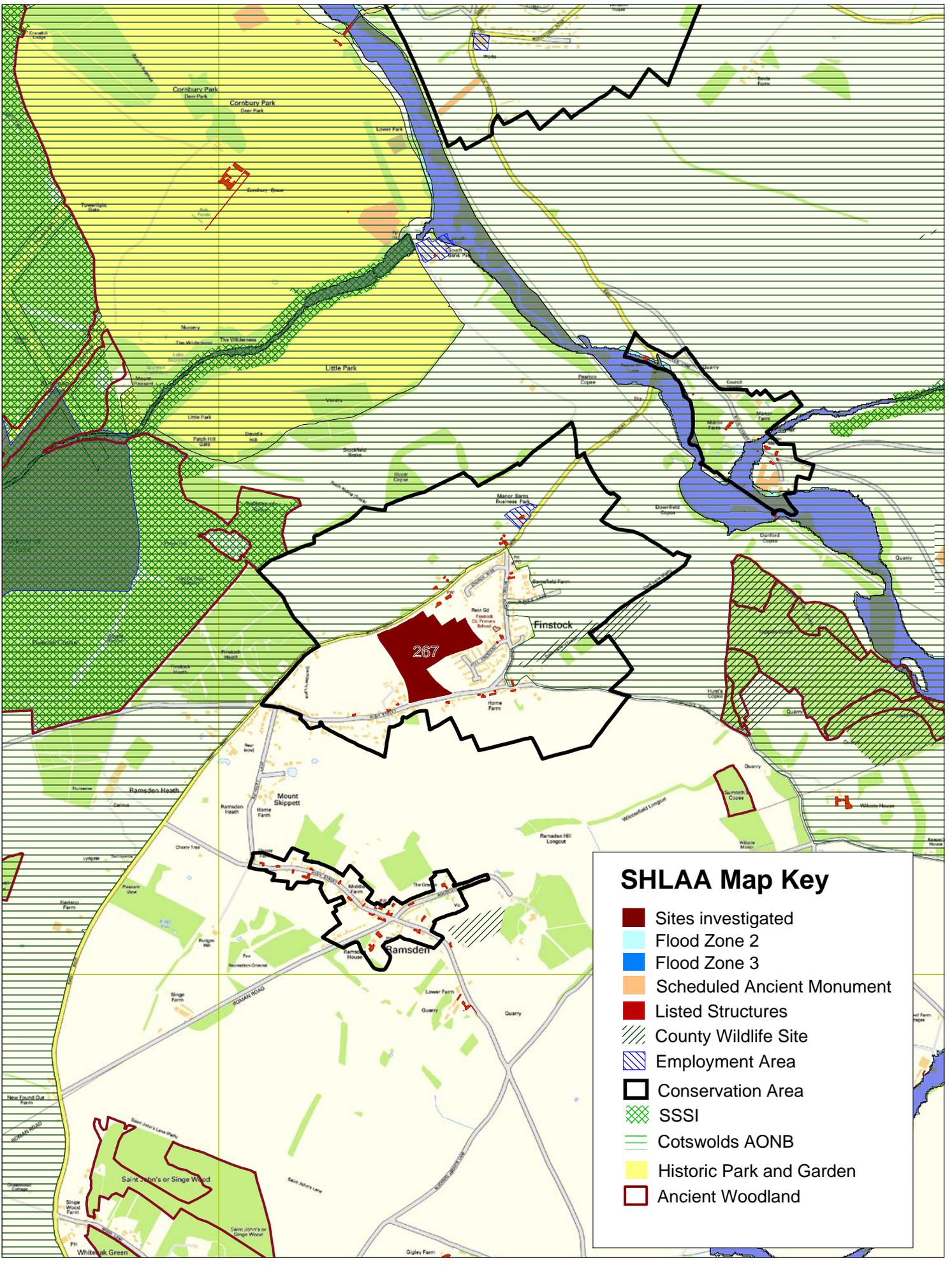


SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Scheduled Ancient Monument
- Listed Structures
- County Wildlife Site

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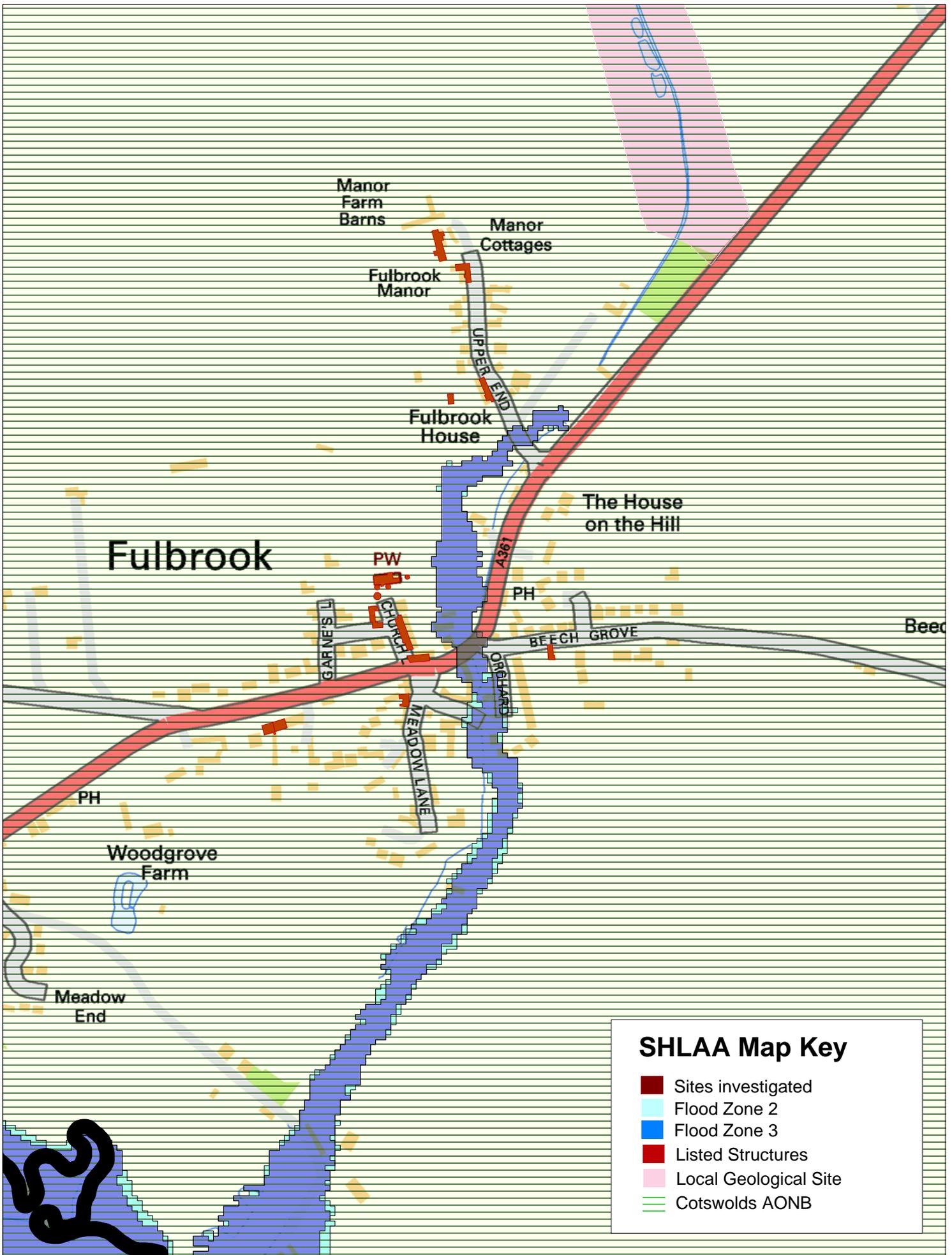
SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Scheduled Ancient Monument
- Listed Structures
- County Wildlife Site
- Employment Area
- Conservation Area
- SSSI
- Cotswolds AONB
- Historic Park and Garden
- Ancient Woodland



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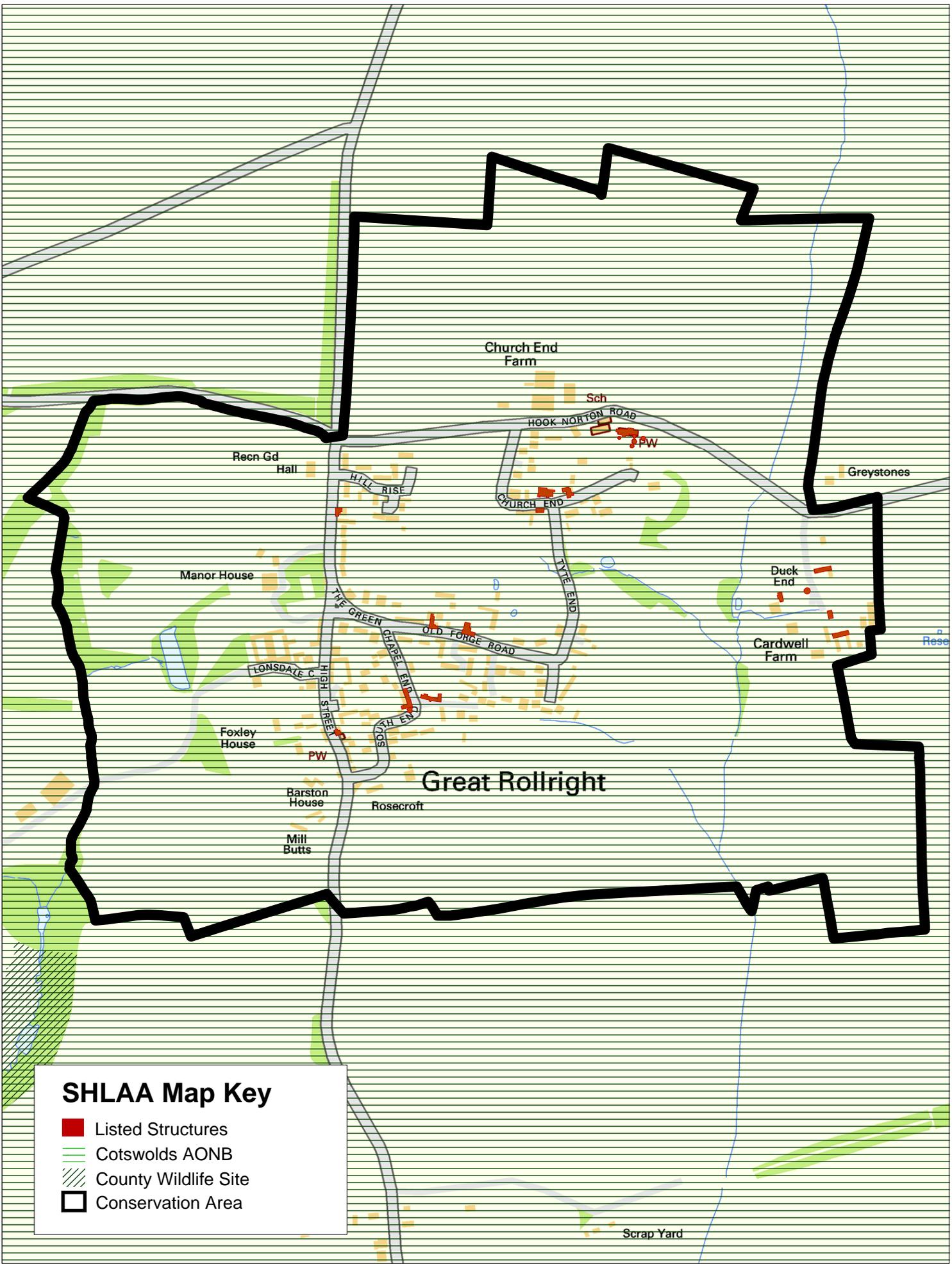


SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Listed Structures
- Local Geological Site
- Cotswolds AONB

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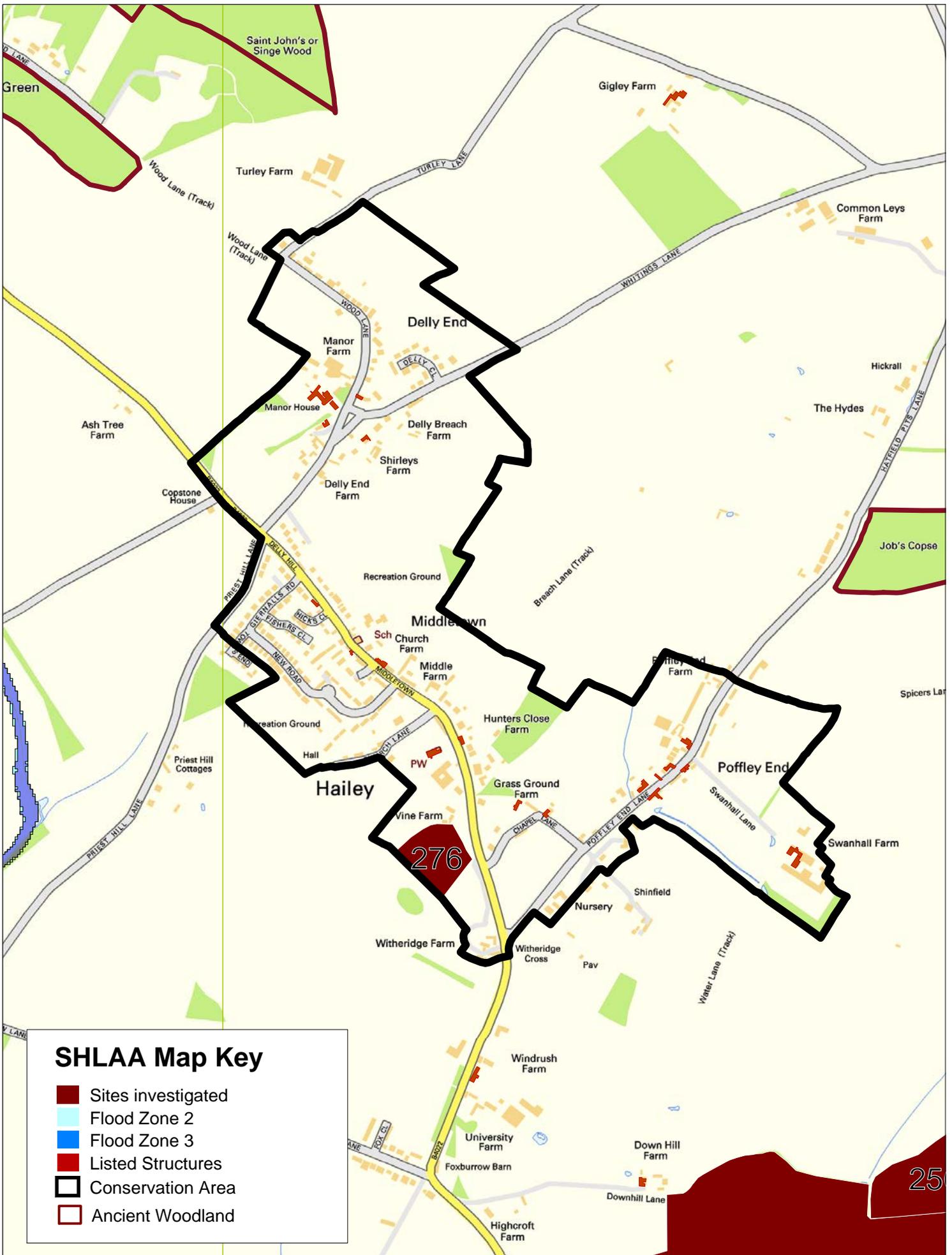
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SHLAA Map Key

