

Woodstock Community and Infrastructure Delivery Plan 2019

JULY 2019 CONSULTATION EVENT SUMMARY REPORT

CONTENTS

THE WOODSTOCK COMMUNITY INFRASTRUCTURE AND COMMUNITY DEVELOPMENT PLAN	3
WHAT'S HAPPENED SO FAR?	3
THE JULY 2019 COMMUNITY CONSULTATION EVENT	4
BUILDING ON WHAT'S GOOD IN TERMS OF COMMUNITY LIFE, ACTIVITY AND INFRASTRUCTURE AND MAKING NEW THINGS HAPPEN	5
COMMUNITY INPUT TO THE PLANNING PROCESS ON THE HILL RISE AND NORTH OF BANBURY ROAD SITES	6
APPENDIX 1 – COMMENTS FROM FRIENDS OF OLD WOODSTOCK.....	16
APPENDIX 2 – HILL RISE MAPS AND COMMENTS	18
APPENDIX 3 – NORTH OF BANBURY ROAD MAPS AND COMMENTS.....	22
APPENDIX 4 – BOTH SITES MAPS AND COMMENTS	24

THE WOODSTOCK COMMUNITY INFRASTRUCTURE AND COMMUNITY DEVELOPMENT PLAN

Woodstock Town Council and Blenheim Estate have appointed Community First Oxfordshire (CFO) to consult the community about the current and future needs of the town. CFO is a locally-based community development charity.

The Woodstock Community and Infrastructure Delivery Plan will take shape across 2019. The first six months will see a wide range of opinion and ideas gathered, while the second will see projects identified and prioritised, with strategies for delivering them set out.

Several new housing sites will be developed in the next decade; it is important to ensure that the special character of the town is preserved, facilities are enhanced where necessary and the new developments successfully integrate with the existing communities in Woodstock.

Some projects that emerge from the community conversation may be achievable through:

- developer contributions process (section 106) on new development sites
- being designed into new developments
- Some may need a different approach, perhaps more long term.

It is important to say that not all projects will be achieved via forthcoming development.

WHAT'S HAPPENED SO FAR?

March 2019: consultation was launched with **five events and information sessions**. Over 200 residents attended.

- A detailed report on these events is [available here](#).

February-June 2019: CFO **met with 50+ community groups and organisations**, across a range of age groups, interest groups and other demographics.

- A report on this consultation is [available here](#).

April 2019: based on feedback received during the initial stages of the Plan, including launch events, a comprehensive **Community Survey** was developed, and distributed to 1987 households in Woodstock. 573 households completed a survey, a return rate of 29%.

- A detailed Community Survey Report is [available here](#).

June 2019: **three community consultation events were held**. Just under a hundred people attended these events, with 56 signing up to be involved in next steps discussions/ workshops.

The events combined presentations, a Q+A and discussion on specific themes. CFO staff were in attendance, plus a representative (at the Saturday event) from Terence O'Rourke Planning, which will be working with Blenheim on forthcoming planning applications.

The presentations set out the intent of the plan, progress to date, ‘headline’ survey results, an overview of the process of working up planning applications on specific sites and a summary of the more community-oriented projects emerging from the consultation to date and how to take these ideas forward.

- A report on these events is [available here](#).

THE JULY 2019 COMMUNITY CONSULTATION EVENT

35 people attended the July 20 consultation event at Woodstock Community Centre.

The events combined presentations, a Q+A and discussion on specific themes. CFO staff were in attendance, plus two representatives from Terence O'Rourke Planning, which will be working with Blenheim on forthcoming planning applications, and a representative from David Tucker Associates (transport planning consultants).

The event combined 2 sessions: **building on what's good in terms of community life, activity and infrastructure and making new things happen + community input to the planning process on Hill Rise and north of Banbury Road.**

An update was also given on the potential development of the site at south-east Woodstock - policy PR10 in the draft Cherwell Local Plan Part 1 Partial Review.

In a letter of 10 July 2019 to Cherwell DC, the planning inspector sets out preliminary conclusions, which state, with regard to policy PR10:

‘I do not believe that the impact on the setting, and thereby the significance, of the nearby Blenheim Palace World Heritage Site (WHS) would be unacceptable, considered in isolation. However, notwithstanding the potential for screen planting, it is my view that the development of the site for housing would represent an incongruous extension into the countryside that would cause significant harm to the setting of Woodstock, and the character and appearance of the area. That, alongside the travel distance to Oxford (which is likely to tempt residents away from more sustainable travel choices like public transport or cycling notwithstanding the proximity of the site to a proposed Park & Ride facility), and the impact on the setting and significance of the WHS, lead me to the conclusion that the allocation is unsound.’

He goes on to set out that the main modification required to make the Plan sound is the deletion of policy PR10. Cherwell DC has been asked to respond.

BUILDING ON WHAT'S GOOD IN TERMS OF COMMUNITY LIFE, ACTIVITY AND INFRASTRUCTURE AND MAKING NEW THINGS HAPPEN

The aim of the session was report back to the community regarding the outcomes of CFO's consultation with 50+ community groups and organisations ([see link above](#)).

