

DEVELOPMENT INTERNAL MEMORANDUM

From: Head of Strategic Planning and the Economy

To: Head of Public Protection & Development Management (FAO Bob Duxbury)

Copy to:

Our Ref: 3.2

Your Ref: 14/02004/HYBRID

Ask for: Chris Thom / David
Peckford

Ext: 1849

Date: 28 July 2015

APPLICATION FOR PLANNING PERMISSION PLANNING POLICY CONSULTATION RESPONSE

Application No.	14/02004/HYBRID
Address / Location	Land South Of Perdiswell Farm Shipton Road Shipton On Cherwell
Proposal	<p>A mixed-use development comprising: Outline Planning Application (all matters reserved except for means of access to the development) for around 1,200/1,500 dwellings, including affordable housing and around 120/150 unit care village (C2) with associated publically accessible ancillary facilities; site for a new primary school; up to 930sqm of retail space, around 7,500/13,800 sqm of locally led employment (B1/B2/B8) including transport interchange; site for a football association step 5 football facility with publically accessible ancillary facilities, public open space; associated infrastructure, engineering and ancillary works.</p>
Site Details	<p>Approximately two thirds of the application site is located in Cherwell District. The remaining part of the site, that closest to the built-up area of Woodstock, is located in West Oxfordshire District.</p> <p>The site is in the countryside beyond the built up limits of Woodstock. Woodstock is immediately to the north west and the existing dwellings adjacent to the site are mainly mid 20th Century. Woodstock has a conservation area and a number of listed buildings. London-Oxford airport is located to the south east with the runway approximately 1 km away and the airport buildings approximately 1.5km away from the application site. To the south west on the other side of the A44 is the Blenheim Estate and the Palace building is located approximately 1km from the application site. The Blenheim Estate is a World Heritage Site and registered Park and Garden and has a number of Scheduled Ancient Monuments and listed buildings within the grounds. The A44 borders the site to the south west and the A4095 to the south and east. Campsfield wood is located at the roundabout where the A44 and the A4095 meet. The site is located about 13km north of the centre of Oxford and about 5km north west of the centre of Kidlington.</p> <p>This is a greenfield site used mainly for arable farming. The site is flat and the majority of the site is bordered by hedgerows. There is a Scheduled Ancient Monument at the centre of the site and there are some records of protected and notable species and a protected species buffer in the northern part of the</p>

	application site.
General Comments	<p>These proposals are also being considered by West Oxfordshire District Council. It is principally an outline application with all matters other than access reserved. Full permission is being sought for 29 dwellings.</p> <p>This response sets out the main planning policy considerations relevant to a determination of whether permission should be granted by this Council for that part of the development lying within Cherwell District. However, in doing so it considers the proposed development in its entirety taking account of material policy considerations which relate both to Cherwell and West Oxfordshire Districts.</p> <p>Although falling within the section on 'Plan-making' and under the heading 'planning strategically across local boundaries', paragraph 178 of the NPPF states:</p> <p><i>"Public bodies have a duty to cooperate on planning issues that cross administrative boundaries, particularly those which relate to the strategic priorities set out in paragraph 156. The Government expects joint working on areas of common interest to be diligently undertaken for the mutual benefit of neighbouring authorities"</i></p> <p>The strategic priorities in paragraph 156 are not exhaustive but include homes and jobs, infrastructure, and conservation and enhancement of the natural and historic environment.</p> <p>The PPG provides guidance on the statutory Duty to Cooperate including on when an issue is a strategic matter on which cooperation is required:</p> <p><i>"Section 33A(4) of the 2004 Act sets out what are strategic matters. This includes sustainable development or use of land that has or would have a significant impact on at least two planning areas, in particular in connection with strategic infrastructure..."</i></p> <p>In preparing this response, regard had been given to the comments of West Oxfordshire's Planning Policy Team on the proposed development (dated 19 September [2014] and sent to this Council on 19 February 2015.</p> <p>The development proposals are considered in their entirety not as a freestanding development within Cherwell District. Paragraph 8.7 of the submitted Planning Statement states, <i>"The benefits of bringing forward a strategic site in this location are briefly explained in the introduction. The site, clearly, has to be considered as a whole and not as two separate parcels of land..."</i>. It is also noted that the proposed local centre for the development lies within West Oxfordshire. That part of the proposed development within Cherwell therefore relies upon that part within West Oxfordshire for access to local facilities, notwithstanding consideration of the potential to connect and integrate with the existing town .</p>
Main Development Plan Policies	<p>On the 20 July 2015 the Council adopted the Local Plan 2011-2031 - Part 1. The Local Plan replaces a number of the saved policies of the 1996 adopted Cherwell Local Plan. These are set out in Appendix 7 of the Local Plan 2011-2031.</p> <p>The policies in the Local Plan 2011-2031 and the saved policies of the 1996 Local Plan most pertinent to this planning application are set out below.</p>