- Listed Structures
- Cotswolds AONB
- County Wildlife Site
- Conservation Area

Map Title:	Great Rollright
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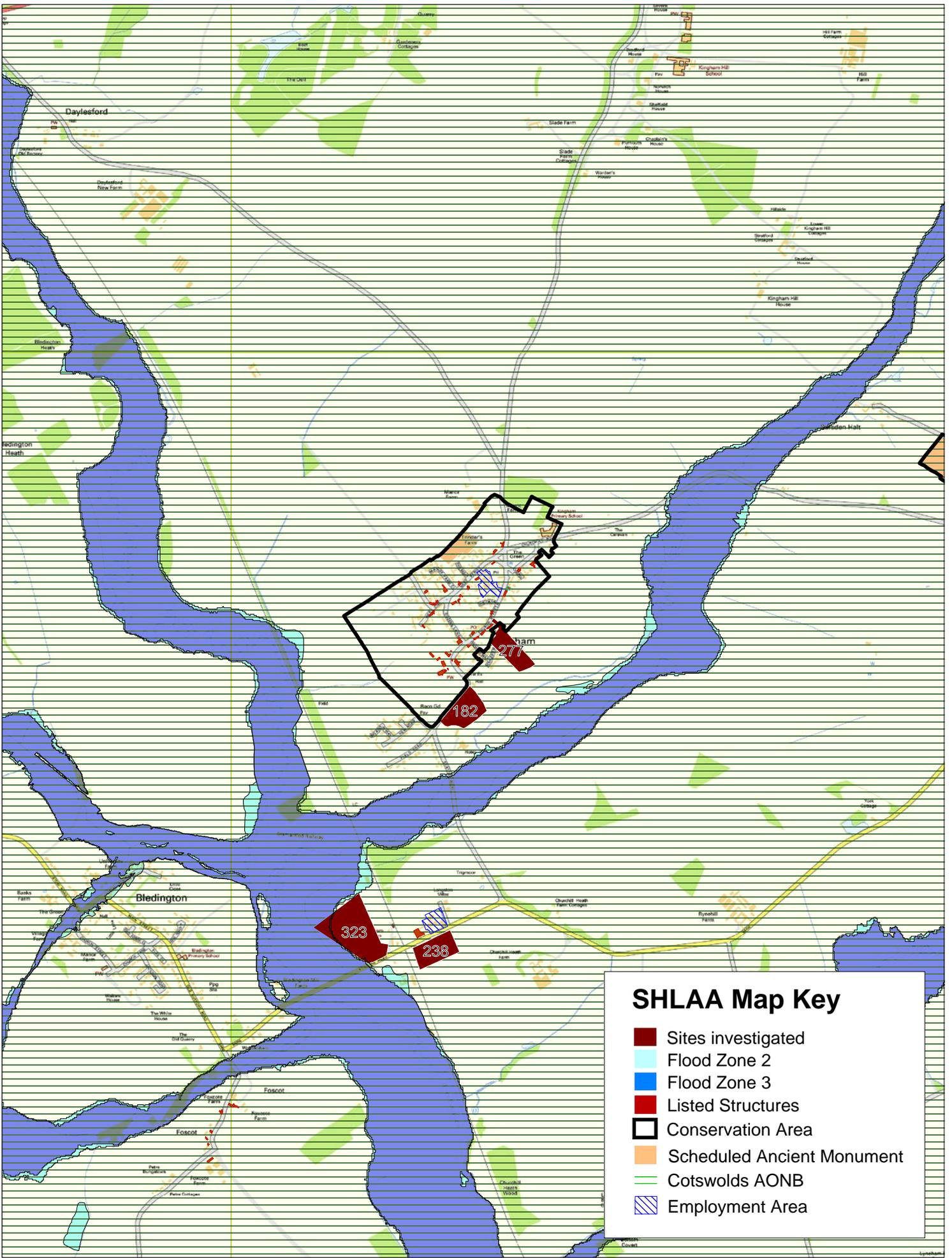
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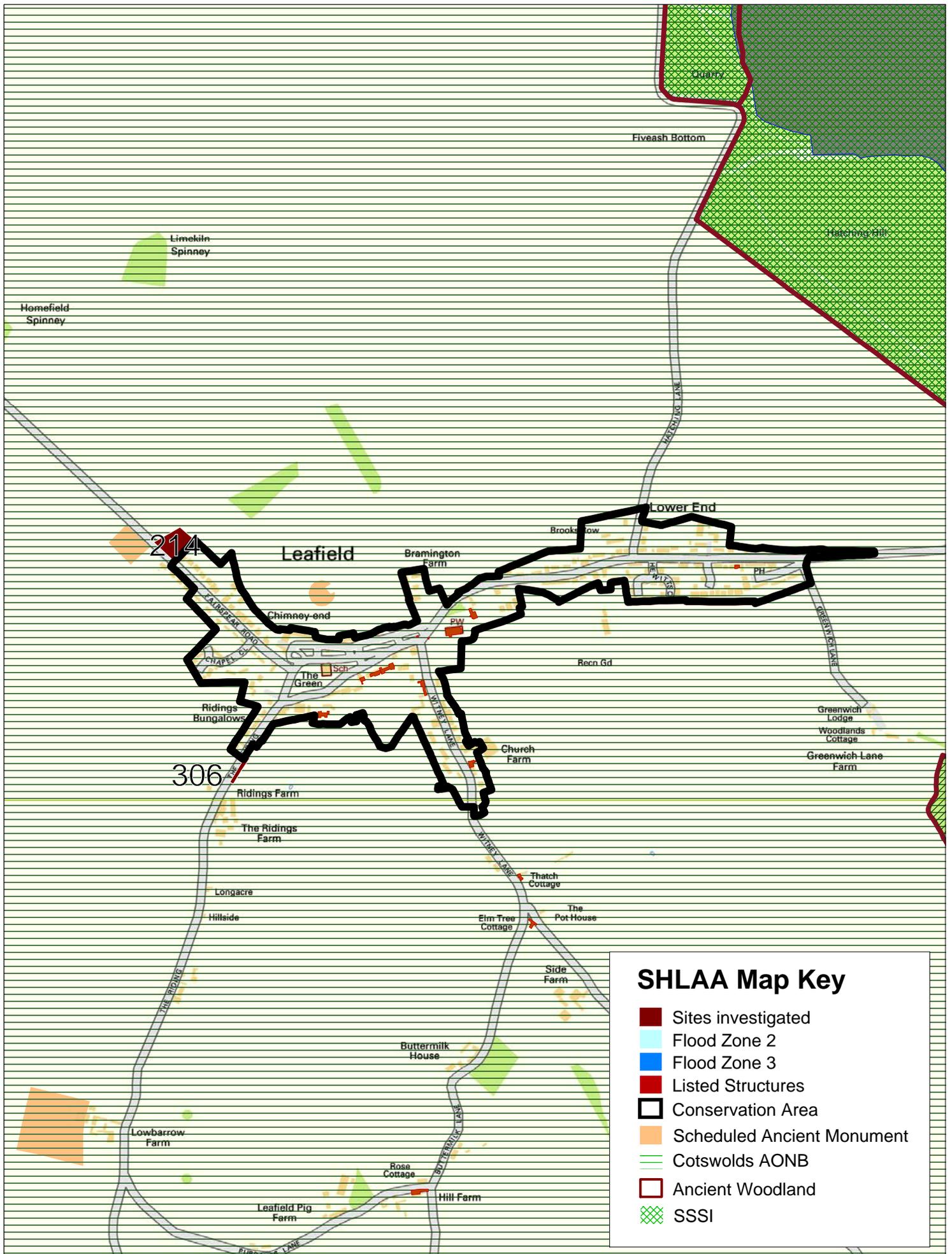
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SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Listed Structures
- Conservation Area
- Scheduled Ancient Monument
- Cotswolds AONB
- Employment Area

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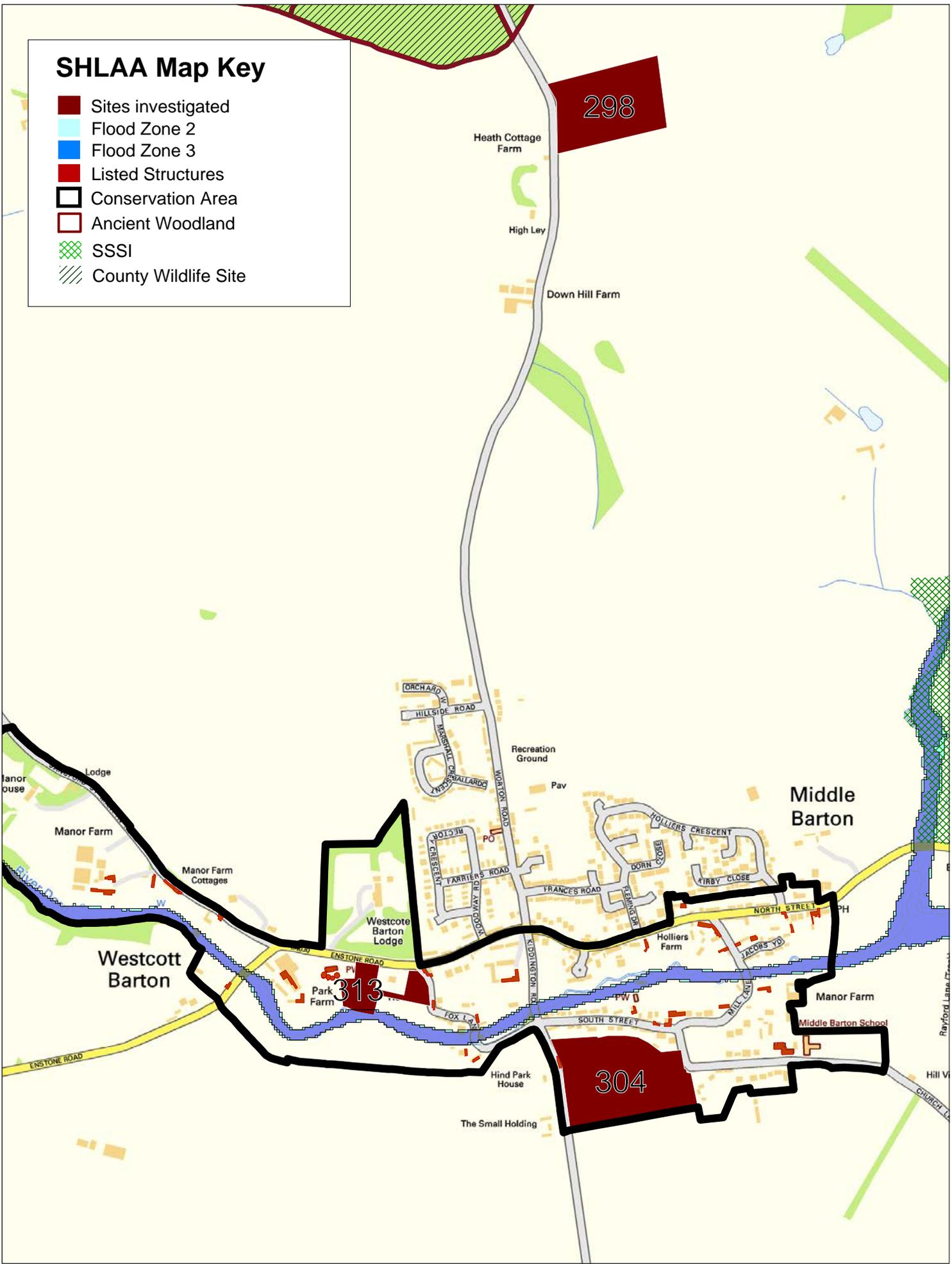
- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Listed Structures
- Conservation Area
- Scheduled Ancient Monument
- Cotswolds AONB
- Ancient Woodland
- SSSI

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SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Listed Structures
- Conservation Area
- Ancient Woodland
- SSSI
- County Wildlife Site

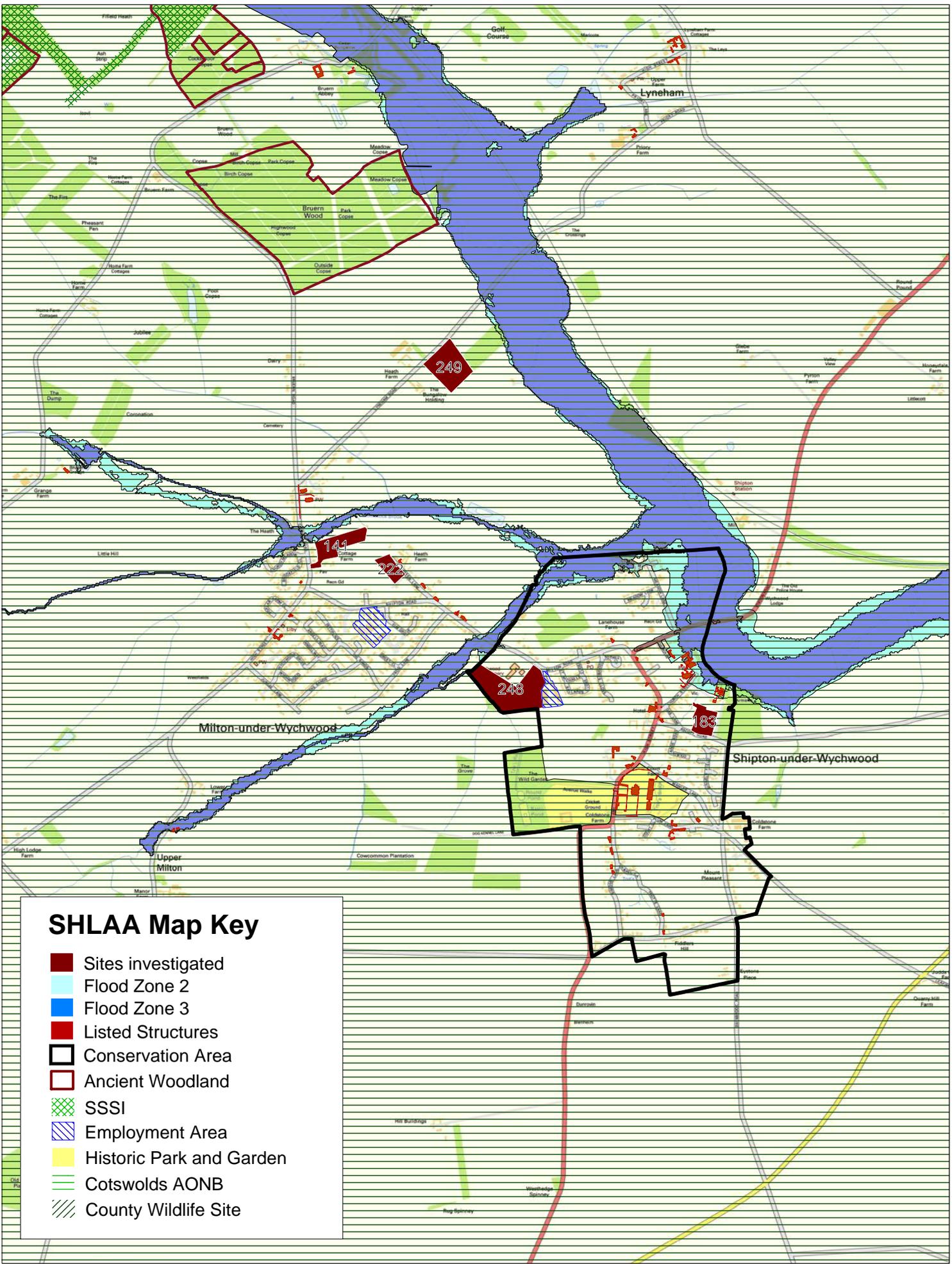


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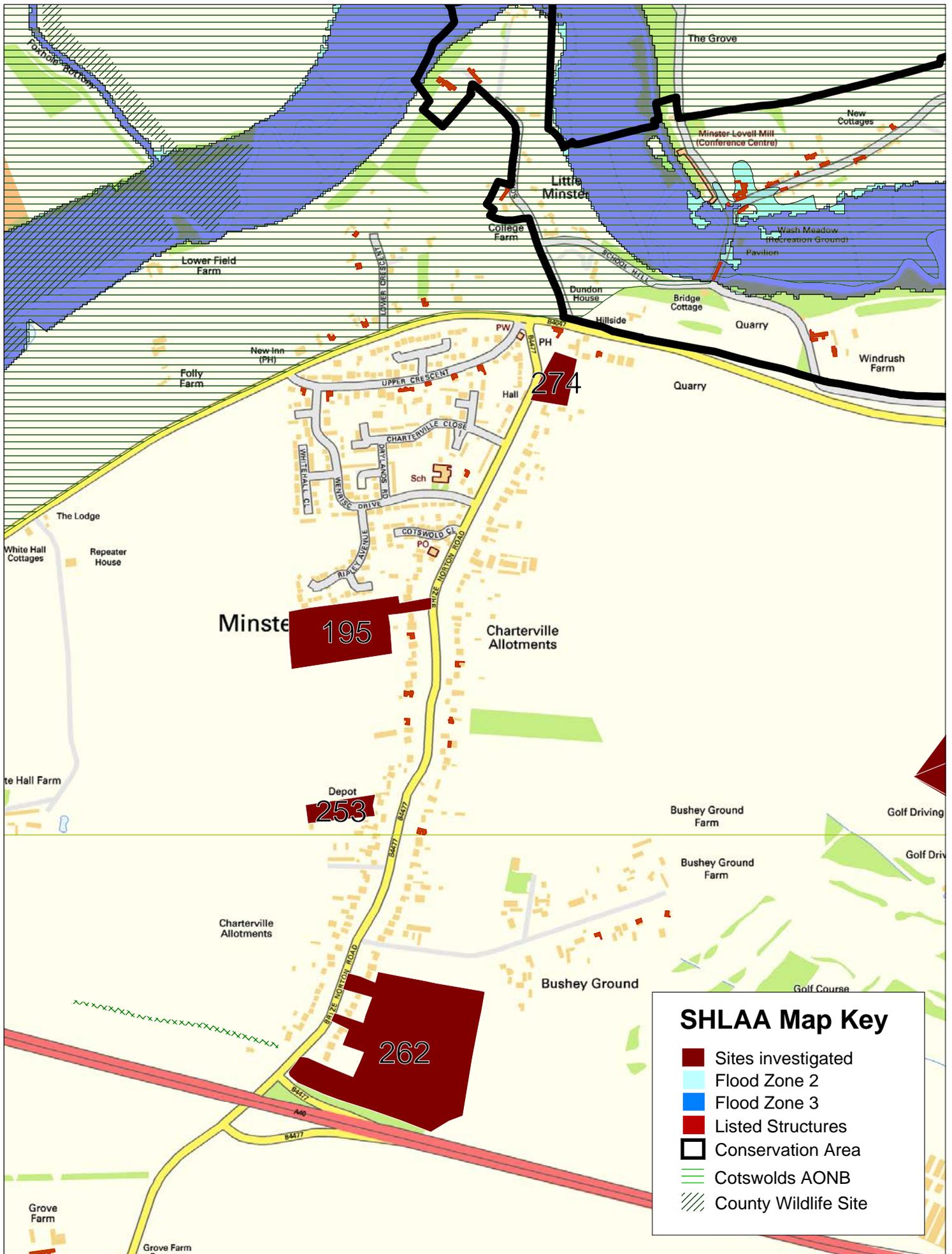
SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Listed Structures
- Conservation Area
- Ancient Woodland
- SSSI
- Employment Area
- Historic Park and Garden
- Cotswolds AONB
- County Wildlife Site