The presentation included the following:

- strengths of Woodstock's social infrastructure – the range of activities, organisations and facilities supporting the formation, development and maintenance of social relationships, skills and knowledge for all in the community
- challenges, concerns and opportunities with regard to the maintaining of this provision that group leaders have identified
- common concerns between groups – governance and funding, community venues, volunteer pipeline, communication and collaboration, engaging children and young people, reaching the vulnerable and isolated, engaging business people and homeworkers
- recommendations to meet challenges, concerns and opportunities: strengthening governance, addressing volunteer issues, improving communication and collaboration, better services and support for U5's, children, young people and their families/ carers, better services and support for adults 16+ and older people, better services and support for those who are disabled, isolated and vulnerable, cycling and pathway network, environment and public art
- how CFO and other organisations can support community led social action projects arising from the consultation
- opportunities for discussion about next steps towards addressing identified needs
- an invitation for residents to sign up to participate in a steering group to create an action plan, related working groups to coordinate social action projects

NEXT STEPS

A meeting will be held in **early-September 2019** to bring together residents interested in taking forward ideas for social action arising from consultation. In particular to:

- formally set up a community-led steering group to create an Action Plan for the project work
- identify working groups and leaders to take forward emerging projects that will be included in the action plan e.g. volunteering, children, families and young people
- receive update from working groups e.g. Safe and Sustainable Cycling
- identify resources including CFO expertise and other needed to support further action

Residents will be invited via direct emailing/ phone and also through publicity on the usual community channels.

COMMUNITY INPUT TO THE PLANNING PROCESS ON THE HILL RISE AND NORTH OF BANBURY ROAD SITES

This session was intended to provide the community with more understanding/ knowledge of the allocated sites in Woodstock and the process involved in designing future development on them. An additional intent was to prepare residents for further engagement by Blenheim's consultant team and to help the community to engage in the planning process in a way that adds something meaningful and of value.

An overview of the planning process on both Hill Rise and north of Banbury Road was given, including the multidimensional, interlinked elements of masterplanning which have to be investigated (e.g. transport, ecology, landscape, heritage) and the stakeholders which must be involved (e.g. community, county and district councils, Historic England, Natural England).

A1 maps of the development sites at Hill Rise and north of Banbury Road were provided, which were also marked with annotated notes regarding: 1- the planning policy for each site; 2- issues already raised by residents with regard to the development of each site.

Using post-it notes, event attendees were asked to set out further thoughts on the planning policy and development of the sites/ key issues to consider as site plans are worked up. CFO staff and representatives from Terence O'Rourke Planners and David Tucker Associates were on hand to respond to questions, offer comment and help guide the discussion.

Summary of comments made regarding the Hill Rise development

108 comments were made. These have been segmented by broad theme (then further broken down):

- On-site wildlife, biodiversity, climate change, environmental issues etc.
- Surrounding road and pedestrian environment
- Site orientation + built environment
- Surrounding footpath, cycleway and bus environment
- Site access from top end of A44
- On site pedestrian and cycle links
- Site access from Rosamund Drive
- On-site transport + parking
- On- site housing mix
- Existing amenities near new site
- On-site amenities
- Construction process
- Other

On-site wildlife, biodiversity, climate change, environmental issues etc.	Total number of comments: 20
Wildlife	3
<ul style="list-style-type: none"> - Swift boxes on all new houses (2 comments) 	
<ul style="list-style-type: none"> - Bat boxes on all new houses 	
Trees, hedges and planting	4
<ul style="list-style-type: none"> - More small trees throughout the town as a whole - Support community woodland/ orchard - Plant more trees, hedges [on northern edge of site] - Tree and hedge planting along northern edge of site 	
Green corridors/ green buffer zones	7
<ul style="list-style-type: none"> - Wildlife corridors from Blenheim to Hill Rise across busy A44 to connecting areas, i.e. River Glyme - Green buffer zone should extend through development – not stand alone - Wildlife corridors, not token sites - Green buffer zone [on southern edge of site between existing and new houses] - Green corridor to mitigate effects of building works? - Essential path from Hill Rise to back of houses in Hill Rise, leading to play area, Barn Piece and the town. Essential connectivity. Make this a green corridor at the field edge - Green corridor behind existing homes on western edge of the site 	
Climate crisis mitigation/ adaptation	6
<ul style="list-style-type: none"> - Climate-change crisis: new residents should be able to safely access services by bicycle and foot - Development should maximise the wildlife capacity by linking green spaces, providing trees and managing them to maximize biodiversity (e.g. sensible mowing regimes to allow seeding and plants, conservation trees and shrub planting and management) - Planning should request all housing to be built to Passivhaus standards – or at least to a measurable level of air-tightness and insulation - Make proportion of homes Passivhaus standard and advertise as such with low energy bills - Local microgrid (windmill?) for local energy generation - Improve sustainability of homes, i.e. increased insulation, solar panels, electric car charging points 	

Surrounding road + pedestrian environment	Total number of comments: 18
A44 safety	7
- Vast majority of people [from Old Woodstock] head south in vehicles via current pinch-point due to no safe alternatives	
- [A44] Road into town is unsuitable for buggies, children, elderly	
- We moved away [from old Woodstock] when the children were of primary school age due to the continuing danger of the A44 footpath	
- Traffic along the A44 is very, very heavy so more houses will increase this. I struggle to cross the road at 6.30am!	
- At Black Prince, lorries have broken through safety railings onto footpath and one smashed bridge parapet	
- Road and pavement very narrow [at 'pinch point']	
- Highly dangerous point- narrow road and pavement, lives are at risk, barrier knocked down 3 times in 3 years at Black Prince	
Traffic calming + speeding	7
- Reduce [A44] speed limit [to 20mph]	
- Reduce to 30mph north	
- Traffic calming [needed] on A44	
- Additional traffic calming	
- 30mph limit which is enforceable	
- 20mph limit on Manor Road	
- Move speed camera to north [on A44 old Woodstock] to slow traffic sooner	
Around Rosamund Drive	2
- Roads too narrow for extra traffic	
- These roads- Rosamund Drive and Vanbrugh Close and junctions too narrow to carry all additional traffic from new development	
HGVs	2
- Possibly stop HGVs [driving through town]	
- A toll	