Local Plan 2011-2031 (July 2015)

The site is not identified as a strategic housing site in the new Local Plan.

Policy PSD1 (Presumption in Favour of Sustainable Development)
Policy SLE1 (Employment Development)
Policy SLE 2 (Securing Dynamic Town Centres)
Policy SLE4 (Improved Transport and Connections)
Policy BSC1 (District Wide Housing Distribution)
Policy BSC2 (Effective and Efficient use of Land)
Policy BSC3 (Affordable Housing)
Policy BSC4 (Housing Mix)
Policy BSC 7 (Meeting Education Needs)
Policy BSC 10 (Open Space, Outdoor Sport and Recreation Provision)
Policy BSC11 (Local Standards of Provision – Outdoor Recreation)
Policy BSC12 (Indoor Sport, Recreation and Community facilities)
Policy ESD 1 (Climate Change Mitigation and Adaptation)
Policy ESD 2 (Energy Hierarchy)
Policy ESD 3 (Sustainable Construction)
Policy ESD 4 (Decentralised Energy Systems)
Policy ESD 5 (Renewable Energy)
Policy ESD 6 (Sustainable Flood Risk Management)
Policy ESD 7 (Sustainable Drainage Systems)
Policy ESD 8 (Water Resources)
Policy ESD 10 (Protection & Enhancement of Biodiversity & the Natural Environment)
Policy ESD13 (Local Landscape Protection and Enhancement)
Policy ESD 16 (The Character of the Built and Historic Environment)
Policy ESD 18 (Green Infrastructure)
Policy Villages 1 (Village Categorisation)
Policy Villages 2 (Distributing Growth across the Rural Areas)
Policy Villages 4 (Meeting the Need for Open Space, Sport and Recreation)

The Spatial Strategy for Cherwell District is set out at paragraph A.11

Local Plan 1996 – Saved Policies (policies not replaced by Local Plan 2011-2031)

Policy H18 (New dwellings in the countryside)
Policy S28 (Proposals for small shops and extensions to existing shops outside Banbury, Bicester and Kidlington shopping centres)
Policy TR1 (Transportation funding)
Policy TR7 (Minor Roads)
Policy TR22 (Roads in the Countryside)
Policy C8 (Sporadic development in the countryside)
Policy C18 (Listed buildings)
Policy C25 (Scheduled Ancient Monuments)
Policy C28 (Layout, design and external appearance of new development)
Policy C30 (Design of new residential development)
Policy C31 (Incompatible uses in residential areas)
Policy C33 (Protection of Important Gaps)

Woodstock by-pass is identified in the adopted Local Plan (Policy TR22). The bypass is identified as a 'Scheme Protected by Oxfordshire County Council'.