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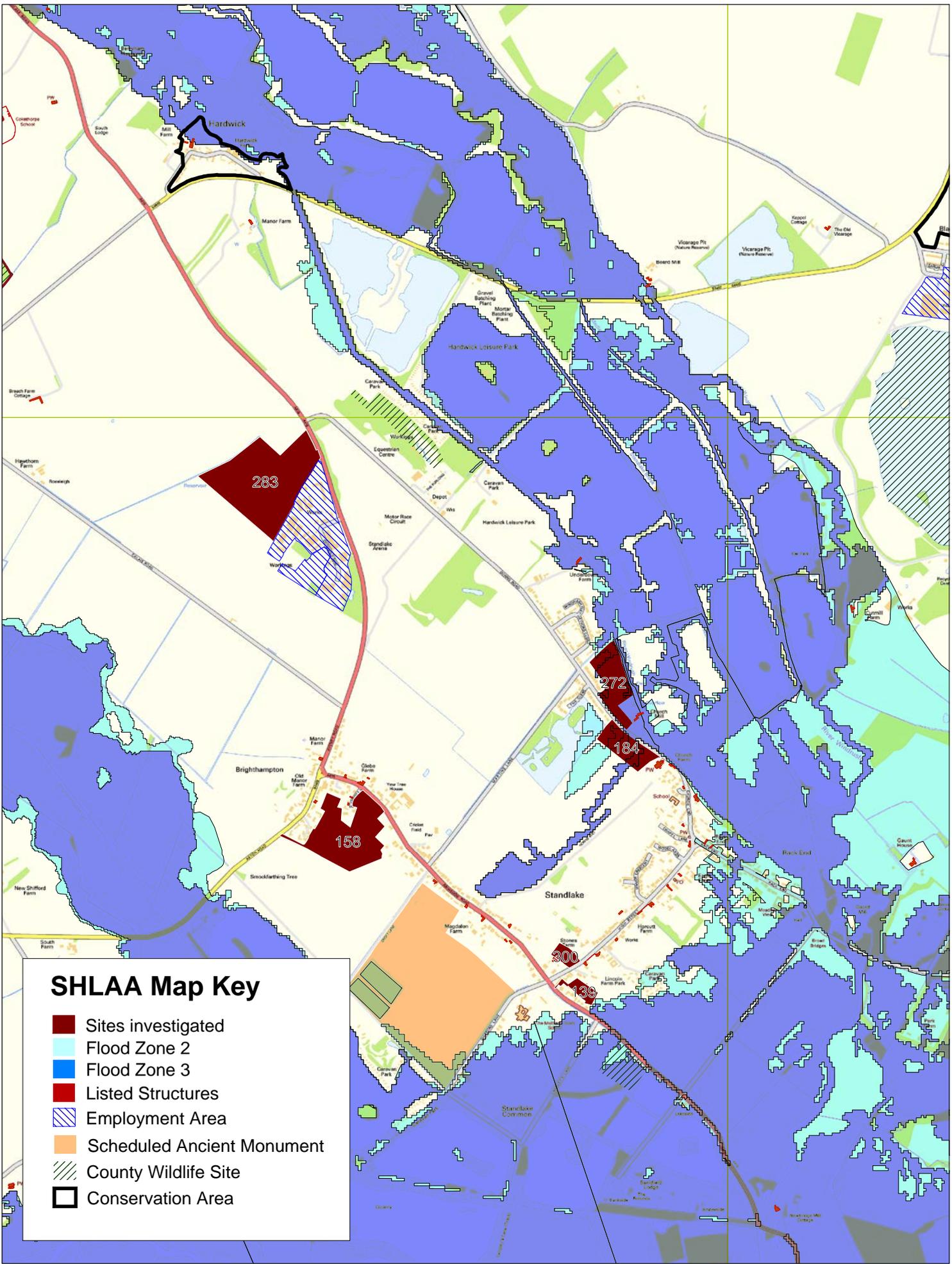
- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Listed Structures
- Conservation Area
- Cotswolds AONB
- County Wildlife Site

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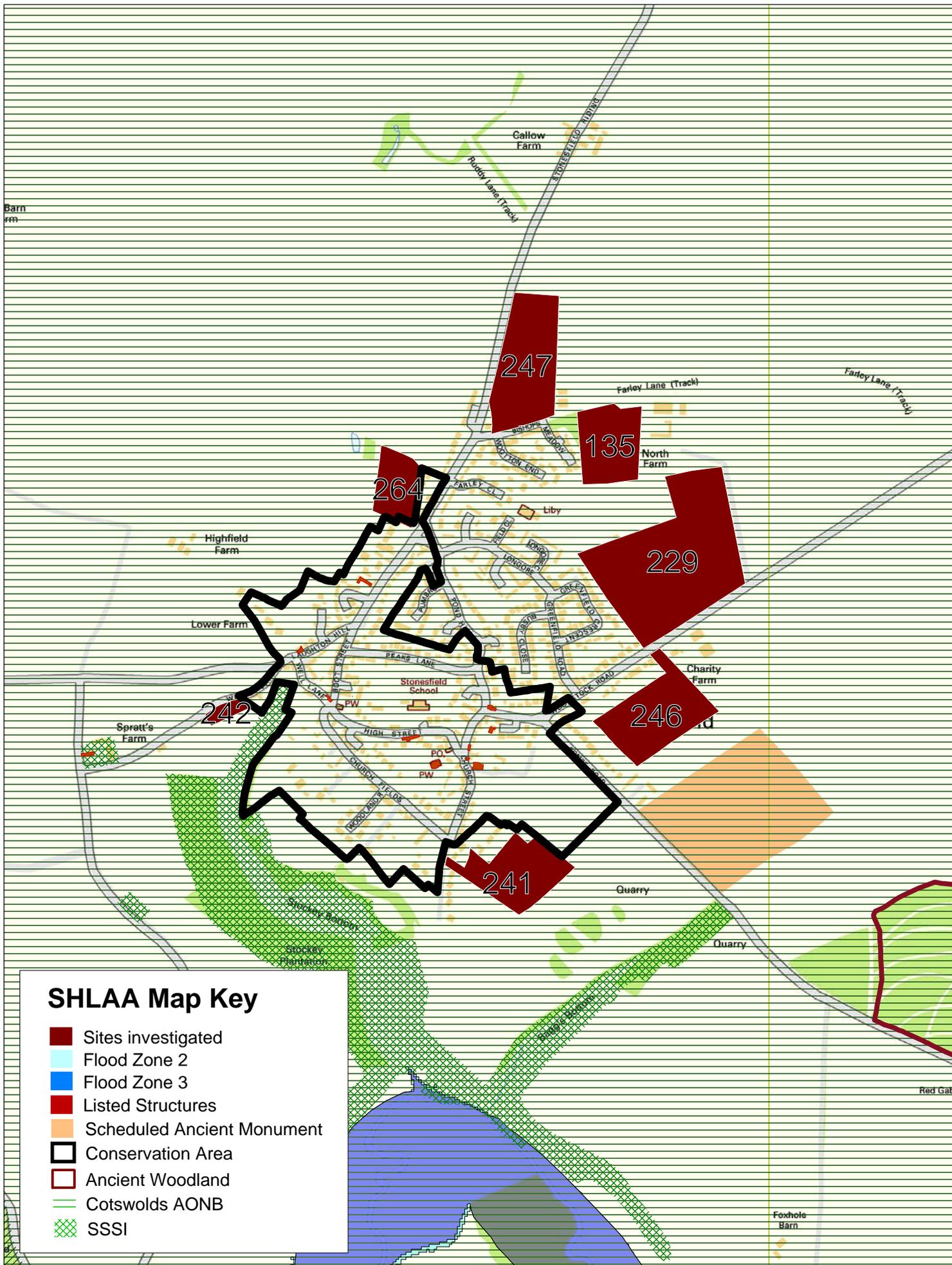
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SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Listed Structures
- Employment Area
- Scheduled Ancient Monument
- County Wildlife Site
- Conservation Area

Map Title:	Standlake
	SHLAA 2014
Map No:	
Date: 05:06:14	Scale: 1:20000



SHLAA Map Key

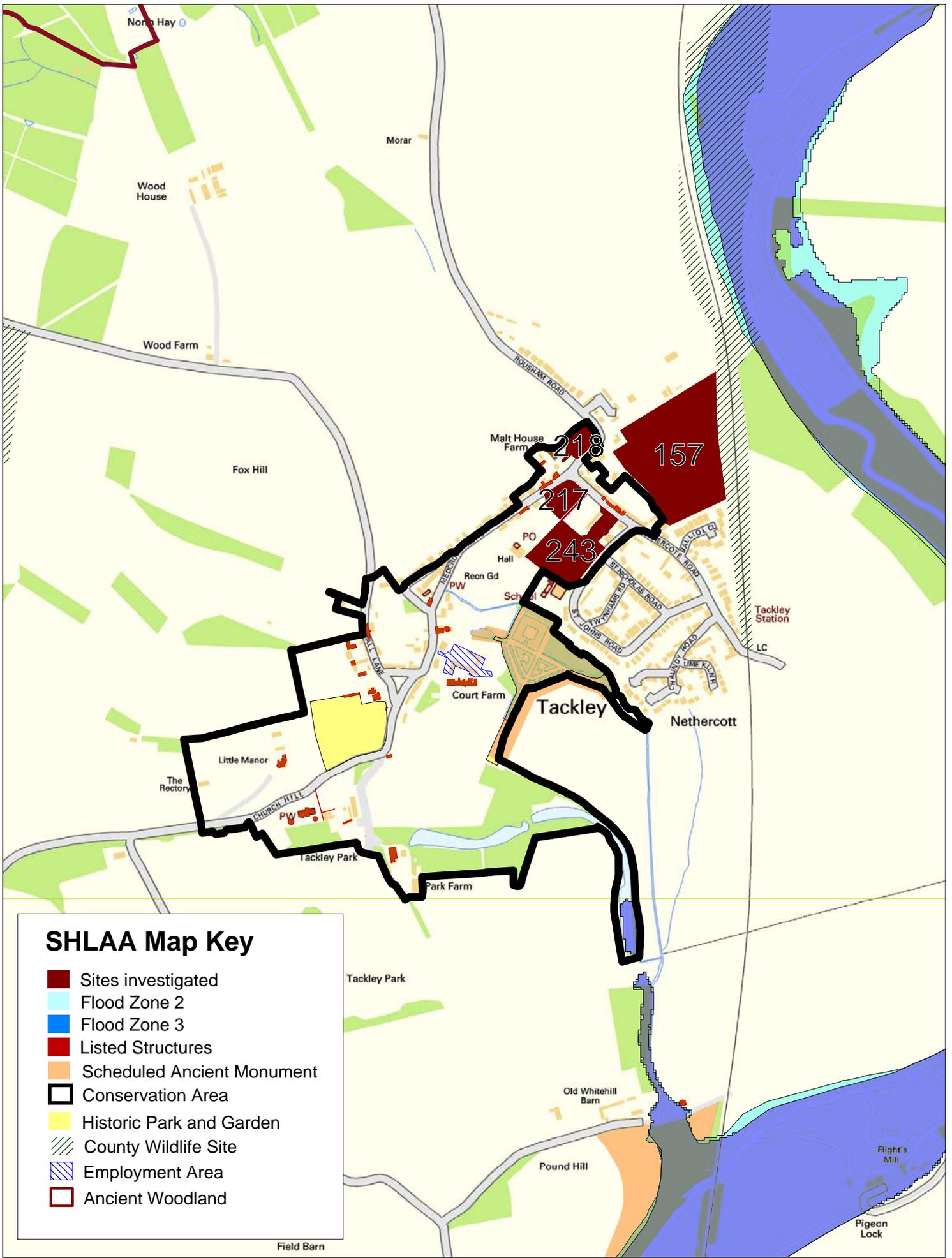
- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Listed Structures
- Scheduled Ancient Monument
- Conservation Area
- Ancient Woodland
- Cotswolds AONB
- SSSI

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Map Title:	Stonesfield
	SHLAA 2014
Map No:	
Date: 05:06:14	Scale: 1:10000



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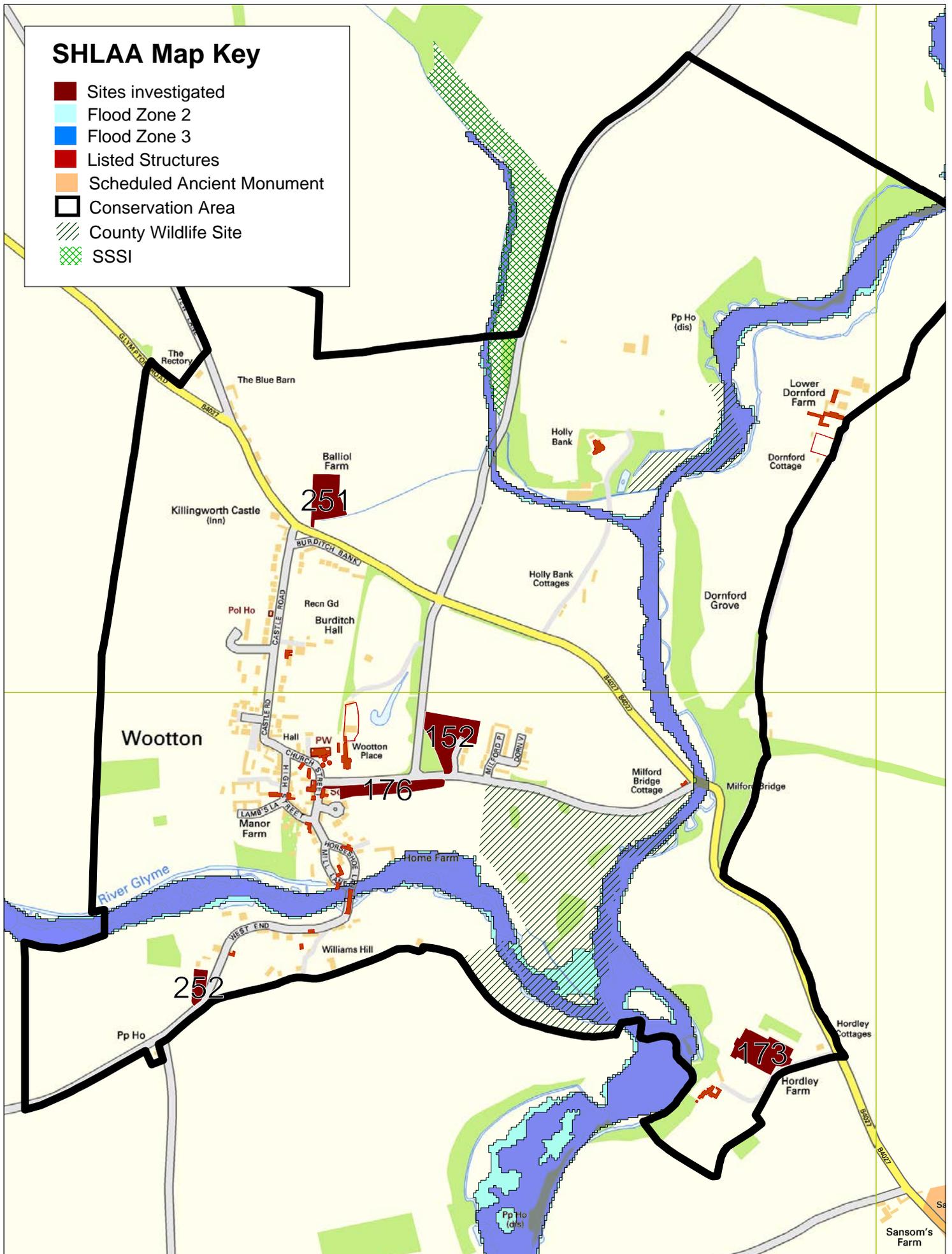


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Map Title:	Tackley
	SHLAA 2014
Map No:	
Date: 05:06:14	Scale: 1:10000

SHLAA Map Key

- Sites investigated
- Flood Zone 2
- Flood Zone 3
- Listed Structures
- Scheduled Ancient Monument
- Conservation Area
- County Wildlife Site
- SSSI



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Map Title:	Wootton
	SHLAA 2014
Map No:	
Date: 05:06:14	Scale: 1:10000

Appendix 3 – Settlement Summaries

Introduction

To help provide some background context to the SHLAA, set out below is a short, descriptive profile of each of the settlements that have been assessed as part of the SHLAA process.