Site orientation + built environment		Total number of comments: 14
Concern for existing residents/ housing	5	
- Concerned about back to back housing as some houses have been designed to maximise views of the field		
- Please retain space and access to the rear of houses on Hill Rise		
- Maintain privacy to rear of existing houses		
- Maintain informal footpath access to playground – it's safer, child friendly		
- Need [green] buffer between existing housing and new development		
Views	3	
- Maintain views to Woodstock, maintain footpaths [and] trees, height of new buildings restricted to keep sightlines to countryside		
- Views of key buildings are nice but not critical		
- [Views of parish church are] less important than views of existing residents across field		
Site orientation	3	
- Why is it [Hill Rise site] being kept away from the northern part? I would prefer it in the northern part as less impact on housing		
- Square-off site [on northern edge] to compensate for green corridor behind existing housing		
- Maintain access to rear of properties/ buffer zone/ footpath/ green corridor [behind existing homes on western edge of the site]		
Other	3	
- Awareness of community woodland/ orchard entrance opposite (2 comments)		
- Consider higher-density housing to limit land built on		

Surrounding footpaths, cycleway + buses	Total number of comments: 9
Need better/ safer pedestrian + cycle routes from Hill Rise/ Old Woodstock into town	9
- Pedestrian route/ cycleway [and] wheelchair extension into town + lighting + direct to school [from Old Woodstock across Glyme]	
- Well-lit, bridge-linked pathway/ cycleway including wheelchair access from SE edge of site to southern-edge of cemetery	
- Best pedestrian route probably across the fields and new bridge across the Glyme into the water meadows	
- Path and bridge crossing the Glyme	
- It will be essential to provide a footpath/ cyclepath between the new developments into Woodstock	
- [Safe pedestrian access from Old Woodstock] is very important	
- Need for alternative cycle/ pedestrian access routes from Old Woodstock to town centre and schools	
- Footpath/ cycle-path to town [to avoid busy A44]	
- Proper path to Woodstock, school etc.	
Site access from top end of A44	Total number of comments: 8
Access should be here	6
- Best access to new estate	
- Only [suitable] access here	
- This should be the only access to the site- road widened and stop traffic speeding in each direction	
- This should be the only access, protecting the Rosamund Drive play area, already ideally located to serve... the whole of Old Woodstock	
- Roundabout access here	
- Widen road to accommodate roundabout and traffic lights for safe entry/ exit	
Other	2
- Dangerous road access	
- Access for increased traffic onto A44 directly?	

On-site pedestrian + cycle links		Total number of comments: 7
What's needed/ key concerns	6	
- Need pedestrian and cycleway into estate from Vermont Drive + Rosamund Drive		
- Bridge over road [A44] from [Hill Rise side]		
- Pedestrian access and possible restoration of bus routes to Rosamund Drive will be an advantage		
- An accessible path crossing the A44 into Blenheim Park at the end of the existing built environment on the northern outskirts		
- [Make path on eastern edge of site] an official right of way		
- Cycling, walking [routes]		
Other	1	
- Good example of a public footpath at Cogges Estate, Witney		
Site access from Rosamund Drive		Total number of comments: 7
Do not want access from here	5	
- No access please to new estate [from Rosamund Drive]		
- Creating a traffic entrance and moving the play area will adversely affect the residents of the existing development		
- Not acceptable due to narrow roadway [and would create] a rat run + more entry and exit to A44		
- No access via Rosamund Drive		
- Cannot be used as new estate access- totally unfit		
Other	2	
- Pedestrian access only?		
- Access to Blenheim [Park] for pedestrians		
On-site transport + parking		Total number of comments: 6
What's needed/ key concerns	6	
- Bus stop (2 comments)		
- School bus (2 comments)		
- Electric bus		
- Each home to have a minimum of one parking space, otherwise there will be overspill parking into Rosamund Drive		

On-site housing mix		Total number of comments: 5
What's needed/ key concerns	5	
- No Airbnb or buy to let		
- [Prioritise housing] for key workers + single professionals, include 1 + 2-beds, [housing for] over-55s		
- Create Blenheim Housing Association with shared ownership on a percentage of houses		
- Affordability		
- Make more than 10% available for custom/ self-build [and] encourage local people to build		
Existing amenities near new site		Total number of comments: 4
Keep existing play area where it is	4	
- Play area should be kept where it is. If it is taken away during the build kids will have no play facilities		
- No relocation of play area		
- Valued play area- the only public facility in Old Woodstock, ideally placed. Strong local wish to retain it where it is		
- Play area to remain in situ, not replaced		
On-site amenities		Total number of comments: 3
What's needed/ key concerns	3	
- Larger play area for young and old [with] seating		
- Bandstand?		
- Accommodation of play area with regard to traffic increase		
Construction process		Total number of comments: 3
What's needed/ key concerns	3	
- Ensure children can continue to use the play park during the 3-year build		
- Ensure homes on Hill Rise/ Vanbrugh Close are protected from eyesore/ dust and build as much as possible		
- During building work screen residents from access to site... dirt (so remains safe and pleasant)		

Other	Total number of comments: 4
General comments	4
- Would prefer not to have this development in the first place	
- Social enterprise groups should be encouraged to build for community (e.g. Toolshed in High Wycombe)	
- Hedgehogs in my garden and end of Hill Rise + bats + barn owls	
- Retain library site for use by town and library – not part of luxury flats	

Summary of comments made regarding the north of Banbury Road development

17 comments were made. These have been segmented by broad theme (then further broken down):

- On-site wildlife, biodiversity, climate change, environmental issues etc.
- Surrounding road and pedestrian environment
- Site access
- On-site housing mix
- Other