	<p>Paragraph 5.87 states that the County Council has resolved to protect for development control purposes the line of the Woodstock bypass shown on the Proposals Map. It also states that the scheme is not included in the County Council's programme and the line is protected to reserve the option should circumstances change. However this scheme has not been implemented and does not feature in the Council Council's Local Transport Plan review (draft LTP4).</p>
<p>NPPF</p>	<p>The main paragraphs of the NPPF which are relevant to this proposal are as follows:</p> <p>Paragraph 14 - 'presumption in favour of sustainable development'</p> <p>Paragraph 17 – core planning principles</p> <p>Paragraphs 23 to 27 - vitality of town centres</p> <p>Paragraph 28 - economic growth in rural areas</p> <p>Paragraph 30 and 34 - reductions in greenhouse gas emissions, reduce congestion, use of sustainable modes of transport, minimising the need to travel</p> <p>Paragraph 38 – achieving a mix of uses, access to services and facilities</p> <p>Paragraphs 47 & 49 - five-year supply of deliverable housing sites</p> <p>Paragraph 52 – planning for larger scale development, such as new settlements or extensions to existing villages and towns that follow the principles of Garden Cities</p> <p>Paragraph 54 – planning housing development to reflect local needs in rural areas</p> <p>Paragraph 55 - enhancing or maintaining the vitality of rural communities</p> <p>Paragraphs 56, 58, 61 & 65 – good design</p> <p>Par</p> <p>Paragraph 70 – delivering social, recreational and cultural facilities and services</p> <p>Paragraph 72 – education needs</p> <p>Paragraph 73 - open space, sport and recreation</p> <p>Paragraphs 93 & 95 – reduction of greenhouse gas emissions</p> <p>Paragraph 109 - enhancement of the natural and local environment</p> <p>Paragraph 110 – minimise the adverse effects of development</p> <p>Paragraph 128 to 140 - conservation and enhancement of the historic environment. Paragraph 132 states, "...<i>Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.</i>"</p> <p>Paragraph 178 & 179 - duty to cooperate and collaborative working</p> <p>Paragraphs 187 & 188 – proactive working with applicants to secure developments that improve the economic, social and environmental conditions of the area</p>
<p>PPG</p>	<p>The main guidance which is relevant to this application is that relating to the vitality of town centres, conserving and enhancing the historic environment (including World Heritage Sites), climate change, design, determining a planning application, natural environment, transport, rural housing, duty to cooperate, consultation, transport and prematurity.</p>
<p>Non-Statutory Cherwell Local Plan 2011</p>	<p>Whilst some policies within the Non-Statutory Local Plan may remain material, other strategic policies have in effect been superseded by those of the Local Plan 2011-2031 – Part 1. The Planning Policy Team should be contacted on 01295 227985 if advice is required on individual policies.</p> <p>The main policies relevant to this proposal are:</p>

	<p>H19 (New Dwellings in the Countryside) S25 (Small Shops in the Rural Areas) TR3 (A Transport Assessment and Travel Plans) TR4 (Mitigation Measures) TR5 (Road Safety) TR6 (Public Transport) TR7 (Park and Ride) TR36 (Transport in the Rural Areas) EN5 (Air Quality) EN9 (Noise Pollution) EN16 (Development of Greenfield, including Best and Most Versatile Agricultural Land) EN24 (Protected Species) EN30 (Sporadic Development in the Countryside) EN39 (Listed Buildings) EN40 (Conservation Areas) EN44 (Listed Building Setting) EN47 (Archaeological and Built Heritage Applications) EN48 (Historic Landscapes, Parks and Gardens) D3 (Local Distinctiveness) D7 (Mixed use development) D12 (Protection of Views)</p> <p>A Woodstock by-pass is identified in the Non-Statutory Cherwell Local Plan (see paragraph 6.107a and the District Proposals Map) which dissects the application site. However this scheme has not been implemented and does not feature in the Council Council's Local Transport Plan review (draft LTP4, 2015).</p>
<p>Other Material Policy Considerations</p>	<p>The following policy considerations are particularly material to this Council's overall consideration of the application.</p> <p><u>Blenheim Palace World Heritage Site</u></p> <p><i>"The United Nations Educational, Scientific and Cultural Organisation (UNESCO) World Heritage Committee inscribes World Heritage Properties onto its World Heritage List for their Outstanding Universal Value – cultural and/or natural significance which is so exceptional as to transcend national boundaries and to be of common importance for present and future generations of all humanity"</i> (PPG, Reference ID: 18a-028-20140306). Blenheim Palace was 'designated as a World Heritage Site by UNESCO in 1987.</p> <p>The NPPF and PPG make clear that the significance of the designated heritage asset derives not only from its physical presence, but also from its setting. They emphasise that policy frameworks at all levels should conserve the Outstanding Universal Value, integrity and authenticity of sites and their settings and that World Heritage Sites are of the highest significance.</p> <p>UNESCO Operational Guidelines seek protect of the 'immediate setting' of sites, of 'important views and other areas or attributes that are functionally important as support to the Property'. Buffer zones may be designated. Each site has a management plan to protect, conserve and present the site. Blenheim's Management Plan has been in place since 2006 and is monitored on an annual basis by a Steering Group which includes representatives from English Heritage, ICOMOS-UK, DCMS, Natural England, the County Council and West Oxfordshire District Council is potentially material to the determination of planning applications (UNESCO).</p>