Witney

Witney, situated 12 miles due west of Oxford, is an historic market town and is the largest town in West Oxfordshire with a population in 2011 of 27,500. This is the District's main service centre, offering a broad range of housing and employment opportunities as well as services and facilities, including retailing, health care, leisure and culture. The town centre is a hub for a network of bus routes serving many of the surrounding towns and villages and Witney's residential areas. It also lies on the premium S1/S2 bus route which provides frequent connections between Carterton, Witney and Oxford. The A40 (formerly a trunk road) runs east-west immediately to the south of the town.

The central area of the town, including the main shopping streets, is the historic core of the settlement and is designated a conservation area which also extends to West End, Woodgreen, Newland and Cogges. These historic areas are on the whole relatively densely developed, with numerous listed buildings.

As the main service centre in the District, Witney has been the location for much of the District's past housing and employment growth. Its population has doubled in the last 30 years. Much of this growth has been accommodated through successive urban extensions in the post-war era, to the north, west and east of the town. As a result much of the developed area consists of modern housing estates built at a relatively high density with supporting facilities.

While the historic parts of the town and the newer urban expansions are built to a relatively high density, Witney is fortunate in having areas of open space within the built-up area which make an important contribution to the town's attractive character, for example the open spaces of Church Green, Woodgreen and The Leys. The Windrush Valley passes through the town and is a fundamental component of the area's character, providing a green corridor – a tongue of countryside – of landscape, ecological, historic, recreation and cultural value. The River Windrush and its associated flood plain also mean that sections of the town are at risk of flooding. Witney was severely affected by the 2007 Summer Flood.

Witney is historically a valley settlement, surrounded on three sides by higher ground. To the north lies the New Yatt-North Leigh ridge; to the west a ridge on which West Witney has developed; and to the east the undeveloped Cogges Hill ridge which forms a backdrop in many views from and towards the town. A long-held policy of the Council has sought to resist any development on the Cogges Hill ridge that would be prominent in the wider landscape.

Land on the edge of the town has been considered through several landscape assessments. Maintaining the attractive landscape setting of Witney and the separate identity of nearby villages are important factors influencing the future expansion of the town.

Employment within the town has historically been manufacturing industries, including Smiths Industries (engineering) and blanket making. However, the decline of these traditional industries in recent decades resulted in several large former industrial sites within the town becoming available for redevelopment (mostly to housing). This scale of redevelopment within the town is unlikely to be repeated as there are no large industrial sites remaining and in need of redevelopment. New replacement employment land was provided in the Downs Road area and there has been steady take up of this land. There is a further large employment area off Station Lane but few specific employment sites (industrial and office) remain within the older, more central parts of the town. Even the lower quality employment sites are fulfilling an important role, appearing to meet local needs.

The lack of potential employment sites for redevelopment, combined with the character of the historic areas of the town and of the large areas of modern housing estates, means there are only very limited opportunities for intensification and redevelopment within the existing built-up area of Witney. Greenfield expansion is, therefore, the main option for any significant future growth.

Carterton

Carterton is the second largest of the District's towns with a population of 15,800 and almost 5,900 households at the time of the 2011 Census.

The town lies some 3km south of the A40 and has a wide range of services and facilities including several primary schools, the Carterton Community College, leisure centre, doctors surgery, and a variety of shops and other services in the town centre. Carterton South is the most established employment area and new business parks are becoming established to the east of the town. The town's relatively compact form and flat topography are conducive to walking and cycling and the town is served by high frequency bus services which connect to Witney and Oxford.

RAF Brize Norton which adjoins the southern boundary of the town is a key source of employment and significant part of the community. Many areas of housing in the town were built to meet the needs of servicemen this is ongoing with large areas of older MOD housing proposed for redevelopment. As the principal strategic air transport base there has been considerable investment in recent years including civilian contractors supplying and maintaining newer aircraft. The impacts of the operation of the base, particularly noise from aircraft movements and engine testing, are of concern to local communities.

The town has a vibrant community and pro-active Town Council, who working through the Carterton Fast Forward Partnership, continue to seek additional development to improve the town's facilities, strengthen the town centre, broaden the job offer and improve leisure facilities.

The town is of comparatively recent origin, beginning as a subdivision of land for market gardeners 100 years ago. This has imparted a distinctive character with a grid-like structure and wide green streets. Buildings set back behind mature trees and hedgerows with wide grass verges along the main roads are an important part of the character of the town. Most of the original plots have been developed but some lower density development still exists mainly along the main arterial routes through the town such as Shilton Road, Swinbrook Road, Burford Road, and Alvescot Road. Between the 1960's and 1980's the town saw a high level of development with large areas of MOD housing added and later private residential housing estates. The expansion of the town has continued to the North East of the town with 1,500 dwellings (Shilton Park), two business parks, leisure centre and country park also delivered. 200 dwellings and the Shilton Link Road remain to be completed with planning permission granted subject to a legal agreement.

Land on the edge of the town has been considered through several landscape assessments including the Carterton Landscape Assessment 2009 and Kirkham Landscape Review 2011. Maintaining the visual envelope of the town and the landscape setting of the nearby villages of Alvescot, Shilton and Brize Norton are significant factors influencing the future expansion of the town.

Flooding and drainage are also significant issues in the town. Thames Water is planning to upgrade the town's sewage treatment works (adjacent to Black Bourton). Surface water flooding has occurred throughout the town and the Shill Brook with its floodplain lies on the western boundary¹. The impact of new development is a concern to communities downstream.

Significant development opportunities remain within the town, notably the redevelopment of MOD properties (known as the REEMA sites), land off Milestone Road, and the former Osprey Public House. Various sites on the edge of the settlement have been submitted by landowners and assessed. This includes several strategic site submissions considered through the separate Assessment of Strategic Site Options.

Chipping Norton

Chipping Norton is located in the northern part of the District and is the third largest Town in the District with a population at the 2011 Census of 6,337. The town has a substantial range of services, facilities and employment including a secondary school and indoor recreation facilities which cater for the needs of the town and surrounding rural areas. The town is served by a number of bus services to surrounding villages and towns including the X9 (hourly Monday – Saturday) service to Witney, the hourly S3 every day service to Oxford and the 488 hourly (Monday – Saturday) service to Banbury. It is also connected to the railway station at Kingham by the hourly X8 (8 journeys Monday to Saturday) service.

Chipping Norton is an historic market town which gained prosperity and importance as a centre of the wool and tweed industries. This prosperity is much in evidence in the town's conservation area which covers much of the central, northern and

¹ <http://www.westoxon.gov.uk/environment/floodreviews.cfm>

eastern areas of the town. A separate conservation area extends over open land to the south west of the town providing the setting for Bliss Mill, the former tweed mill now converted to flats.

New areas of Council housing were added in the post-war years on land to the south and west of the centre and private housing estates were built during the 1980's and 1990's. About 1,150 new homes have been added since 1976. Some of this has been through the redevelopment of large previously developed sites such as Parker Knoll and the conversion of Bliss Mill. Established industrial estates are situated to the west of the town and are well occupied, as is the Cromwell Business Park in the north east.

Chipping Norton occupies a prominent hill-top position on the eastern edge of the Cotswolds AONB with extensive views to and from surrounding areas. Lying astride the 185m contour, it is one of the highest settlements of its size in southern England. The plateau to the east is the only land on the fringes of Chipping Norton which lies outside the AONB. The character of land adjoining the town has been assessed in the West Oxfordshire Landscape Assessment (1998) (WOLA), Chipping Norton Landscape Appraisal 2009 (CNLA) and Landscape and Visual Review of Chipping Norton Strategic Site (2014).

The WOLA identifies the town as lying between two landscape character areas: the northern valleys and ridges area to the north and west and the Enstone uplands to the south and east. Within these areas various landscape types are identified: semi-enclosed valleys and ridges to the west; mainly parkland between the Banbury and Over Norton Roads to the north; open limestone wolds to the south and east and semi-enclosed limestone wolds between Banbury Road and London Road to the north east.

The CNLA describes the area to the west of the town as making an important contribution to the setting of the town, including the town conservation area and castle (Scheduled Monument) and the Bliss Mill Conservation Area where any significant changes are likely to be highly visible. Land to the east outside the AONB is an extensive area of mainly large-scale open farmland where buildings and structures are prominent. Land to the north east is part of the soft north eastern approach to the town created by the tree-lined avenues of the Banbury and London Roads together with the network of trees and hedges in between. These trees and hedges help to screen the existing town edge in the wider landscape. Part of the area between Banbury Road and Over Norton Road has been designated an environmentally sensitive area under an agreement with Defra (the Government Department for Environment Food and Rural Affairs).

Agricultural land north of London Road and south of Cromwell Park (a business park) is outside the AONB. The CNLA describes land to the south of the town as an undulating plateau of open rolling mainly arable farmland with an elevated hilltop character which is prominent in longer distant views. This area between the Burford Road and Churchill Road lies within the AONB and forms part of the ridgeline around this side of the town. The urban edge of former Council estates and the Town Football Ground forms a harsh skyline when viewed from the Burford Road. This is the least attractive approach to Chipping Norton.

There are no national or local nature conservation designations affecting the town or immediately adjacent land but the Glyme and Dorn Conservation Target Area lies further to the east.

Bampton

Bampton is an ancient settlement set within the relatively flat and open landscape of the Thames Valley. Although one of the larger villages in the District, it has a parish population of 2,564 and 1,120 households at the time of 2011 Census.

The village remains a strong and lively community and its range of community activities and available services belies its actual population size. The village has a variety of services – post office, shops, pubs, library, doctors' surgery, primary school, youth centre, fire station, playing fields and recreation ground. There is no secondary school, the nearest being Carterton. Other than the village centre facilities there is limited employment in the village although the Bampton Business Centre has recently been established on a former MOD communications station some 2km south of the village centre. There are hourly bus services to Witney, Carterton and Oxford during the day and early evening.

An extensive Conservation Area covers the older southern and western parts of the village, where narrow lanes are a particular feature. Many of the Cotswold stone buildings are listed for their architectural or historic interest. Council and private housing estates were added in the post war years to the north eastern edges. An outlying hamlet, Weald, lies to the south west of the village.

The West Oxfordshire Landscape Assessment (WOLA) identifies the landscape characteristics and sensitivities of Bampton. Strong landscape edges are identified to the northwest, south and south east. Attractive views of Bampton and its church spire are gained from the northern approach along the A4095 where small hedge lined fields of pasture form the edge of the village and Conservation Area. Large generally featureless arable fields lie to the east of the more urban part of Bampton with its modern housing estates and the WOLA identifies the need to soften the existing hard urban edge. To the east between the Aston and Buckland Roads are small paddocks with substantial hedgerows and trees which contribute to a strong village edge in WOLA.

Flooding is a significant concern in Bampton. The Shill Brook joins with the Highmoor Brook just north of Bampton and then passes under the Clanfield Road (A4095) before heading eastwards. Buildings to the south and west of the village are vulnerable to flooding and many properties within the village were very badly affected by the severe flooding of summer 2007. Flood reports were subsequently prepared and attenuation measures have been implemented including new culverts and attenuation ponds, ditch repairs and maintenance and a property level protection scheme. The Environment Agency is currently investigating the possibility of a holding area upstream of Bampton where the Highmoor Brook and Shill Brook meet.

Burford

The historic town of Burford lies seven miles west of Witney, on the slopes of the Windrush Valley. The town is relatively compact with tightly packed historic buildings fronting the High Street, Sheep Street and Witney Street, the majority of which are listed. Most of the built up area of the town is north of the A40 and lies within an extensive conservation area. There is also a ribbon of development along the Shilton Road to the south east. Burford, north of the A40, lies within the Cotswolds Area of Outstanding Natural Beauty (AONB).

With a population of 1,410 at the 2011 Census, Burford is the smallest of the District's service centres but has a level of services which belies its size in comparison to other settlements in the District. In addition to being one of West Oxfordshire's most popular tourist destinations, Burford also serves a wide rural area, including many villages in the west of the District and in Gloucestershire. It has one of the largest secondary schools in West Oxfordshire, a primary school serving seven surrounding villages, a doctors' surgery, chemist, post office, fire station and a range of food and non-food shops.

Burford Town Council has commented that the town has an ageing population which is linked to the particularly high local house prices. The Town Council suggest an increase in the housing stock is required to provide some affordable housing to enable younger families to live in the town, secure the future of the primary school and increase the supply of key workers. The environmental quality of the town makes it a desirable place to live but restricts the availability of suitable sites for new housing. These factors combine to make housing in Burford particularly expensive.

There have been no sites allocated for residential development in Burford since the allocation of Windrush Close in the Rural Areas Review Local Plan in the late 1980's. The Council has resisted further extensions to the built-up area in order to protect the setting of the town.

There are likely to be limited opportunities to provide additional dwellings within the built up area through intensification. Many of the buildings on historic streets, although densely developed, have long rear gardens and burgage plots. The setting of the listed buildings and conservation area is, however, a key sensitivity, limiting large scale intensification.

Existing employment sites within the town are well used and Burford continues to thrive as a tourist destination. Given the popularity and rural character of this location, parking areas are very well used. There are no large previously developed sites in need of redevelopment.

Charlbury

Charlbury is located in the centre of the northern part of the District some 7 miles north of Witney and 6 miles south of Chipping Norton.

The parish population at the 2011 Census was 2,830 and the number of households was 1,298. The village is a reasonable size service centre with a range of facilities including a nursery/playgroup, a primary school, community buildings, shops, a post office, library, GP practice, police and fire stations, public houses, churches and playing fields.

The level of shopping and employment in the town has however diminished particularly over the last twenty years. Indicative of this changing role has been the closure of the two branch banks (and in 1982 the closure of the town's secondary school). There are now few employment sites within the built-up area although some local employment is provided nearby, for example adjacent to the railway station and within Cornbury Park.

The town is served by a number of bus services including the hourly (S3) Oxford/Chipping Norton and (X9) Witney/Chipping Norton services. The Charlbury railway station lies to the west of the town and there is another station nearby to the south at Finstock. Both are on the Cotswold Line (Oxford to Worcester / Hereford).

The town has a nucleated form defined in medieval times by Church Street as the principal street, crossed by Market Street, Sheep Street and Thames Street. The town remained largely unchanged until the 20th century when substantial growth occurred: three quarters of the houses in the town have been built since 1900 and well over half since 1950 mainly to the east of the medieval core, western expansion being constrained by the flood plain of the River Evenlode. This includes 44 affordable homes constructed on two exception sites at Ticknell Piece Road.

The whole of the built-up area of the town and much of the immediately adjacent countryside is within a Conservation Area and there are many listed buildings predominantly within the medieval heart of the town.

The town is within the Cotswolds AONB which also extends onto land to the north of the village. It adjoins landscapes of a variety of character which are identified in the West Oxfordshire Landscape Assessment (WOLA). These are largely valley floor and open valley-side farmland of the River Evenlode to the west and a mixture of minor valleys and semi-enclosed limestone wolds on other sides of the town. Smaller areas of former quarry land to the east and parkland to the west are also identified. Unspoilt valley floor farmland and the minor valleys are of particularly high quality and sensitive to development. Open valley-sides are visually sensitive and where development would be highly prominent and exposed. Semi-enclosed limestone wolds are also visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure.

The WOLA identifies a need to maintain the strong landscape structure and attractive pastoral character of the valley sides, particularly on the northern and western sides of the town. There is also a strong landscape structure along much of the southern and eastern sides of the town and some sensitive skylines are also identified further to the east.

There are no national nature conservation designations affecting the village although Town Quarry to the east is a designated SSSI. There are Conservation Target Areas to the north (including the Wigwell nature reserve) east (including the Blenheim nature reserve) and south east. The whole area is within the Wychwood Project Area.

Flood Zones 2 or 3 lie to the west of the town along the River Evenlode where some properties were flooded in 2007. Some surface water flooding also took place within the town's roads at that time.

Eynsham

Eynsham lies adjacent to and south of the A40, close to the District's eastern boundary. Witney is just over 5 miles to the west, along the A40, and Oxford just over 6 miles to the east. The limit of development to the east tends to follow the 65m contour and rises to 70m, moving west through the village. This geography elevates Eynsham above the floodplain of the River Thames, which flows along the parish's south-eastern boundary.

This factor, along with its location close to the lowest point in the Thames (where, historically, smaller farm animals could be forded across the river) has enabled Eynsham to become a successful and significant settlement.