On-site wildlife, biodiversity, climate change, environmental issues etc.	Total number of comments: 6
Green corridors/ green buffer zones	3
- Wildlife corridors [will be needed] if Banbury Road becomes so busy due to increased traffic	
- Green buffer zone should extend through development – not stand alone	
- Ensure the design and ongoing management of open space is for the benefit of wildlife and residents, not outmoded thinking about neatness	
Climate crisis mitigation/ adaptation	3
- [Address] the climate crisis – house specifications should be the best they can be for the future. Air-source heat pumps and solar and [electric] plug-ins for every house. Smart electricity grid	
- The quality of build and design of the housing should reflect the need to reduce energy consumption, both in-house and from transport	
- Make proportion of homes Passivhaus standard and advertise as such with low energy bills	

Surrounding road + pedestrian environment	Total number of comments: 5
What's needed/ key concerns	5
- Access for children to schools. Sansom's Lane needs improving (lighting etc.)	
- Main way into town along Hensington Road so pinch point at end where it joins A44- already busy	
- Where will the access be? [Development will mean an] Increase in traffic on Banbury Road which is not suitable for a large volume of traffic	
- Shared use carriageway in Hensington Road should be retained and improved with signal-controlled junction at A44 (to include a pedestrian crossing)	
- Unresolved issue of vehicular access to the centre of Woodstock. There is a pinch point at the junction with the A44. Increasing traffic would make existing cycling potentially more hazardous on the Banbury Road	
Site access	Total number of comments: 3
What's needed/ key concerns	3
- Access from Green Lane should be limited to less than 50 houses, otherwise it increases traffic on Green Lane to Hensington Road and Upper Brook Hill	
- Access for majority of development should be on to Banbury Road	
- [Should] only be a cycle/ pedestrian link between Green Lane and Banbury Road	
On-site housing mix	Total number of comments: 1
What's needed/ key concerns	1
- Affordable- like Norwich Council (see Guardian article 16.7.19)	
Other	Total number of comments: 2
General comments	2
- Better food shops/ refill shops	
- Leisure and facilities [needed] in town	

NEXT STEPS

- This report will be passed to Blenheim, the Town Council, Terence O'Rourke Planners and David Tucker Associates, adding to the extensive consultation feedback received to date regarding the developments at Hill Rise and north of Banbury Road (and associated issues), which has already been collated and passed on.
- Terence O'Rourke Planners will continue to collate background information (related to transport, ecology, landscape, and heritage for example) in the form of surveys, technical advice, community advice and policy direction and develop key design principles that will inform the design process. This will be prepared alongside the development of a vision for each of the sites.
- There will be another round of consultation in the autumn, once the wider technical work has progressed, where emerging planning proposals will be presented to the community for comment/ discussion.
- After this point, Terence O'Rourke will prepare illustrative master plans setting out the key land uses, landscape and movement structures and highlight key features and design elements. Parameter plans (a key part of the planning application) will sit alongside the illustrative master plans and set out the land use, movement, landscape, building heights and density.
- Preparation of supporting material will be undertaken through all of these stages and include 2D and 3D plans and visualisations that will help to bring the scheme to life and give a feel for the sort of place being created.

All of the above will be continually be reviewed and updated to reflect on-going dialogue with the internal team, stakeholders and community.

APPENDIX 1 – COMMENTS FROM FRIENDS OF OLD WOODSTOCK

The following comments were received in an email after the July 20 event from a representative of the group ‘Friends of Old Woodstock’. They are presented here further to inform ongoing planning discussions and record *‘a clear summary of the local perspective on how we [Friends of Old Woodstock] see this development working, including the movement of the increased population in times to come.’*

1. Existing informal paths

There are currently informal paths from a gap in the houses in Hill Rise, along the backs of Nos. 19 – 35 Hill Rise and around the edge of the existing play area to give access to the Barn Piece housing estate (112 houses) and from there into Manor Road and on into the town. This is seen as an essential connection between the Hill Rise community and the Barn Piece community, as well as an access for Hill Rise families to the play area. In reverse, it provides a connection between the Barn Piece housing estate and Hill Rise, and from there across the A44 to the community woodland path, and from there to connect up to the Oxfordshire Way into Blenheim parkland and other countryside.

What is suggested is a ‘green corridor’ between the back gardens of the houses in Hill Rise and the new development, to protect and encourage this connectivity as described. Similarly, there is an informal path between Rosamund Drive and the existing play area, along the backs of the houses Nos. 1- 15 Vanbrugh Close, leading to an ancient path (mentioned in the 1760 Enclosure Act) known locally as Balliol Lane (original Manor House owned by Balliol College, path or driftway used by workers and animals to local fields). This lane leads directly north from the A44 to fields, immediately adjacent to the eastern edge of the new development site and a local ‘permissive’ path connecting to the public footpath from Woodstock to the next village of Wootton.

Again, we have suggested a ‘green corridor’ behind the houses in Vanbrugh Close, to provide connectivity for residents of Hill Rise, Barn Piece and other parts of Old Woodstock, as well as residents of the new development, to Balliol Lane and the countryside beyond. Elsewhere in this note, new off-road routes from the new development to Woodstock schools are discussed, perhaps commencing in the vicinity of this part of the new development.

2. The play area and vehicular access to the new site [Hill Rise].

The point has been strongly made locally that the existing play area is the only public facility serving the whole of Old Woodstock, it is greatly valued and well used for many years, and is well supervised, central and ideally located to serve the existing communities of Hill Rise, Barn Piece and the rest of Old Woodstock. If moved elsewhere within the new development, it will be removed from existing communities.