The site is also designated as a Grade I registered Park and Garden and there are 45 key buildings on the site that are Grade I and Grade II* Listed Buildings, with the park wall designated Grade II. There are 5 Scheduled Ancient Monuments within the Park. The lakes and High Park are designated as Sites of Special Scientific Interest (SSSI) and the ancient woodland and hedgerows are both protected. The setting of Blenheim Palace includes the Conservation Areas of Woodstock and Bladon and part of the Cotswold's Area of Outstanding Natural Beauty.

West Oxfordshire Local Plan 2011

This Local Plan was adopted in 2006 and covers the period up to 2011. Its saved policies were confirmed by the Secretary of State on 2 June 2009.

Woodstock is defined as a service centre and is considered by the West Oxfordshire Planning Policy Team (WOPPT) to have "...a good range of services and facilities for a town of [its] size" (consultation response). In its consultation response, the WOPPT highlights policies H2 (residential standards), H3 (range & type of residential accommodation), H7 (services centres); H11 (affordable housing), BE1 (environmental and community infrastructure) BE2 (development standards), BE3 (movement and parking), BE4 (open space and adjoining settlements), BE8 (listed buildings), BE11 (Historic Parks and Gardens), BE12 & BE13 (archaeology), BE18 (pollution), BE19 (noise), BE21 (light pollution), NE1 (safeguarding the countryside), NE3 (local landscape character), NE6 (trees, woodlands and hedgerows), NE7 (water environment), NE10 (water resources), NE13 (biodiversity), NE15 (protected species), T1 (traffic generation), T2 (pedestrian and cycle facilities), T3 (public transport infrastructure), TLC7 (public art). The application site is not allocated for development. The Plan emphasises that the outstanding international importance of the site of Blenheim Palace World Heritage Site should be taken into account when considering any proposals likely to affect Blenheim.

Cherwell's five year housing land supply position

The five year land supply was comprehensively reviewed for the 2014 Annual Monitoring Report which was published on 31 March 2015. The AMR concluded that the district has a 5.1 year supply of deliverable sites for the five year period 2015-2020 (commencing on 1 April 2015). This is based on the housing requirement of the Local Plan 2011-2031 which is 22,840 homes for the period 2011-2031 and is in accordance with the objectively assessed need for the same period contained in the 2014 SHMA (1,140 homes per annum of a total of 22,800). The five year land supply also includes a 5% buffer for the reasons explained at paragraph 6.28 of the AMR. The presumption in favour of sustainable development, as advised by the NPPF, will therefore need to be applied in this context.

Cherwell District Council Strategic Housing Land Availability Assessment (SHLAA) 2014

Land at this location (Ref SC001) is rejected in the Council's SHLAA. The reason for rejection is set out in Appendix E which states, "*This is a cross boundary site between Cherwell and West Oxfordshire Districts. The part of the site in Cherwell is not considered suitable for residential development due to it being in a less sustainable location, and due to adverse impacts on the historic environment and countryside*".