By the time work was started on a Benedictine Abbey in 1005, Eynsham had already been settled for several hundreds of years. That abbey was destroyed in 1066 but was rebuilt in the early 12th Century. The more modest St Peters church, consecrated in 1968, now stands on the site of the original, substantial, abbey which was one of the many victims of Henry VIII's dissolution of the abbeys in 1538.

The 2011 Census shows Eynsham's population as 4,648 persons, living in 2,050 dwellings. As the District's fourth largest settlement, Eynsham is an important local service centre. The 2010 Parish Survey showed that there were 17 shops in the village (as well as general stores at both of the petrol filling stations), nursery, primary and secondary schools, a GP, a post office and a library, as well as several public meeting halls, places of worship, pubs and hotels. As well as an extensive range of services and facilities, it also offers excellent employment opportunities, with a number of industrial estates and business parks on the perimeter of the village. As well as having direct access to the A40, Eynsham also sits on the route of the frequent S1 and S2 bus services, which travel between Carterton, Witney and Oxford.

The village lies on the southern boundary of the Eynsham Vale character area, as defined in the West Oxfordshire Landscape Assessment (WOLA), where it abuts the Lower Windrush Valley and Eastern Thames Fringes. The roads to the north and

to the east, the A40 and the B4449 respectively, form strong physical boundaries to the village, in these directions. Their traffic and lighting is also intrusive and detracts from views into and out of the settlement, particularly to the east. The WOLA highlights the need to 'resist further urbanisation of the rural fringe' to the east and recommends further planting to lessen the impact of the link road. Similarly, additional landscaping to the north is also suggested, to further screen the A40 traffic. Further urban intrusions into the attractive rural fringes to the south and to the west should also be discouraged.

Long Hanborough

Long Hanborough is located in the eastern part of the District some 5 miles east of Witney and somewhat under 4 miles south west of Woodstock.

The parish population at the 2011 Census was 2,630 and there were 1,070 households. The village is one of the smaller service centres with facilities including a nursery/playgroup, a primary school, community buildings, shops, a post office, library, GP practice, petrol filling station, public houses, churches and playing fields. There is very limited capacity for additional children at the primary school and future expansion is constrained by the size of the site. There is a substantial employment area to the east of the village and next to the Hanborough railway station.

The village is served by the hourly (S11) Oxford-Witney service and the hourly (242) Woodstock-Witney) service on A4095 which also stops at the railway station on the Cotswold line

The village originally developed in linear form along one side of a dry valley above the River Evenlode along the A4095 and Millwood End. More recent estate development has taken place mainly on flatter land to the south. An exception is a development of affordable housing to the north of the village off Swan Lane which was completed in 2012.

There are a number of listed buildings along the A4095 and in the Millwood End Conservation Area at the north western end of the village.

The north western edge of the village adjoins the Cotswolds AONB which also extends onto land to the north of the village. The village abuts three landscape character areas as identified in the West Oxfordshire Landscape Assessment. To the north, the land is characterised as open valley-side farmland which is visually sensitive and where development would be highly prominent and exposed. To the west (north of the A4095), the land is characterised as semi-enclosed limestone wolds (large scale) which are visually sensitive and where any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure. Around the rest of the village the land is open flat vale farmland which is visually sensitive and where development would be highly prominent and exposed unless integrated within strong new landscape frameworks.

There are no national nature conservation designations affecting the village but the whole area is within the Wychwood Project Area. The former quarry walls to the

south of the village and west of Church Road are designated as a SSSI for their geological importance.

The village is not within Flood Zones 2 or 3, but one property to the west of the village did experience surface water flooding in 2007 and flooding also took place in Riely Close. Flooding to the A4095 at both east and west ends of the village and to Lower Road at the Caverswell Brook culvert occurs on a regular basis.

Woodstock

Originally part of Bladon parish, Woodstock, known as New Woodstock until the 19th Century, gained town status in 1974. The high-density central area of the town has changed little through the 20th Century and the Conservation Area, which covers over 30% of the town's built-up area, includes a very high proportion of listed structures (103 of the 134 buildings fronting on to the central area of Park Street are listed). In addition, the stone wall which forms the western boundary of the town and divides it from the neighbouring World Heritage Site of Blenheim Park, is itself a listed structure.

The main part of the town is built on a plateau and there are significant level changes as one travels north and east. There is a clear division between the town centre and Old Woodstock to the north, formed by the Glyme Valley. Apart from the fact that much of this valley is floodplain, it is also steeply-sided, dropping by more than 20 metres from Old Woodstock and from the main part of the town.

Because the old core of the town is built to such a high density, by the 1930s the scarcity of building land forced the council to acquire sites outside of the borough. This led to housing (including council properties) being built on Bear Close, Banbury Road and Shipton Road in Hensington, and on Hill Rise, north of Old Woodstock. New churches and schools were also developed around this time. Further residential development continued outside of the town centre in the 50s and 60s at Green Lane, Shipton Road and Cadogan Park.

This development of a variety of schemes for differing markets, within a town that includes significant changes in ground level, has led to an interesting mixture of layouts and densities. The council housing at Bear Close, for example, is built at a density of about 24 dph – and that includes 10 flats. Cockpit Close, a more recent development (1950s) is built at a much higher density of 48dph and within Cadogan Park (built in the same decade) it is not unusual to find a single house in a plot of 0.1ha or more.

For a relatively small town (population 3,100 at the 2011 Census), Woodstock has a good range of facilities. Tourism is very important to the town's livelihood and there are several pubs, restaurants, hotels and tea shops. However, the centre also includes a good proportion of shops such as the Co-op supermarket, newsagents, optician and hairdressers, etc. that serve the local community.

Woodstock also has nursery, primary and secondary schools, a post office, community buildings, four places of worship, a library, police and fire stations and sports facilities, including a swimming pool, tennis courts and a bowling green. There

is a petrol filling station at Woodleys, just over a mile north of Old Woodstock on the A44.

There are employment opportunities within the town and Blenheim Park and, because Woodstock straddles the A44 and is only about half a mile from the A4095, there are very good public transport connections to a variety of other employment centres – Hanborough (3 miles), Kidlington (4 miles), Eynsham (7 miles), Oxford (8 miles) and Witney (9 miles). There is also a railway station at Long Hanborough, 3 miles to the south-west.

Alvescot

The village of Alvescot is located in the south-western corner of the District, to the south west of Carterton and RAF Brize Norton. The parish population at the 2011 Census was 472 and there were 182 households. Local facilities include a pub(s), community building and church, primary school and playing fields. The village is served by an hourly bus service (19) connecting to Witney and Carterton via Bampton.

The village lies in an area of semi-enclosed flat and rolling vale farmland and enjoys a marked degree of seclusion, thanks to mature trees and small variations in topography. The village retains an unusually high proportion of 18th-century houses and cottages many of which are listed. The village lies within an extensive Conservation Area with many listed buildings. Conservation Area Character Appraisal and Preservation and Enhancement documents have been published and conclude that existing buildings, land uses, historic settlement patterns and open spaces should remain largely undisturbed.

In terms of its form, Alvescot comprises both linear and dispersed elements. The village developed alongside the Black Bourton to Kencot road but the abandonment of parts of the original settlement has left a number of distinctive 'islands', including the Church of St. Peter and the mill. These features, together with numerous mature trees and small areas of open land form valuable components of the Conservation Area², allowing a variety of attractive cross-views. Special care must be taken to ensure such views are not harmed. New development should respect the historic settlement pattern and open spaces should remain largely undisturbed. New development must incorporate existing features of historic, visual or natural importance, such as trees, hedgerows, ponds, stone walls, paths and tracks.

The location of the village just to the south of the RAF Brize Norton runway means that it is significantly affected by aircraft noise. Peak noise levels are expected to reduce in the coming years as older noisier aircraft are replaced with newer quieter ones.

A SSSI and Local Wildlife Site lie on the northern edge of the village comprising wetland meadows. The village was badly affected by flooding during 2007, notably: on Mill Lane, Station Road and also at Lower End which floods on a regular basis. A flood report was subsequently prepared identifying the likely causes and possible

² <http://www.westoxon.gov.uk/planning/conservarea.cfm>

mitigation measures.³ West Oxfordshire District Council secured funding for a flood alleviation scheme near Lower End, Alvescot which includes replacing a culvert and installing a surface water sewer into a new wetland area.

In the 20th century, most new development was concentrated around West View's junction with the Black Bourton to Kencot road (specifically at Gassons Mead, The Green and Pemscot Close). These later developments have served to infill Lower End, between the main road and Park and Rectory Farms.

Aston

The village of Aston, with its small hamlets of Cote, Shifford and Chimney, lies in the Thames Valley some 4 miles south of Witney and about one mile to the east of Bampton along the B4449. In 2011, the village and its satellite hamlets had a total population of 1,374.

As with so many of West Oxfordshire villages there is a strong community spirit in the village, with several local societies and church groups, a well-used community hall and a real ale pub in the Square. Aston Pottery on the western fringe is a popular visitor attraction, with a shop and café, and also provides local employment opportunities, along with numerous other local businesses, such as at Aston Works. The village has a post office, general store, a state primary school and a private nursery. There is an hourly bus service between Oxford, Eynsham and Bampton (18) and between Witney, Bampton and Carterton (19). The village also has a Community Minibus in operation.

Long straight roads lead out from Aston across the generally flat, low-lying farmland from which the parish church can be seen rising above the village. The local landscape comprises open areas of large arable fields with, in the wetter areas, a network of hedgerows and willow-lined ditches. The wet grassland areas are rich in biodiversity. This general area has a feeling of remoteness. There remain strong agricultural links with farms within and around the settlements. Aston is generally a nucleated village but with an open area of fields near the centre contributing to its special rural character. Although the village shows a mix of building styles, with housing estate development from the 1960s to 1980s, it contains many attractive stone buildings with some thatched roofs. Its integral farm buildings, paddocks, hedgerows and mature trees are an essential part of Aston's rural charm. The whole of the village is designated a Conservation Area.

Aston lies within an extensive area of gravel deposits which is covered by a Minerals Consultation Area identified by Oxfordshire County Council. The land adjoining the eastern and western boundaries of the village is at risk of flooding. Several properties within Aston were affected by surface water run-off in the summer floods of 2007. Longer term adaptation of the floodplain in the Aston area has been identified by the Environment Agency as a possible option for alleviating flooding downstream at Oxford.

³ <http://www.westoxon.gov.uk/environment/floodreviews.cfm>

Due to its village form and character and its location within an area of flood risk, the potential for future housing in Aston is limited to small-scale schemes within the village. Any extension of Aston's built-up limits would be very prominent within the surrounding landscape.

Bladon

The village of Bladon lies adjacent to the eastern boundary of the District. Woodstock is just 1.5 miles to the north and Hanborough railway station, giving access to the Cotswold Line, lies about 1.5 miles to the west, on the A4095. The centres of both Witney and Oxford are about 7 miles away, with Kidlington lying just 3.5 miles to the east.

375 dwellings existed in Bladon parish at the 2001 Census and by the time of the 2011 Census this had risen to 408. The parish population, 831 at the 2001 Census, had risen to 898 by 2011.

Facilities within the village include a primary school, a community building, two churches and the White House pub. Other facilities such as a secondary school, GP, Post Office and a range of shops are available in nearby Woodstock. The A4095 passes through Bladon and the village's linear form follows this route. The A44, just to the east, provides a good bus service between Chipping Norton, Charlbury and Oxford, whilst the No. 242 bus service, which passes through Bladon, runs hourly between Woodstock and Witney, during the day. The World Heritage Site of Blenheim Palace adjoins the northern boundary of Bladon.

As the A4095 approaches Bladon from the west, it runs between the higher ground in Blenheim Park, up to 120 metres, and Bladon Heath to the south (110 metres). The road climbs from 70 metres to 85 metres where it meets the A44. Bladon falls within the Eastern Parks and Valleys, as defined by the West Oxfordshire Landscape Assessment and, in consideration of its visually sensitive nature, that document recommends that any development should be 'integrated with existing buildings or contained within a strong landscape structure'. The village also falls within the Oxford Green Belt.

The original settlement was focused around St Martin's Church and The Green, where there are a number of listed structures, including the church itself and the nearby primary school. More recent development, particularly since WWII, has taken place to the north and south of this core, on either side of the main road. Other, more modern, development has also taken place away from this road, along Heath Lane to the south-east and in Park Close, abutting Blenheim Park's listed boundary wall, to the north.

Brize Norton

The village of Brize Norton is located in the south-western corner of the District, to the east of Carterton and RAF Brize Norton. The parish population at the 2011 Census was 938 and there were 375 households. Local facilities include two pubs, a community building (Elderbank Hall), church, primary school and playing fields. The village is served by the S1 high frequency bus service connecting to Witney,

Carterton and Oxford during day and evening. There is a builders' merchant within the village and a small industrial estate, Viscount Court, just south of the village.

The village is a dispersed linear settlement with a number of dispersed historic farmsteads, including several listed buildings, which have linked by later infill, particular in the south east part of the village. The grade II* listed village church lies at the junction of Manor Road and Carterton Road and dates from the late 12th and 13th centuries.

RAF Brize Norton adjoins the village to the west and the extensive area of open airfield and large buildings, especially those recently constructed have a strong influence on the landscape setting of the village. A pattern of small fields and tree groups with some woodland copses create an immediate rural setting to the village particularly down its western edge and despite the proximity of the airbase and views to its buildings. The north east corner of Carterton comes close to the edge of the village along the Burford Road where a new estate (Shilton Park) and bypass has recently been built.

The location of the village just to the east of the RAF Brize Norton means that it is significantly affected by aircraft noise. Peak noise levels are, however, expected to reduce in the coming years as older noisier aircraft are replaced with newer quieter ones.

Highmoor Brook flows down the eastern edge of the village and has an associated flood plain. In addition a tributary drain runs down the western edge of the village. These two watercourses contributed to several areas of flooding in the village in 2007 including at the Masons Arms, Lower Farm and Station Road. A flood report was subsequently prepared identifying the likely causes and possible mitigation measures. Grant aid was secured to carry out a flood defence study in Brize Norton and in 2011 this has moved forward to looking at the possibility of creating a large attenuation area for flood water near the Masons Arms public house and further flow controls in the upstream catchment. Oxfordshire County Council (OCC) have agreed with Thames Water to take on a lease for the holding pond near Monahan Way which will allow the diversion of a land drainage ditch serving Shilton Park to be diverted into the under utilised holding pond also providing some downstream mitigation.

Cassington

The village lies close to the District's eastern boundary and lies just north of the A40. Eynsham is just over 1.5 miles to the west and Oxford centre about 5.5 miles to the south-east. The District's main town, Witney, is 6.5 miles to the west and Hanborough railway station is about 3 miles north of Cassington.

The population of Cassington was 710 at the 2001 Census and the parish held 296 dwellings, although 17 were outside of the village. By 2011 the population had risen to 750, living in 312 homes.

In addition to a primary school, Cassington's facilities include two pubs, a church, a post office and there are a number of opportunities for employment within the

village. The S2 bus service connects Cassington with Oxford to the east and Witney to the west. Other services, such as a secondary school, GP, library and police station are within easy reach at nearby Eynsham (about a mile and a half).

Cassington is surrounded by low-lying visually sensitive landscape and is included within the western part of the Oxford Green Belt. It also falls within the Eynsham Vale character area, as defined in the West Oxfordshire Landscape Assessment with rolling vale farmland to the north and west, parkland to the east and floodplain pasture to the south. Most of the built development follows the 65m contour, with the ground rising to the west and dropping off to the east.

The West Oxfordshire Design Guide identifies the village as being both nucleated and linear. The earlier 'nucleus' centres around what was, once, a much larger village green and includes a number of older, listed structures. The Grade I church of St Peter dates back to the early 12th Century and a number of 17th and 18th Century houses lie to the south, to the north and to the north-east, alongside Bell Lane. The contrasting linear development along the Eynsham Road, connecting this nucleus with the A40, is of 20th Century origin.

Chadlington

Chadlington is located in the northern part of the District approximately 3 1/2 miles south of Chipping Norton and 3 miles north west of Charlbury.

The parish population at the 2011 Census was 827 comprising 303 households. Local facilities include a primary school, nursery/playgroup, post office, community building, public house, churches and a playing field. Most other facilities are provided in Charlbury or Chipping Norton. The village is served by hourly X9 (Chipping Norton - Witney) and S3 (Chipping Norton - Oxford) bus services via Charlbury (station).

The village is a dispersed and loose knit settlement at the convergence of several minor roads although later infill has done much to unify the previously dispersed parts of the village. The older buildings in the area are principally constructed of local stone and include a number of listed buildings but there is no Conservation Area.

In size and character, Chadlington did not alter significantly until 20th century, when a substantial amount of new housing was added, principally to the north along and to the east of Chipping Norton Road. Much of this was unsympathetic to the existing layout of the village and to the design and materials of the older buildings but has developed its own character. Complementing that character is a recent development of affordable houses off Quarry Close. There has also been infilling much of which has been more in keeping with vernacular traditions.