The suggestion has been made by the developers that the play area could be moved and even improved, in order to give vehicular and other access to the new development through Vermont Drive and Rosamund Drive, passing the junction of Rosamund Drive with Vermont Drive and that with Vanbrugh Close. Local people are very strongly of the opinion that, even if this was not the only access to the new site, these roads and junctions are far too narrow to carry increased traffic from the whole newly developed area, now and for the future.

The developers have already suggested that all construction traffic will enter the site via an entrance from the A44 north of Hill Rise, moving the 30mph limit to include this. We do hope that they keep to this promise, and that the A44 is the only access to the new site.

3. Safety on the A44

The A44 Manor Road is the only pedestrian and vehicular route between Old Woodstock and Woodstock town. All our residents, including the new families occupying the developed site, have to use the A44 to get to the schools, doctors, shops, amenities and other parts of the town. This is a strategic route from south to north, and traffic has increased considerably in size and volume over the years and will undoubtedly continue to do so.

This road, particularly its junction with Farm End and at a bend outside the Black Prince public house, is narrow and dangerous, is closely bounded by buildings, and pedestrians are particularly at risk on the narrow pavements there. Lives are in peril here, have been for some time, and the solution is not simply to increase the population using it by half again.

Woodstock Town Council have unanimously passed resolutions to press the developers and County Council about finding mitigation for these specific locations, where they agree there is real and present danger, a catastrophe waiting to happen, should an HGV go out of control for example.

There seem to be very few possible solutions in relation to the road and the pavements themselves, except priority systems, hardly practical in relation to noise, air pollution and congestion caused by delayed traffic, or a bypass.

Two new off-road pedestrian and cycleway paths have long been suggested, one from the east side of the new development across fields, water meadows and a river to Glyme Close, for use by schoolchildren to get to school. In order that one set of dangers on the A44 is not replaced by another set of dangers on this path (e.g. drowning, perverts), this would have to be well constructed and safe throughout its length, a hard surface, fenced and lit.

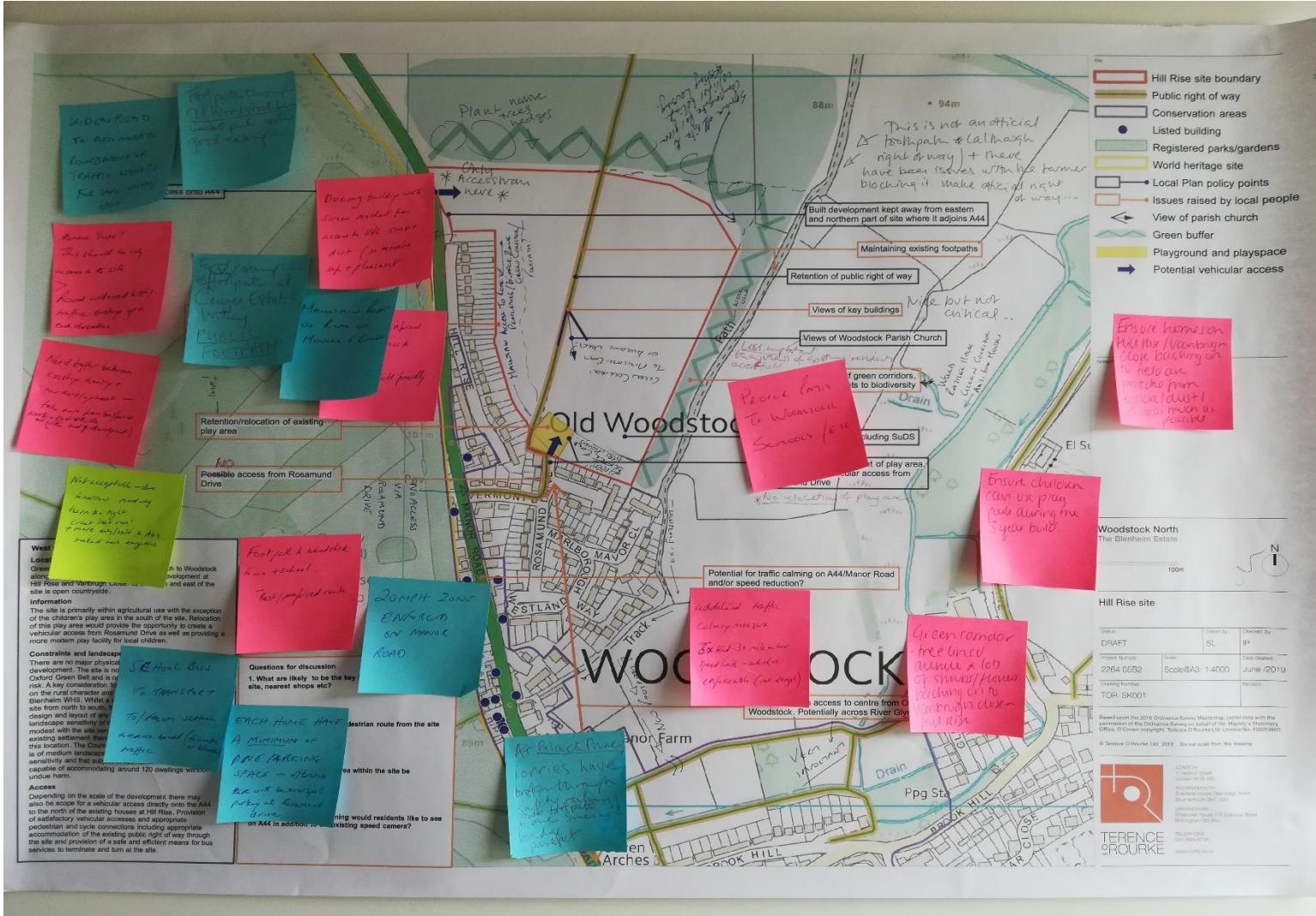
If it is not well constructed and seen as safe, parents will not allow their children to use it, and the increased numbers of schoolchildren will continue to use the dangerous A44 until a tragedy occurs. It is acknowledged that design, cost, negotiations with landowners and above all safety are all urgent considerations, none of which have been commenced by the authorities as far as we know.