West Oxfordshire's Five Year Housing Land Supply

The West Oxfordshire Planning Policy Team consultation response highlights a report to WODC's Cabinet (18 February 2015) reporting that West Oxfordshire is able to demonstrate a five year housing land supply.

Submission West Oxfordshire Local Plan 2031

The West Oxfordshire Local Plan 2031 has been submitted to the Planning Inspectorate for independent examination. It is understood that no dates have been set but hearings are anticipated later in the year. The Local Plan divides West Oxfordshire into sub areas. One of these is for the Eynsham – Woodstock sub-area and a strategy is identified in the draft Local Plan for this area. Policy H1 sets out how this area is expected to accommodate 1,600 homes. Paragraph 9.5.32 of the Plan states, "...*At Woodstock whilst there is some scope for limited development within and on the fringe of the town, the potential impact on the historic fabric of the town in particular the Blenheim World Heritage Site is a key consideration.*"

Paragraph 9.5.39 states, "...*the Council's SHLAA (June 2014) has identified capacity for up to 529 new homes*" in the sub-area. This includes land east of Woodstock.

Table 4.1 identifies Woodstock as a rural service centre. Policy OS2 (locating development in the right places) states that the rural service centres of Bampton, Burford, Charlbury, Eynsham, Long Hanborough and Woodstock are suitable for development of an appropriate scale and type that would help to reinforce their existing service centre role. General principles for where development is to be located are set out; in particular where:

- it forms a logical complement to the existing scale and pattern of development and/or the character of the area;
- it would not have a harmful impact on the amenity of existing occupants;
- it protects or enhances the local landscape and the setting of the settlement/s;
- it makes use of previously developed land where available, provided it is not of high environmental value (e.g. ecology) and the loss of any existing use would not conflict with other policies of this plan;
- it complies with policies for the protection of the natural environment and heritage assets.

Policy H2 (Delivery of New Homes) recognises that at main service centres such as Woodstock, new dwellings will be permitted on undeveloped land adjoining the settlement where the proposed development is necessary to meet identified housing needs and is consistent with a number of specified criteria. The West Oxfordshire Planning Policy Team considers that the development is not needed to meet identified housing needs and that the development would fail to meet the proposed criteria.

Policy EW1 (Blenheim World Heritage Site) states that the exceptional cultural significance (Outstanding Universal Value) of the Blenheim World Heritage Site will be protected, promoted and conserved for current and future generations. Development proposals that would lead to substantial harm to or loss of the site's attributes and components will be unacceptable, unless it can be demonstrated that any such harm or loss is necessary to achieve substantial public benefit that outweigh that harm or loss. Such harm will be wholly exceptional. Where development proposals would lead to less than substantial harm to those attributes and components, that harm will be weighed against the public benefits