The village is in an elevated position within the Cotswolds Area of Outstanding Natural Beauty. It principally lies alongside a road running east/west on a hillside on the northern side of the River Evenlode valley and a road (Chipping Norton Road) running north/south on the eastern side of the smaller valley of a tributary of the

Evenlode. The land within the village therefore principally rises from south to north and to a lesser extent from west to east.

The West Oxfordshire Landscape Assessment (1998) locates the village within a variety of landscape types: open landscape wolds to the north and east, semi-enclosed limestone wolds to the south and a minor valley to the west. The open limestone wolds are very visually exposed and particularly sensitive to development. The semi-enclosed limestone wolds are also visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure. The minor valleys are of particularly high quality and sensitive to development.

There are no national nature conservation area designations but the North Evenlode Valleys Conservation Target Area lies to the east and west (between Curbridge and Brookend) of the village.

Flood Zone 2 and 3 areas are limited to the areas alongside the tributaries of the River Evenlode to the east and west of the village which has itself not proved vulnerable to flooding. Some properties in nearby Brookend did experience flooding in 2007.

Churchill

Churchill is located in the north west of the District approximately 3 miles south west of Chipping Norton and some 10 miles north west of Witney. Kingham station is about 2 miles away.

The parish population at the 2011 Census was 665 (including Sarsden) comprising 271 households.

Local facilities include a nursery/playgroup, community building, public houses, churches and a playing field. Most other facilities are provided in Chipping Norton although there is a primary school nearby at Kingham. The village is served by the hourly X8 bus service to Chipping Norton and Kingham station and the 233 (3 - 4 journeys daily) service to Chipping Norton, Kingham station and Witney.

The village is a compact hillside settlement on a hill spur along and to the west of the B4450. The older buildings including a number of listed buildings are mainly located along the B4450 with more recent development to the west and in the form of infilling but the whole of the built-up area of the village and some surrounding land is within the Churchill Conservation Area.

The village is in an elevated position within the Cotswolds Area of Outstanding Natural Beauty. The West Oxfordshire Landscape Assessment (1998) locates the village within the Upper Evenlode Valley landscape character area where it is surrounded by semi-enclosed valley-side farmland.

There are no national nature conservation area designations within or immediately adjacent to the village but the North Evenlode Valleys Conservation Target Area lies to the east.

No part of the village or immediately adjacent land falls within Flood Zones 2 or 3 and there are no records of properties being flooded in July 2007.

Clanfield

Clanfield is a low lying/floodplain settlement lying in the south of the District between Carterton and Faringdon both being a little over 4 miles away, north and south, respectively. Bampton is about 2 miles north-east on the A4095.

The parish population at the 2011 Census was 876 and there were 351 households. The village benefits from a primary school, a post office, 2 pubs and 2 places of worship and is served by bus services approximately hourly during the daytime connecting to Witney and Carterton (with connecting services to Oxford also). The village has a play area/playing fields and there is also a well supported football club with a separate pitch on the southern boundary of the village. The village has one employment site within the village, the former agricultural machinery workshops, which whilst vacant for some time is occupied by car repairs and sales, furniture and cycle repairs as well as storage. There is also a conference centre at Windmill Farm.

The village is built around the A4095 Faringdon to Bicester road and also spreads north, in a loose fashion, along the B4020 towards Alvescot. Up to the middle of the 20th Century, the community generally took the form of loosely knit plots on either side of Main Street with a number of farms, some of which have now been converted to residential or commercial uses. Residential development over the last 50 or so years has had a marked effect on the overall character of Clanfield, with the open, sporadic development being replaced by a much more regular, higher density pattern to the west of Main Street and along Mill Lane. A rural exception site including six dwellings was recently built off Mill Lane,

Because Clanfield sits within an area of flat vale farmland and floodplain pasture, any significant future development outside of the existing village boundary is likely to be highly prominent and exposed. A number of applications have been submitted over the last 40 years for backland development towards the southern end of Main Street – behind Rosedale to the west and along Marsh Lane to the east – but all have been refused as conflicting with locational and environmental policies.

The village was severely affected by the flooding that took place in July 2007. The village sits within the low-lying catchment area of the River Thames and has 4 spring-fed tributaries affecting the village. Internal flooding of properties in Main Street occurred 7 times in the 9 year period from 1998-2007. A flood report was prepared following the 2007 floods identifying the likely causes and possible mitigation measures. Several measures have been implemented including a bridge enlargement, culvert replacement and clearance of watercourses to seek to reduce the extent of flood risk in the village.

Combe

Combe is located in the east of the District approximately 5 miles west of Woodstock and two miles north of Long Hanborough. The parish population at the 2011 Census was 768 and there were 303 households.

Local facilities include a primary school, nursery/playgroup, post office, community building, public house, churches, playing fields and a railway station (beyond built-up area). There is limited capacity at the school to accommodate additional pupils. Most other facilities are provided in Woodstock, Long Hanborough and Charlbury. The village is served by bus services to Charlbury and Oxford (hourly S3) and to Witney (3 a week 243 service).

The village has a dispersed form and is located on a hill terrace above the 115m contour overlooking the River Evenlode. It is located to the west of the Blenheim Park World Heritage Site among patches of woodland (once part of Wychwood Forest) and scattered farms. There is Conservation Area centred on West End and Combe Green and there are a number of listed buildings in the village. Older buildings in the area are principally constructed of local stone. Most modern development has consolidated the earlier more dispersed development to create a more compact development in the heart of the village and has extended along and to the north of Stonesfield Road where a development of 8 affordable houses has been completed recently.

The village is in a relatively elevated position within the Cotswolds Area of Outstanding Natural Beauty. The West Oxfordshire Landscape Assessment (1998) locates the village within a variety of landscape types: open limestone wolds to the west, semi-enclosed limestone wolds (large scale) to the north, east and south and an area of parkland within the built-up area at Apple House. Open limestone wolds are very visually exposed and particularly sensitive to development. Semi-enclosed limestone wolds are also visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure. Parkland landscapes and their components are of high landscape value and very sensitive to development.

There are SSSIs within Blenheim Park and along the Evenlode Valley to the south and west and ancient woodland to the north east at Notoaks Wood. The North Evenlode Conservation Target Area lies to the south and the Wychwood Project Area covers the village and its countryside setting.

Flood Zone 2 and 3 areas are limited to the areas alongside the River Evenlode to the south but some properties experienced surface water flooding from fields to the north of the village in 2007.

Curbridge

Curbridge is located about 2 miles to the south west of the centre of Witney and close to the edge of the built-up area of the town. When the proposed West Witney SDA (which lies immediately to the north of the A40) is developed the village will be even closer to the edge of the town.

Curbridge is one of the smaller villages of the District. The parish population (including Lew) at the 2011 Census was 529. Local facilities include a parish hall, public house, church, playground and playing field. The village has no shop or school and is largely dependant on services and facilities in Witney. It is served by a 30 minute (SI) bus service between Carterton, Witney and Oxford and a (64) weekly Witney/Swindon service. There are bus stops at the eastern and western ends of Main Road.

The village is historically of linear form with buildings fronting onto or close to Main Road which runs east/west on generally level ground with land rising to the north. The older buildings in this area are principally constructed of local stone and include a number of listed buildings but the village does not include a Conservation Area. From the 20th century a further linear extension of the village took place to the south along Well Lane towards some older sporadic development on the A4095 Bampton Road.

The village is not within an AONB but is located within an area defined in the West Oxfordshire Landscape Assessment as 'semi-enclosed limestone wolds (large scale)' which are visually sensitive and where any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure. Bampton Road bypasses the village which is set within intervening areas of open and unmaintained scrub land that provided an attractive setting to the village. Land to the north is generally higher and more prominent in longer distance views and provides a buffer to the A40 and the built-up area of Witney.

There are no national or local nature conservation designations affecting the village although the uncultivated nature of some of the undeveloped land around the built-up area may have some biodiversity value.

Curbridge is located at the top of the rainfall catchment of the Elm Bank Ditch and is not therefore in a defined flood risk area. The ditch enters the village in a culvert which passes under the Main Road/Well Lane junction and through private gardens before opening back into a watercourse on farm land. It flows through the village from a north west direction to a south east direction and becomes a main river south of the village. In July 2007 flood flows exceeded the capacity of the Main Road culvert and flood waters entered properties. Consideration is therefore being given to increasing up-stream storage to reduce flows.

The location of the village to the north east of RAF Brize Norton means that it is affected by aircraft noise. Peak noise levels are expected to reduce in the coming years as older noisier aircraft are replaced with newer quieter ones. There is also noise from the A40 although it is in a cutting except at the western edge of the village.

Ducklington

With a population of 1,581 at the 2011 census, the village of Ducklington lies immediately to the south of Witney, on a terrace of relatively flat land around 75-80m AOD, within the Lower Windrush Valley but just above the floodplain. The

River Windrush runs from north to south, towards the River Thames, through the eastern part of the parish. The A415, which bypassed the village in the 1970s, forms the western edge of the built-up area

During the 1980s and 1990s there was a relatively high level of house building in Ducklington, some on land remaining between the village and the A415, others through conversions and redevelopment of farms within the built-up area and others on brownfield sites (eg Prew's garage). Between 1981 and 2001 219 homes were built. There has been little in the way of substantial growth since this period, other than an additional 24 homes built in 2008 at Ducklington Mill, south of the village, following the demolition of a mill and grain silos.

Despite this house-building, Ducklington has seen the closure of all of its village stores and its post office in the last 25 years. However, although the northern part of the village is only about 350m from Witney's Station Lane Industrial Estate, Ducklington remains a reasonably self-contained, vibrant rural community in its own right. The village has a primary school, two public houses, a church and a chapel, a recently renovated village hall, play facilities and numerous allotments, as well as local employment opportunities, for example at Ducklington Mill from where a number of businesses, including Wesley-Barrell Furniture, operate. The village is served by hourly buses (19) between Witney, Bampton and Carterton.

Land, to the east and south east of the village, forms part of a major area of sand and gravel extraction. (There have been gravel pits and clay pits in the parish since at least the 17th century; large commercial gravel extraction began in the late 20th century.) Ducklington is surrounded by minerals consultation area defined by Oxfordshire County Council. The whole of the village and the area to its east and south lies in the Lower Windrush Valley Project Area (the Project works closely with mineral operators, landowners and the community to co-ordinate, implement and help manage projects that improve the landscape, biodiversity and public access of the area.)

Historically the village was linear in nature, with buildings strung out along Witney Road, Church Street and Standlake Road. It is this historic part of the village, which includes the parish church of St Bartholomew's and the village duck pond that now lies within a Conservation Area. Twentieth century expansion, including filling the 'gap' between this historic part of the settlement and the A415 with more suburban, estate housing, has given Ducklington a generally nucleated form.

The policy of allowing infilling and rounding off, combined with high land values and the redevelopment of some sites from, for example, commercial or farming to residential, has, over the years, led to the intensification of housing within the village. This general trend of an increase in density means there are very limited brownfield or greenfield sites remaining within the village.

The land around the village, outside the existing built-up area, is highly constrained. To the west and south west of the village the A415 forms a strong physical barrier to further development. This is a busy road with high traffic speeds, particularly along the stretch next to Ducklington. It divides the urban area from open countryside which has a landscape character that would be difficult visually to

assimilate further development; new housing would appear isolated and prominent in the landscape. Land to the east and south east of Ducklington is semi-enclosed floodplain pasture, providing a rural setting for the village. The edge of the built-up area is softened by mature vegetation which gives filtered views across flat, low-lying meadows of the Windrush valley.

The distinctive village-character of Ducklington, despite its close proximity to the built-up area of West Oxfordshire's largest market town, has been largely maintained because of the location of the A40 dual carriageway, running east/west, between the two settlements on an embankment; this forms a strong visual and physical barrier. Albeit narrow, the need to protect the character of the gap to the north of Ducklington in order to retain its openness, to provide a setting for both Witney and Ducklington and control urban sprawl, are significant constraints to development in this area.

Enstone

Enstone is located in the northern part of the District approximately 4 ½ miles south east of Chipping Norton and 3 ½ miles north of Charlbury. The parish population at the 2011 Census was 1,139 with 453 households.

Local facilities include a primary school, nursery/playgroup, post office, community building, public houses, a church, a petrol filling station and playing field. Most other facilities are provided in Charlbury or Chipping Norton. Although there are no major employers within the village itself, industrial and business parks at Enstone Airfield (2 miles to the north-east) and Chipping Norton as well as the Renault complex at the nearby Whiteways Technical Centre (3.5 miles), offer a range of employment opportunities. The village is served by an hourly daily (S3) bus service to Chipping Norton and Oxford.

The village is a dispersed settlement comprising two main areas of development: Church Enstone, which follows the B4030 north and east and the larger Neat Enstone, which straddles the A44 Oxford to Stratford road. The River Glyme forms a minor valley, separating these two distinct areas, lending Church Enstone a degree of isolation from the main part of the village at the convergence of several minor roads although later infill has done much to unify the previously dispersed parts of the village.

Neat Enstone has most of the village facilities and has been the principal location for a significant amount of housing during the 20th Century including a small development of affordable housing. . The pattern of development in Church Enstone has a much more random character, typical of a community that has strong links with agriculture. Almost half of the buildings here are listed structures. The entrance drive to Heythrop Park, classified by English Heritage as a Grade II* Park/Garden of Special Interest, runs alongside the River Glyme, immediately to the west of Church Enstone.

The West Oxfordshire Landscape Assessment (1998) locates the village within a variety of landscape types: open landscape wolds to the north, west and east, semi-enclosed limestone wolds to the south and a minor valley (River Glyme) between

the two parts of the village. The open limestone wolds are very visually exposed and particularly sensitive to development. The semi-enclosed limestone wolds are also visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure. The minor valleys are of particularly high quality and sensitive to development.

There are no national nature conservation area designations but the Glyme and Dorn Conservation Target Area lies to the north of Neat Enstone and to the north (part) south and west of Church Enstone. Neat Enstone is within the Wychwood Project Area.

Flood Zone 2 and 3 areas are limited to the areas alongside the River Glyme although two properties outside those areas experienced flooding in July 2007.

Filkins & Broughton Poggs

The villages of Filkins and Broughton Poggs are located in the south-western corner of the District, to the south west of Carterton and RAF Brize Norton and just off the A361 Burford to Lechlade Road. The parish population at the 2011 Census was 434 and there were 193 households. Local facilities including a village shop, Post Office, pub, hall, church, playing fields, allotments, bowling green, museum and swimming pool. There are also various businesses within the village including the Cotswold Woollen Weavers and adjoining small workshops. There is also a larger employment site just beyond the village on opposite side of the A361. The village is served by a bus service (64) connecting Carterton to Swindon approximately every 2 hrs during the daytime. There is no primary school but there is a primary school at Langford, 1 mile to the south.

Filkins is essentially linear in form developing adjacent to the Burford to Lechlade route (the old A361). Spurs of development occasionally branch from the main thoroughfare, extending the village to the east and west along narrow lanes, tracks and paths, blurring the transition from the village to the open countryside. A patchwork of small fields and pastures lined by mature trees still stretches back from the rear gardens to west of the village to the watercourses and springs. The eastern edge, in contrast, is defined by the Kencot Road and there are expansive views out over open countryside. With the exception of Filkins Hall and its parkland setting, there are few key open spaces now remaining on this edge. Two prominent groups of buildings also define the extent of the village along the main road to the north (Pear Tree Farm) and south (Broughton Poggs Mill) of the village.

Broughton Poggs is a compact and introspective hamlet focused around a small group of buildings, each defined and separated from the others by substantial landscaped grounds. Within the hamlet a labyrinth of narrow, walled footways, or tuers, converge on a sheltered, leafy grove at its centre. Ponds and water courses are interwoven within this complex mix of semi-public and private space. Mature tree groups and high boundary walls effectively define the extent of the hamlet within its open countryside setting.

The villages lie within an extensive Conservation Area, with many listed buildings. Conservation Area Character Appraisal and Preservation and Enhancement

documents have been published⁴ and conclude that existing buildings, land uses, historic settlement patterns and open spaces should remain largely undisturbed.

Broadwell Brook and associated flood zones run down the western side and then south east between Filkins and Broughton Poggs. Much of the village was badly affected by flooding during 2007. A flood report was subsequently prepared identifying the likely causes and possible mitigation measures. A flood defence scheme was completed in June 2011 and involved creating an earth bund across the brook to hold back flood water. The location of the village just to the west of the RAF Brize Norton runway means that it is affected by aircraft noise. Peak noise levels are expected to reduce in the coming years as older noisier aircraft are replaced with newer quieter ones.

Finstock

Finstock is located close to the centre of the District off the B4022, somewhat under 3 miles south of Charlbury and 6 miles north of Witney. The parish population at the 2011 Census was 797 with 342 households.

Local facilities include a nursery/playgroup, a primary school, community buildings, public houses, a church and playing fields. The village is served by the X9 (hourly Witney-Chipping Norton) bus service and other daily services to Charlbury, and to the railway station nearby.