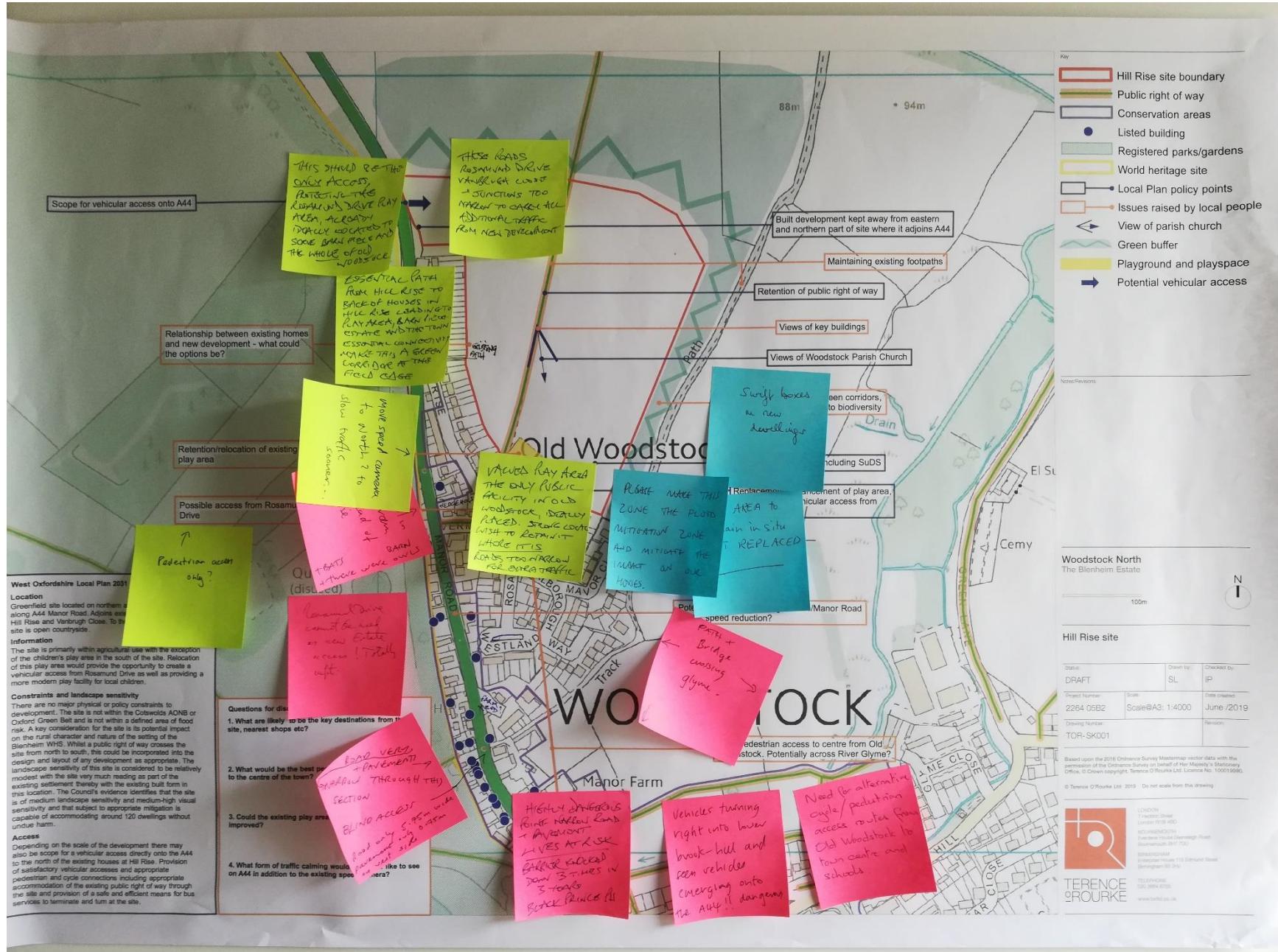
The other essential off-road route suggested would be for shoppers and others needing to reach the town, from Hill Rise across the A44 by way of a new signalled pedestrian crossing, and on via a new opening in the Palace wall to a safe path parallel to the A44 towards the town. Here there would be a choice of exits by way of existing public footpaths, either back to the A44 having avoided the dangerous pinch points mentioned above, or on into the town centre via the Blenheim Town Gate.

Again, this path would have to be well presented and maintained, to include disabled access, in order that shoppers and others can safely reach the shops, doctors and other amenities in the town and be persuaded not to continue to use the dangerous A44 pavements.