	<p>of the proposals having regard to considerations including the Management Plan.</p> <p><u>West Oxfordshire SHLAA (June 2014)</u></p> <p>The SHLAA identifies 'Woodstock East' (site 162 in the SHLAA), which constitutes the eastern part of the application site, as a site with potential for development for between 150 and 180 dwellings. It is identified as being suitable, achievable, available and developable. The commentary states, "<i>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</i>".</p>
<p>Overall Policy Observations</p>	<p>The application site is not allocated for development by the saved policies of either the adopted Cherwell Local Plan 1996 or the adopted West Oxfordshire Local Plan 2011.</p> <p>At the present time, Cherwell is able to demonstrate that the district has a five year supply of deliverable housing land. There is no pressing need for additional housing land to be brought forward. West Oxfordshire also has a stated 5 year land supply position. The presumption in favour of sustainable development should therefore be applied in that context.</p> <p>Land is not allocated for the development proposed in either the Non-Statutory Cherwell Local Plan 2011 or the Cherwell Local Plan 2011 -2031. The development of land at Woodstock does not accord with the Council's proposed development strategy of focusing development at Banbury and Bicester and allowing limited development in the rural areas. However, part of the application site, known as 'land east of Woodstock' is identified in the Submission West Oxfordshire Local Plan 2031 as housing potential needed to meet West Oxfordshire's proposed housing requirements.</p> <p>Without that land the Cherwell part of the site could not be developed as a sustainable extension to Woodstock because of the lack of connectivity and poor access to services, facilities and employment opportunities within the town. Furthermore, as proposed (albeit in outline) there would be no local centre as this is proposed on the West Oxfordshire land. A standalone village within Cherwell, separate from but within close proximity to Woodstock is not required to meet housing needs, would not be in accordance with Cherwell's development strategy, does not feature in the district's village categorisation and would potentially undermine West Oxfordshire's spatial planning objectives.</p> <p>However, should the development of the land within West Oxfordshire to the 'east of Woodstock' take place as envisaged by West Oxfordshire's Local Plan, connectivity and integration could potentially be achieved. The benefits and impacts of a larger development, fully integrated and planned as part of Woodstock, but including the land within Cherwell would need detailed consideration. This includes the benefits of providing additional housing including affordable housing and homes for an ageing population (noting that there is no current, pressing need from a 5 year land supply perspective in Cherwell), employment opportunities and whether new services and facilities would help address existing deficiencies or help maintain existing amenities. However, close consideration of the effects on Blenheim Palace, the SAMs, other heritage assets and the overall impact on the setting of the Conservation Areas and on the wider character and appearance of Woodstock would be required in addition to other detailed matters such as highways impact.</p>

There would be a significant loss of open countryside next to Woodstock and development would bring the edge of Woodstock up to the boundary of Oxford Airport to the east and close to the northern edge of Bladon to the south. Whilst the visual quality of the countryside in this location is not striking, the openness of the area is part of the setting of Woodstock.

Woodstock is identified as one of West Oxfordshire's most sustainable settlements, a rural service centre. However, with a population of about 3,000 the proposed development of up to 1,500 homes (involving about 3,000 residents) would represent a doubling of the size of the population. It would also result in a substantial extension to Woodstock's built-up area effectively doubling it in size in terms of land area and the number of new buildings.

Whether Woodstock could sustain such a size and potential rate of expansion in terms of infrastructure capacity, employment opportunities, traffic generation, the impact on the setting of the Conservation Area and the wider impact on the character and appearance of the village as a whole, will in particular need detailed examination taking into account the observations of West Oxfordshire District Council.

Woodstock has a retail centre comprising food and non-food shops aimed at both the domestic and tourism markets. It has a doctors' surgery, pharmacy, dental practice, primary school, secondary school, library, post office, swimming pool, fire station, community hall, museum, pubs and restaurants, hot food takeaways guest houses and hotels. There is no medium/large foodstore or larger comparison stores such as clothes shops, furniture stores, or DIY stores such as those located at Banbury, Bicester, Witney and Oxford. It is likely that most new residents would use supermarkets at Kidlington but these are not within a realistic walking or cycling distance.

The application proposes the provision of new services and facilities as part of a mixed use development which would assist the development's 'sustainability'. Due to its location adjacent to Woodstock and the relatively small scale of the proposed retail development, it is probably not necessary for a sequential test or impact assessment to be provided in relation to Cherwell's settlements. However, whilst noting thresholds set out in the NPPF for undertaking an impact assessment, it may be appropriate for one or both to be provided in relation to Woodstock. A supermarket would remove the need for some trips out of Woodstock and provide a facility for residents and the surrounding area but would also draw trade away from central Woodstock.