The village is of dispersed asymmetric form principally along one side of a dry valley above the River Evenlode. The key characteristics of the settlement are its hilly topography, significant open spaces and dispersed development pattern. The original dispersed clusters of cottages have been partially consolidated with linear infill along the triangle formed by the High Street, the Charlbury/Witney road and School Road. In size and character, Finstock did not alter significantly until 20th century, when a great deal of new housing was added. This included a large estate on the western side of School Road and numerous houses and bungalows at the southern end of Church Road and the western end of the lane at Gadding Well.

A Conservation Area covers most of village and adjoining countryside and there are listed buildings scattered around the village. The older buildings are mainly constructed of local stone.

The Cotswolds AONB and estate parkland of Cornbury Park lie immediately to the north of the B4022. The AONB also wraps around the eastern side of the built-up area of the village to the south of that road. The village is in a landscape characterised in the West Oxfordshire Landscape Assessment as semi-enclosed limestone wolds (smaller scale) which are visually sensitive and where any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure.

⁴ <http://www.westoxon.gov.uk/planning/conservarea.cfm>

There are no national nature conservation designations affecting the village but the whole area is within the Wychwood and Lower Evenlode CTA and the Wychwood Project Area.

The village is not within Flood Zones 2 or 3, but some properties along and to the south of High Street did experience surface water flooding in 2007.

Freeland

The village of Freeland lies to the east of the District in the Upper Thames Clay Vale⁵ character area. It has direct access to the A4095, running between Witney (about 5 miles to the west) and Woodstock, which is about the same distance to the east. The village is generally linear, with most of its earlier development following Wroslyn Road, which links the A4095 with the A40 and Eynsham, to the south. Since the 1950s the settlement pattern has become more dispersed with development in depth, either side of Wroslyn Road, but mainly to the west. At the 2001 Census, Freeland had a population of just over 1,500 living in about 560 homes and by 2011, this had risen to 1,560 in just over 600 dwellings.

Most of Freeland stands at about 105 metres AOD although there is a drop to about 95 metres part way along Wroslyn Road. This drop is accompanied by breaks in the hedgerows, on both sides, before the road rises again as the denser part of the village is reached. It is in this part of the village that a number of facilities are found, including a primary school, a new village hall and sports facility with children's play equipment, St Mary's Church and a Methodist Church, a primary school and a pub.

The loss of another pub, a shop with a post office and a petrol filling station has reduced the range of facilities that were available to the residents 10 – 20 years ago. Stagecoach bus services 242 (Witney to Woodstock) and 11 (Witney to Oxford) run through the village and the rail station at Long Hanborough is about 2 miles eastward, along the A4095. As well as the extensive employment opportunities offered by the nearby business parks at Hanborough and Eynsham, the village has its own small industrial estate behind 36-42 Wroslyn Road.

Although Freeland does not include a conservation area, the surrounding geography and landscape impose significant constraints upon further expansion of the village. The extensive area of woodland to the west presents a clearly defined limit to development in that direction. The landform to the east, when viewed through the gaps alongside Wroslyn Road, rises slightly before dropping again at the edge of Long Hanborough.

This gently rolling vale landscape creates an important rural outlook from the road, with views of the nearby service centre being hidden by the gradual rise in the adjacent fields. This landform also conceals Freeland from views from the A4095 to the east of the Wroslyn Road junction. Over the last 30 or so years, a number of planning applications have been submitted for residential development on this side of the road, north of the existing estate at The Blowings and Woodlands. All have been refused and, where taken further, have failed at appeal.

⁵ West Oxfordshire Design Guide, West Oxfordshire District Council 2006

Fulbrook

Fulbrook is a small village to the north east of Burford with a population of approximately 437 people. The village is constrained due to its position in the Cotswolds AONB and its distinctly rural character. The population at the 2011 census was 437 and the number of households was 198.

The provision of services and community facilities within the village is very limited and residents are likely to access retail services and health and education facilities in nearby Burford. Fulbrook does however benefit from the location of two pubs in the village.

Residential development in the village is comprised of a range of building styles which have emerged over time with historic stone and slate cottages built in close proximity to the church to the north of the village and more recent development on the eastern side. There is a development of affordable housing to the south west of the village at meadow view although this development is somewhat disjointed from and out of character with the rest of the settlement. Further opportunities have recently been explored to deliver more affordable housing within the village.

The village sits completely within the Cotswolds AONB and is bounded by 3 distinct landscape character types. The open limestone wolds to the north is particularly sensitive with an open and exposed character and high intervisibility across the landscape. The semi enclosed limestone wolds to the east offers some visual containment with large blocks of woodland contributing to the feeling of enclosure, although the higher areas have a distinctive elevated and expansive character. The semi enclosed valley side farmland to the south has a strong structure of hedgerows, trees and woodland and therefore offers more containment and lower intervisibility along the valley sides. The sloping nature of the surrounding countryside however means that the valley sides are prominent in views from across the valley.

The centre of Fulbrook is affected by flood risk associated with the brook and there are a number of biodiversity action plan habitats to the north and south of the village which constrain further development of the village.

Great Rollright

Great Rollright is located in the very northern edge of the District approximately 2 1/2 miles north of Chipping Norton. The parish population at the 2011 Census was 502 with 218 households.

Local facilities include a primary school, nursery/playgroup, post office, community building and church. Most other facilities are provided in Chipping Norton. The village is served by hourly (Monday – Saturday) 488 and 6 (Tuesday) (Chipping Norton - Banbury) bus services.

The village's original polyfocal form has been eroded to a degree by later infill but it remains dispersed along a number of lanes and the village lacks a clear centre. The older buildings in the area are principally constructed of local stone and include a

number of listed buildings but the whole village and some of the surrounding countryside is a Conservation Area.

The village is on a hill terrace within the Cotswolds Area of Outstanding Natural Beauty with slopes to the east, south and west.

The West Oxfordshire Landscape Assessment (1998) locates the village within the northern valleys and ridges landscape character area. The village is largely within semi-enclosed valleys and ridges landscape with some open limestone wolds to the north and semi-enclosed limestone wolds (large scale) to the north west. Open valley sides and ridges are visually sensitive and development would be highly prominent and exposed but enclosed valley sides may offer limited opportunities to absorb small scale development.

The open limestone wolds are very visually exposed and particularly sensitive to development. The semi-enclosed limestone wolds are also visually sensitive and any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure.

There are no national or local nature conservation designations affecting the village.

No part of the village or immediately surrounding area is within Flood Zones 2 or 3 and there is no record of properties being flooded in July 2007.

Hailey

Hailey is located approximately 1 mile north of Witney and 5 miles south of Charlbury. The parish population at the 2011 Census was 1,208 with 485 households.

Local facilities include a nursery/playgroup, primary school, community building, public houses, church and playing fields. There is limited capacity at the primary school for additional pupils. Most other facilities are provided in Witney. The village is served by the X9 (hourly Chipping Norton-Witney) bus service.

The village is historically of polyfocal form and incorporates three distinct portions. Delly End in the north is a nucleated settlement with vernacular dwellings scattered around a distinctive and sizable village green and modern development added at Delly Close. Middletown is the core of Hailey today contains most of the village facilities and is on a bus route. Poffley End has a distinctive linear form with houses and cottages strung out along Poffley End Lane. Poffley End and Delly End remain divorced and unconnected by footways from the built-up area of Hailey itself. Most modern housing development has taken place to the south and west of the B4022 at New Road and Giernalls Road where a small rural exception site of 12 dwellings has been constructed recently.

One extensive Conservation Area covers all three areas, each of which contains a number of listed buildings. Most of the older buildings are constructed of local stone.

The village is just beyond the boundary of the Cotswolds AONB in an elevated and smoothly rolling landscape characterised in the West Oxfordshire Landscape Assessment as semi-enclosed limestone wolds (smaller scale) which are visually exposed and sensitive to development. The Witney Landscape Assessment 2007 (Areas C2 and C3) notes a key sensitivity is to resist urbanisation between Hailey and Witney, particularly given the existing scattered development along the B4022. The small but distinct rural gap between the two settlements is vulnerable to erosion.

There are no national or local nature conservation designations affecting Hailey or the immediately adjacent land although the Upper Windrush CTA lies to the west and the Wychwood and Upper Evenlode CTA lies to the east of Delly End and Poffley End.

Hailey is not within a flood risk area (Flood Zones 2 or 3) but a number of properties did experience surface water flooding in 2007.

Kingham

Kingham is a relatively small village in the north west of the District and within the Cotswolds AONB. It is approximately 4 miles east of Stow on the Wold and 3 miles south west of Chipping Norton. Witney is some 10 miles to the south east. The parish had a population of 913 at the 2011 Census with 319 households.

The village has a reasonable range of facilities and services including a small but well occupied employment site in the centre with a number of small business units in converted buildings. There is also a full time post office, shops, primary school and pubs. Just to the south of the village (approximately 1 mile) is Kingham Railway Station adjoining which are several further workshop and business units. The village has a day time bus service and has a visiting library.

The village is in an open wold setting above the 115m contour and within the Cotswolds AONB. It is identified in West Oxfordshire Landscape Assessment (WOLA) as within the Upper Evenlode Valley Landscape Character area, an area of rolling clay land which forms a broad, shallow basin around the upper reaches of the River Evenlode. There are numerous listed and other vernacular buildings and the majority of the built form of the settlement lies within a conservation area. A small outlier of predominantly modern housing lies to the south along New Road.

The north eastern part of the village has a loose knit character with many listed buildings fronting The Green, a significant and attractive open space. The village allotments adjoin the Green and appear well used. A new community car park has been provided adjacent to the allotments and also serves the nearby primary school on the Churchill Road.

Land east of the village, to the north of the Churchill Road is particularly open and exposed to views from the north east. South of the road is low density development incorporating two single dwellings in large plots with a field between. Development of this field opposite the school was previously refused and dismissed on appeal in 1987. The Inspector identified the agricultural land, village green and gaps between

existing dwellings to be important elements of the character of the north eastern part of the village.

The central and north western part of the village is denser in nature with vernacular buildings fronting the road and often modern housing behind. There are clusters of listed buildings along West Street and West End, west of which a narrow lane leads to isolated dwellings. The fields to the north of West End are open and expansive and any development here would be an intrusion into the countryside. A scheduled ancient monument adjoins the village to the north adjacent Trinders Farm.

To the south and west of the village is a further cluster of listed buildings including in the church and old rectory. Views of the church are gained across the playing field to the south west forming an attractive approach to the main part of the village.

Langford

Langford lies in the south-west of the District, close to the Gloucestershire border. It is a small village with a parish population of 349 and 148 households at the time of the 2011 Census.

The village does not have many services and facilities (pub, community hall and church) although it does have a primary school which takes children from neighbouring villages. The village is served by the 64 bus service between Carterton and Swindon around every 2hrs during the day time.

Langford occupies a low-lying and essentially flat landscape setting between the limestone wolds to the north and the expansive Thames floodplain to the south. The settlement is located at an important medieval crossroads, which connects Langford with the old Thames river crossing at Radcot Bridge three miles to the south-east.

Much of the village is covered by a Conservation Area within which there are many listed buildings and Conservation Area Appraisal and Preservation and Enhancement documents have recently been published for the village and conclude that existing buildings, land uses, historic settlement patterns and open spaces should remain largely undisturbed.⁶

The village has an attractive compact form, with houses and cottages clustered along the Filkins and Lechlade roads. To the south, slightly apart from the main settlement, lies an earlier core that includes the church of St. Matthew (a grade I listed building dating to around the 11th century). The built character of Langford is highly consistent: a factor which, when combined with the compact form of the settlement, adds greatly to the visual cohesion of the village.

Langford is clearly visible from the surrounding flat landscape, however, the compact nature of the main settlement to the north means that views out into the landscape beyond are rarely possible. The only significant area of open land is that lying between the main settlement and the church and farms to the south (and the

⁶ <http://www.westoxon.gov.uk/planning/conservarea.cfm>

adjoining churchyard). The former is the site of a now-lost portion of the village. These open areas, lined by significant boundary walls are a significant part of the character and setting of the Conservation Area providing a visual connection between the village, and notably the Grade I listed church, and its rural context.

The village remains largely free from recent development, and retains a tranquil and unspoilt semi-rural character, particular the southern portion and the village core. More recent development has however occurred in the form of detached houses at the north-western tip of the village and terraced houses off to the west ('The Elms') where as noted above 8 affordable houses have recently been added.

Leafield

Leafield is located in the central part of the District approximately 4 miles north west of Witney. The parish population at the 2011 Census was 945 including 367 households.

Local facilities include a primary school, nursery/playgroup, post office, community building, public houses, church, petrol filling station and a playing field. Most other facilities are provided in Witney, Milton-under-Wychwood and Shipton-under-Wychwood. The village is served by bus services to Charlbury Station (7 a week C1 and 4 a week on request T1) to Witney and Combe (3 a week 243 service) and to Charlbury/Chadlington and Moreton in Marsh (1 a week 5 service).

The village has a linear form resulting from the consolidation of a number of previously dispersed 'ends' including Lower End, Church Farm and Chimney End. Most of the village is within a Conservation Area and it contains a number of listed buildings. The older buildings in the area are principally constructed of local stone. The village has grown in recent times by ribbons of development along The Ridings and Witney Road to the south and Fairspear Road to the north west where a development of 10 affordable houses has been completed recently.

Leafield is prominently sited within the Cotswolds Area of Natural Beauty on a limestone plateau which rises above the valleys of the Evenlode and Windrush to the north and south. To the north east are the extensive woodlands of the Wychwood Forest and Cornbury Estate.

The West Oxfordshire Landscape Assessment (1998) locates the village within semi-enclosed limestone wolds which are visually sensitive and where any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure.

To the north east of the village there is ancient woodland and an SSSI in the Wychwood Forest which is also part of the larger Wychwood and Lower Evenlode Conservation Target Area (to the north and east of the village). The Wychwood Project Area includes the whole of the built-up area of the village and surrounding countryside.

No part of the village or immediately surrounding area lies within Flood Zones 2 or 3 but some properties experienced surface water flooding in 2007. Works to create

an earth bund and swale in the field behind The Green with a restricted outfall to the highway drainage in The Green to reduce the flood risk were completed in November 2010.

Middle Barton

Middle Barton is a small village in the north east corner of the District approximately 8 1/2 miles east of Chipping Norton and 7 miles north of Woodstock.

The village falls within two parishes (Steeple Barton and Westcot Barton) the populations of which at the 2011 Census were 1,523 and 244 (including Wooton) respectively.

Facilities within the village include a primary school, a post office/general store, a public house, three places of worship and a sports ground including a social club and tennis courts. Apart from Middle Barton Garage there are few opportunities for employment within the village. Most other facilities are provided in Chipping Norton and Banbury. The village is served by the S4 (5 journeys Monday to Saturday) bus service to Banbury and Oxford and the 23A service (1 journey on Wednesday and Saturday) to Chipping Norton.

The older part of the village developed within the valley of the River Dorn. All of this area to the south of the B4030 and those buildings on the north side of the road fall within the Bartons Conservation Area. This fairly low density area includes some visually significant open spaces bordered by narrow lanes, often closely flanked by walls, steep banks or trees. It also includes between 30 and 40 listed buildings. There has been some infill development, but this part of the village retains a loose knit and rural aspect. The northern part of village saw considerable expansion in the latter half of the 20th century with the creation of new private and council estates of much higher density.

The West Oxfordshire Landscape Assessment (1998) locates the village within the Ironstone Valleys and Ridges character area. Following the path of The Dorn, but at distances of between 70 and 190 metres further north, the B4030 (North Street) separates two quite distinct character areas: a minor valley to the south and an area of semi-enclosed limestone wolds to the north. There is also an area of parkland to the west. The minor valleys are of particularly high quality and sensitive to development. The semi-enclosed limestone wolds are also visually sensitive and any development would need to be sensitively integrated with existing buildings or within a strong landscape structure.

There are no national nature conservation designations immediately adjoining the village but the Glyme and Dorn North Conservation Target Area lies to the south and east of the village and there is an SSSI to the north of the B4030 at Bartongate.

Flood Zone 2 and 3 areas are limited to the areas alongside the River Dorn to the south and east of the village and there are no records of properties being flooded in July 2007.

The Wychwoods

The villages of Milton-under-Wychwood and Shipton-under-Wychwood lie close together in the west of the District about 4 miles north of Burford and 7 miles north west of Witney. At the 2011 Census the parishes had a population of 1,648 and 1,244 respectively. Both villages are within the Cotswolds AONB.

The villages each have a reasonable range of services and facilities and share some services such as the purpose-built doctors' surgery located in Shipton, and the primary school located between the two villages. Each village has a small employment area with a number of small business units which appear well occupied.

Each village has a post office and several shops, community hall and recreation ground. Milton has a full time library but Shipton is served by a mobile library. There is no secondary school in either village the nearest being in Burford and neither village has a police or fire station. The villages are relatively remote from the larger service centres in the District and public transport services are relatively limited. Bus services are not of a high frequency and services from Shipton railway station are also very limited.