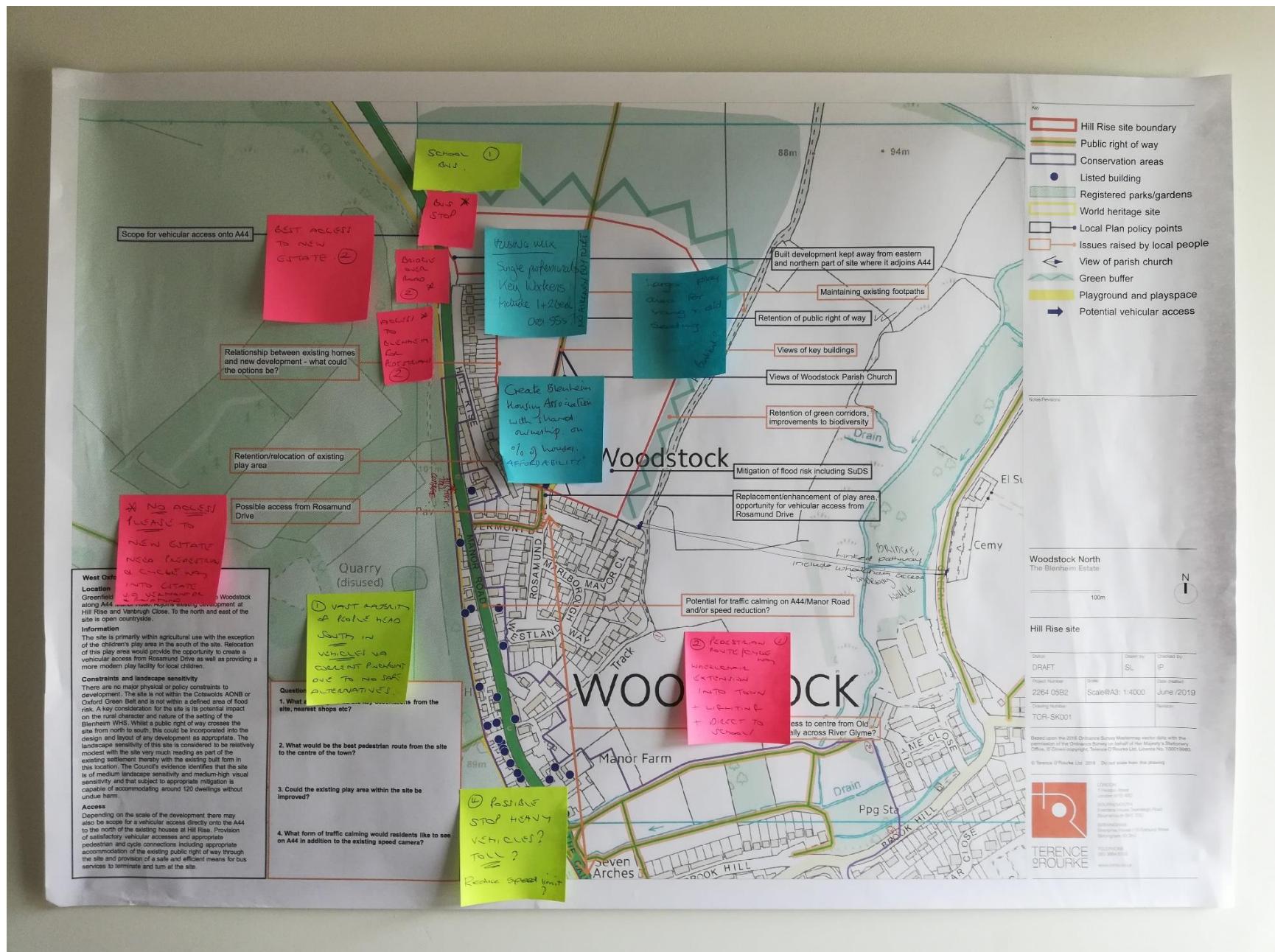
Safety on the A44 seems not to have been considered when the Local Plan was finalized and presents an enormous problem to be solved now.