Retail, tourism and a limited number of other small companies and organisations provide employment in Woodstock but there are no significant employment/industrial estates in Woodstock itself. The Cherwell Local Plan 2011-2031 encourages jobs growth and paragraph 28 of the NPPF is in principle supportive of employment development in the rural areas. However the provision of employment opportunities on the application site is inconsistent with the Local Plan strategy which focuses employment development at Banbury and Bicester. The proposals would not make use of existing employment sites and/or previously developed land. Policy SLE1 requires that justification be provided and policy criteria met for employment proposals in the rural areas. If the proposals are implemented jobs would be provided which would assist in improving the sustainability of the new development, through the provision of a mix of uses, and Woodstock its self. However the vast majority of new residents would work elsewhere generating trips to other settlements and employment areas, a significant proportion of which would be by private car. The potential

	<p>impacts of new employment development on the natural and historic environment and the character of the area will also need to be considered carefully including locating employment and residential development in close proximity. There are employment opportunities in relatively close proximity, approximately 2km away at Kidlington; at Langford Lane, at the airport and at Begbroke Science Park. This area is also identified for a small scale strategic review of the Green Belt for future employment uses under Cherwell Local Plan Policy Kidlington 1. These employment opportunities are within cycling distance, the landscape is flat and there is an 'off road' cycle path on the A44 making cycling a realistic option. Journeys by private car would also be short. There would be an opportunity to walk to this location from the site but distances would likely mean this would not be a likely option for most. Kidlington town centre could also provide employment where there are food shops, comparison (non-food) stores and some public/community services. These are however some distance from the site and not within reasonable walking and cycling distance for most. The number and range of employment opportunities in Kidlington is less than in Banbury, Bicester, or Oxford.</p> <p>Oxford would probably provide employment for a significant proportion of new residents and this is likely to generate a significant amount of commuting. The site is on a main highway corridor into Oxford (A44). A regular bus service (S3) connects Woodstock and Oxford City Centre. It is understood from the application that the bus takes between 24 and 43 minutes. There is also a railway station at Long Harborough 3km to the east. However, both the emerging Cherwell and West Oxfordshire Local Plans contain housing strategies for meeting their own needs and there is an on-going countywide process for considering the agreed unmet needs of Oxford City, which are yet to be defined, and how that need might be met. The outcome of that process will feed into the Partial Review of Local Plan Part 1. The modified Local Plan (Part 1) and the Council's Local Development Scheme commits to this review being completed within two years of adoption of Part 1.</p> <p>The provision of the proposed transport interchange would encourage the use of alternative modes of transport to the private car from the site to Oxford and elsewhere. However, the appearance of such a facility would need detailed examination and the Non-Statutory Cherwell Local Plan (Policy TR7) states that the Council will not permit further Oxford based Park and Ride Sites in Cherwell District but notes (paragraph 6.23) that commuter trips to Oxford should transfer to public transport at or close to the source of the journey (as is the case here). The facility might encourage some travel to it from outside Woodstock. The views of the Highway Authority should be taken into account including with regard to its on-going review of the Local Transport Plan.</p> <p>Finally, with regard to Local Plan prematurity, some weight should be given to the fact that this represents a substantial, strategic proposal in advance of the Examination of the new West Oxfordshire Local Plan, albeit one that is in part consistent with the intention to bring some land east of Woodstock forward for development.</p>
<p>Policy Recommendation</p>	<p>There is a planning policy objection to the proposed development as it does not accord with the adopted or emerging development strategies of the Local Plans of either Cherwell or West Oxfordshire. While the emerging West Oxfordshire Local Plan anticipates that some development to the east of Woodstock needs to be delivered to meet its housing requirements, the inclusion of land within Cherwell makes this a much more substantial proposal. At the present time, there is no pressing five year housing land supply need for additional homes in Cherwell and West Oxfordshire has a stated five year land supply position. There</p>

	<p>would be benefits from the provision of new homes including affordable housing and homes for an ageing population and potential benefits through the provision of employment opportunities and new services and facilities. However, there would be loss of countryside and a doubling of the size of Woodstock with potential effects on the historic environment, potential implications for the capacity of local infrastructure and some concern over the sustainability of the proposals in relation to car based trip generation. The significance of those effects will need close consideration in collaboration with West Oxfordshire District Council alongside all other detailed matters.</p>
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