A need has been identified for a modest amount of affordable homes in either Shipton or Milton for single people and couples below retirement age, because most of the existing stock is bungalows, sheltered or family homes. Permission has recently been granted for an extra care housing scheme in Milton-under-Wychwood

Milton under Wychwood is identified within the West Oxfordshire Landscape Assessment (WOLA) as part of the Upper Evenlode Valley Landscape Character area, an area of rolling clayland which forms a broad, shallow basin around the upper reaches of the River Evenlode.

The village has seen the addition of more modern development than its neighbour, and although dispersed at its edges, the main part of the village is relatively densely developed. As such there are limited opportunities for further infilling within the settlement. The recreation ground in the centre of the village is a significant feature.

The village of Shipton under Wychwood is in a valley side location overlooking the river Evenlode. Former dispersed hamlets have now been largely consolidated by linear infill and modern estate development. The settlement thus has a relatively dense core but is dispersed at its edges, open spaces between forming key parts of the settlement character.

The village is designated a Conservation Area and contains many listed structures and unlisted vernacular buildings. The village setting and landscape context is prominent in most directions and the Conservation Area boundary includes areas of foreground in distant views. The southern part of the village is particularly dispersed and strung out along narrow lanes with significant gaps in between contributing much to the rural character of the settlement. The southern and eastern edges are also prominent and exposed in the wider valley landscape.

The approach along the western edge of the village is dominated by the imposing Shipton Court a listed manor house and formal gardens also designated a historic park and garden. The stables and boundary walls of Shipton Court front the road and form a distinctive edge. The surrounding land is important to the setting of Shipton Court and has a spacious and rural character with relatively large properties many of which are listed or vernacular buildings.

To the north of the settlement the village is bounded by the River Evenlode and its floodplain. A spur of development has been built along Meadow Lane adjoining the recreation ground and village hall. Parts of the village in this area flooded in July 2007 including properties at Littlestock Meadow and Meadow Lane where the Littlestock Brook joins the Evenlode.

Station Road (A361) and The Prebendal areas also suffered wide scale flood damage during the July 2007 flood event caused by the River Evenlode and overloading of the Thames Water pumping station at Shipton Bridge. Properties on Church Street also flooded, a contributing factor in this case was the blockage of Trot's Brook.

Minster Lovell

The village of Minster Lovell is situated approximately 3 miles west of Witney and 4 miles east of Burford on either side of the old A40 (B4047). The area to the north is generally known as Old Minster Lovell and Little Minster and the area to the south as Charterville. In 2011 the parish had a population of 1,409 with 578 households.

The settlement to the north contains limited but important facilities (such as St. Kenelm's Church, Wash Meadow – a valuable recreation resource – and the Old Swan gastro-pub). There are no public buses running through this part of the village. However, Brize Norton Road (B4477), which runs north-south for a mile through Charterville, is the route taken by the Premium S2 buses travelling between Carterton, Minster Lovell and Oxford, providing a half-hourly service. This part of the village contains numerous areas of employment, an arcade of shops, a post office, a convenience store, a primary school, two public halls and recreation facilities. Minster Lovell lies relatively close to one of the main areas of employment in Witney which is accessible by road and cycleway but is not within walking distance. The employment sites on the western side of Witney lie approximately 1.5 miles from the village. The town centre and other Witney employment sites lie considerably further away.

Much of Old Minster Lovell lies with Flood Risk Zones 2 or 3. Although Charterville is not within a flood risk area, a number of properties did experience surface water flooding in 2007.

The old A40 forms a strong physical boundary between the two parts of the village. To the north the character of the settlement is one of a traditional Cotswold village, associated with the historic core at Old Minster Lovell, lying within the Windrush Valley. Much of this area is designated a Conservation Area. The road forms the southern boundary of the Cotswolds Area of Outstanding Natural Beauty. To the south the remainder of the village has evolved from the settlement of Charterville (a Chartist development of dwellings – 24 of which are listed – and associated

smallholdings, founded in the mid-nineteenth century). It lies within an open limestone wold landscape. Much of the development along the B4047 is loose-knit and sporadic in nature which arose historically by virtue of the strategic east-west route of the old A40.

Minster Lovell experienced substantial development during the mid 1980s –1990s. During the 10 years between April 1986 and March 1996, 81 dwellings were built in the village, almost all on sites south of the A4047. The scale of this growth affected the character of the village, particularly to the west of Brize Norton Road.

The character of development along Brize Norton Road differs: the eastern and south-western sides consist of a ribbon of predominately low density residential development; some of the original dwellings and associated smallholdings have been re-developed or supplemented by infilling and subsequent creation of smaller plots. The north western side of the road has more densely developed housing in depth.

The generally linear nature of the village means that the release of one 'back-land' site for development, either on the western or the eastern side of the B4477, would lead to pressure for further housing development in Brize Norton Road which, in equity, would cumulatively undermine the approach of concentrating growth in the most sustainable locations and would further adversely affect the village character and lead to a scale of development that is inappropriate in this rural location.

North Leigh

North Leigh village lies about 3 miles to the north-east of Witney on a ridge line running along the A4095. Together with its small outliers of East End and New Yatt, it has a parish population of 1,928 (2011 census) with 779 households.

Although the village store and post office shut a number of years ago, the Memorial Hall in the centre of the village has become a multi-functional building; it is the location for a wide variety of thriving village activities, groups and services, including a post office, library and youth centre. There are 2 pubs within North Leigh, a primary school, church, an additional community hall, garden centre and local employment opportunities, for example at the North Leigh Business Park, Eynsham Hall Conference Centre and New Yatt Business Centre. A wide variety of recreation facilities and clubs exist, both within the village and nearby within Eynsham Park Estate. The village is served by the hourly Witney, Freeland, Oxford bus service (11) and the hourly Witney to Woodstock service (242). A cycleway connects North Leigh with Witney and with Long Hanborough, through to Hanborough railway station.

The whole of the village lies within the Wychwood Project Area and within the Wychwood and Lower Evenlode Conservation Target Area. Eynsham Park, east of the A4095, is identified as an Historic Park and Garden and an Ecological Alert Site and contains Ancient Woodland, a Local Wildlife Site and numerous protected species.

North Leigh is primarily built along and around two roads leading off the A4095. Housing estates were built in the resultant triangle during the 1960s but only limited and small scale residential development has taken place since.

The northern edge of North Leigh broadly follows the ridge line from where the land falls away into the Evenlode Valley below, across which extensive views are gained. A loose-knit ribbon of buildings lining Church Road leads away from the village over the ridge. The Council has consistently resisted development that would extend the village beyond the ridge due to its prominence in the wider landscape.

Overall housing potential in North Leigh is limited by the village form and the prominence of development along the northern ridge. While there are a few limited opportunities, most future additional housing will arise from limited intensification and redevelopment amongst the existing housing stock.

Over Norton

Over Norton is located in the northern part of the District less than a mile to the north of Chipping Norton. The parish population at the 2011 Census was 498 with 206 households.

Local facilities include a post office, community building, church and a petrol filling station. Most other facilities are provided in Chipping Norton. The village is served by (hourly Monday – Saturday) 488 and 6 (Tuesday) (Chipping Norton - Banbury) and 50 (daily 4 – 5 journey Chipping Norton – Stratford on Avon) bus services.

The village is compact and historically of linear form principally along the B4026 with a secondary line of development along Choice Hill Road. Modest later growth has been in the form of infilling and consolidating development to the west of the B4026 and in particular off Choice Hill Road, where a small development of affordable homes has been completed recently. The older part of the village along the B4026 is a Conservation Area.

The village is in on a hill terrace within the Cotswolds Area of Outstanding Natural Beauty. The land rises to the north and west of a wooded valley which lies between the village and Chipping Norton.

The West Oxfordshire Landscape Assessment (1998) locates the village within the northern valleys and ridges landscape character area. Land to the east of the village is parkland which is of exceptional landscape value and extremely sensitive to development. Land to the west comprises semi-enclosed limestone wolds which are visually sensitive and where any development would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure.

There are no national nature conservation area designations within or adjacent to the village. No part of the village or adjacent land is within Flood Zones 2 or 3 and there is no record of properties being flooded in July 2007.

Standlake

Standlake lies about 5 miles south of Witney, close to where the River Windrush joins the Thames. In 2011 the parish population was 1,497 made up of 572 households.

The village has a strong community spirit with a range of local services and facilities, including a primary school, two pubs, a church, a post office, general store and a full service garage, plus numerous small to medium businesses located within the village and at two industrial estates. There is a wide variety of recreation opportunities locally; for example, the village possesses a cricket club, banger racing circuit, holiday park and lakes for water sport. The hourly Oxford-Eynsham-Bampton bus service (18) runs through the village, as well as the less frequent service between Witney and Abingdon (X15).

Standlake has a linear pattern, forming an H shape with the busy A415 Witney to Abingdon road along the western side. Ribbon development along the A415 links with the outlier of Brighthampton to the north. High Street connects the Abingdon Road with development strung out along Downs Road to the north and Rack End to the south. Small housing estate development in depth took place off High Street about 30 years ago. Although limestone remains the predominant building material, thatch is a local feature along with some medieval cruck buildings.

The remaining gaps along the roads form welcome breaks in the linear development, especially where they include mature trees. The southern end of the High Street is a particularly good example where the trees on both sides provide a good foil to the buildings further along the street. Along Downs Road an undeveloped area separates the main part of Standlake from an area of private and social housing further to the north. Much of this gap provides attractive views of the river and of the parish church and provides a setting to Church Mill (listed buildings).

Standlake is closely associated with the water environment of the Thames floodplain and suffered badly in the floods of summer 2007. Much of the village, including the Rack End and surrounding land, is at risk of flooding. Standlake lies within an extensive minerals consultation area with restored gravel pits to the east, west and south of the village. These water areas, together with the River Windrush, form part of the Lower Windrush Biodiversity Target Area. A Scheduled Monument lies to the west of the A415.

Stanton Harcourt

The villages of Stanton Harcourt and Sutton lie within the Thames Valley, just off the B4449, about 4 miles southeast of Witney and about 6 miles west of Oxford. The parish population was 960 in 2011 made up of 377 households.

Stanton Harcourt has two public houses, one of which accommodates the village post office and store. There is a Parish Church (and Methodist Church in Sutton), a primary school and a wide variety of local employment opportunities to the south of the village at the Lakeside and Stanton Harcourt Industrial Estates, part of which

makes use of former WWII hangers. Both Stanton Harcourt and Sutton are served by the hourly Oxford-Eynsham-Bampton buses (18).

The villages of Stanton Harcourt and Sutton are poly-focal in structure with a significant historic core at Stanton Harcourt, centred on the Parish Church and Harcourt House. Winding from this core are lanes lined with short terraces, distinctive thatched cottages and numerous listed buildings. These lanes, together with small parcels of open land, create a series of attractive internal vistas and represent distinctive features, contributing to the character of the area. A second linear core at Sutton, to the north of Stanton Harcourt, follows the course of Sutton Lane west and north-west to a dispersed group of early farmsteads in the extreme north-west of Sutton. Almost all of Stanton Harcourt and Sutton lie within a Conservation Area and have done so since 1989.

The parish occupies the flat, low-lying and extensive floodplain landscape of the rivers Thames and Windrush. (The villages themselves, however, are not within areas of high flood risk.) The surrounding area includes a mosaic of gravel pits (in various stages of active quarrying, restoration or recolonisation), open water and floodplain farmland. These water areas, together with the River Windrush, form part of the Lower Windrush Biodiversity Target Area. The flatness, quality and openness of this landscape make it extremely sensitive to development.

Stonesfield

Stonesfield is located some 3 miles south east of Charlbury, 6 miles from Chipping Norton and 8 miles north of Witney. The parish population at the 2011 Census was 1,527 made up of 644 households.

Local facilities include a nursery/playgroup, a primary school, community buildings, churches, a public house, post office, playing fields and a library. The village is served by hourly (S3) Oxford-Chipping Norton and 3-a-week (243) Combe-Witney bus services. Stonesfield is generally accessed along narrow country lanes and some of the village roads are narrow, circuitous, lack footways and are unsuitable for significant additional traffic.

The village is located in an elevated location on a terrace/spur above the River Evenlode to the south and a dry valley to the west. The village has a compact nucleated form with recent development consolidating and extending the older village, principally to the north and east including developments of 8 affordable houses on Combe Road and west of The Ridings.

The older part of the village is a Conservation Area and contains a number of listed buildings. The older buildings are mainly constructed of local stone. A Scheduled Ancient Monument adjoins the edge of the built-up area of the village on the east side of Combe Road.

Stonesfield is within the Cotswolds AONB. The village is in a landscape characterised in the West Oxfordshire Landscape Assessment as minor valleys in the lower land to the south and west, open limestone wolds in the flatter land to the north and east and semi-enclosed limestone wolds (large scale) to the south east.

Minor valleys are of particularly high quality and sensitive to development. Open limestone wolds are very visually exposed and particularly sensitive to development and semi-enclosed limestone wolds are visually sensitive and any development there would need to be closely and sensitively integrated with existing buildings or within a strong landscape structure.

The Stonesfield Common, Bottoms and Banks SSSI lies to the south of the village between Witney Lane where it abuts residential curtilages to Combe Road beyond the built-up area. This forms part of the wider Evenlode Valley Conservation Target Area which extends closer to the village and into the minor valley to the west. The village is within the Wychwood Project Area.

The village and adjacent land is not within Flood Zones 2 or 3 and did not experience the flooding that affected much of the District in 2007.

Tackley

Tackley sits close to the River Cherwell where it forms the eastern boundary of the District. It is separated from the river by the Cherwell Valley Railway and benefits from a station. The nearest West Oxfordshire service centres are Woodstock, 4 miles to the west, Witney, 12 miles west and Chipping Norton, 13 miles to the north-west. Oxford City is about 10 miles south of Tackley.

The population at the 2011 Census was 998 (including Rousham) made up of 415 households.

Tackley has a nucleated and dispersed character and, at a height of between about 70 and 80 metres, is enclosed by hills rising up to 100 metres to the east and west and 115 metres to the north. The older part of the village, to the west and to the south, is covered by a conservation area and includes a scheduled monument to the east of Court Farm.

Apart from the relatively dense 20th Century development at Nethercote, the village follows a distinctive, loose-knit linear form from the north, to the historic nucleus, around The Green, in the south.

The village is surrounded by a variety of landscape types, including farmland and limestone wolds, and falls within the Eastern Parks and Valleys landscape character area.

Hourly bus services provide transport to Banbury, Kidlington and Oxford and the village's railway station provides services to Banbury, Oxford and Didcot, providing links to destinations further afield. Tackley has access to the A4260 Banbury Road, just over a mile to the west.

As well as a primary school and a playgroup, the village's facilities include a post office, a community-run shop, the Gardiner Arms pub and limited employment opportunities.

Wootton

Wootton lies to the east of the District, just over 2 miles north of Woodstock and about 10 miles north of Oxford. The River Glyme flows west to east, in the southern part of the village and is joined by the River Dorn, near Hordley Farm, before it turns south and down to Woodstock.

Wootton was once part of an Anglo-Saxon estate and the large ancient parish included the settlements of Hordley, Dornford and Ludwell, as well as other hamlets, including Woodleys, Littleworth and Old Woodstock. In 1801 the parish population was recorded as 823 and this grew sharply to 1,250 in 1851. However, after the separation of Old Woodstock from the parish, in 1894, the number fell dramatically and in 1931 stood at 548 residents.

In 2001 Wootton had a resident population of 543 persons and at the 2011 Census, this figure had risen to 569.

The village is served by a daytime bus service from Monday to Friday and the A44, giving access to frequent services between Oxford and Chipping Norton, is less than a mile to the west. Tackley railway station is about 4 miles away and provides services to Banbury, Oxford and Didcot.

The West Oxfordshire Design Guide describes Wootton's character as nucleated and dispersed. It lies mainly in an area of *open limestone wolds* in the Eastern Parks and Valleys character area (West Oxfordshire Landscape Assessment) although the loosely-knit southern portion of the village sits in a *minor valley*, with the land falling steeply from about 110 metres in the village centre to about 85 metres at this point. Because of this landform, flooding has not been an issue in the village, historically.

An extensive conservation area covers the whole of the village and significant stretches of the Glyme and Dorn valleys, to the south and east, respectively. There are well over 30 listed buildings and structures within the village, including St Mary's Church, which dates from the 13th Century. As well as a church, Wootton benefits from a community-run shop, a public house, a primary school, a meeting hall and a nearby petrol filling station with repair facilities.

Site Ref		Location	
Area (Ha)		Ownership	
Settlement		Source	
Parish		No. Dwellings	

Site Description

Previously Developed?	
Current Use	
Surrounding land use and character	
Site Access and Highways	
Accessibility by foot and cycle	
Accessibility by Public Transport	

Infrastructure Constraints	
Ground Conditions (Stability / contamination / pollution)	
Landscape Impact	
Ecological impact	
Trees (TPOs)	
Physical Constraints (eg. Prow)	
Heritage assets	
Residential Amenity	
Other Policy Considerations	
Suitability	