APPENDIX 2 – HILL RISE MAPS AND COMMENTS

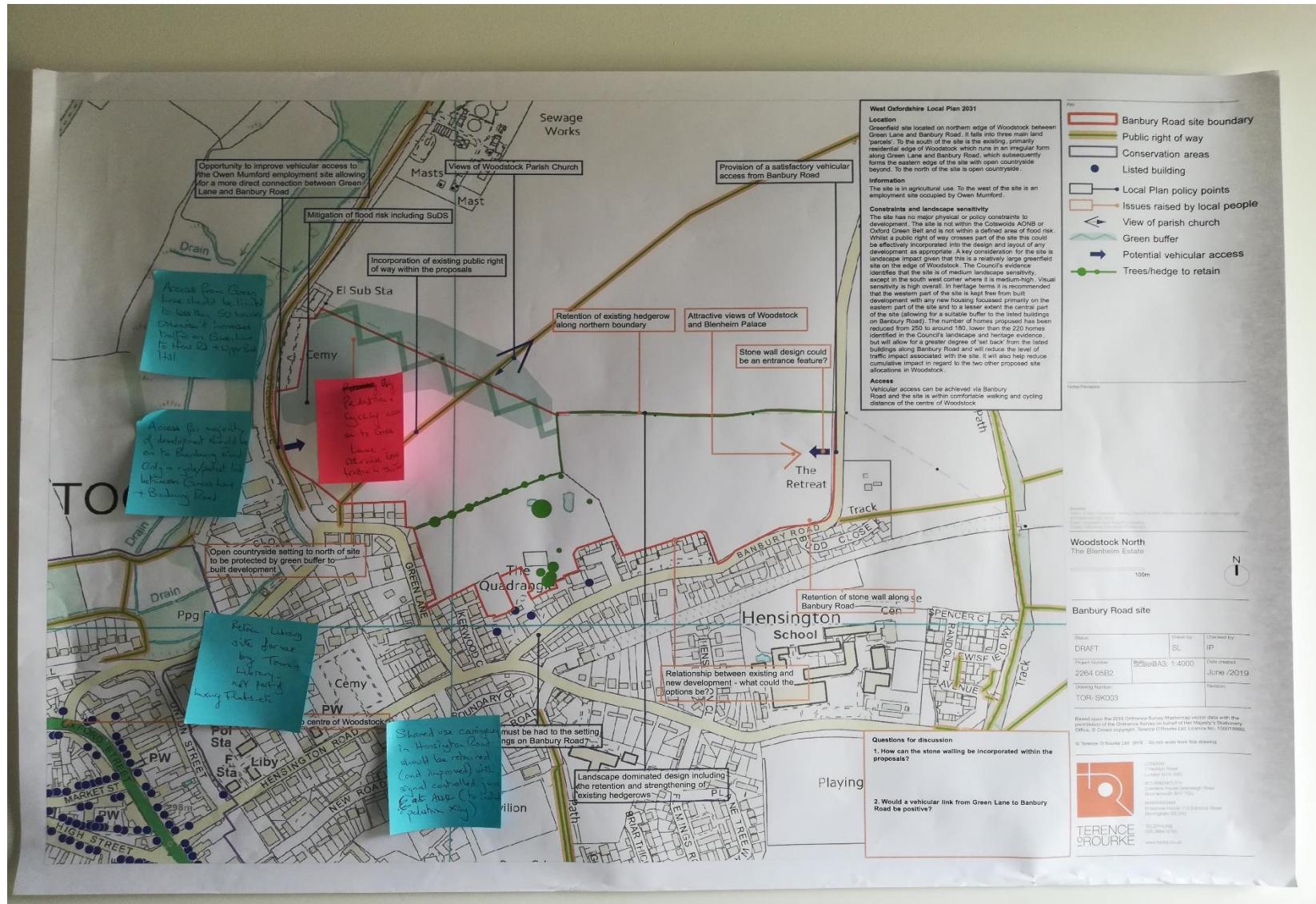


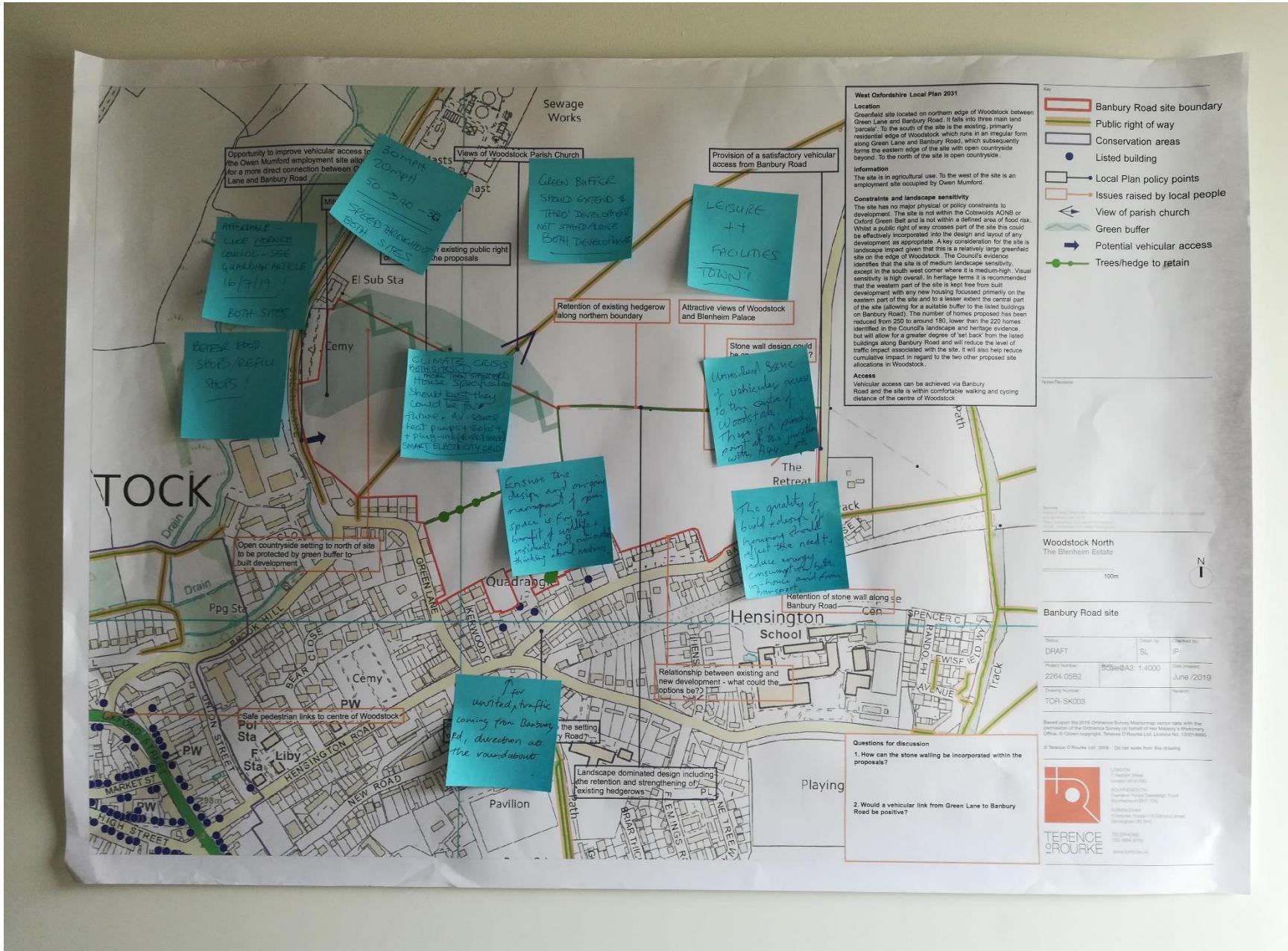




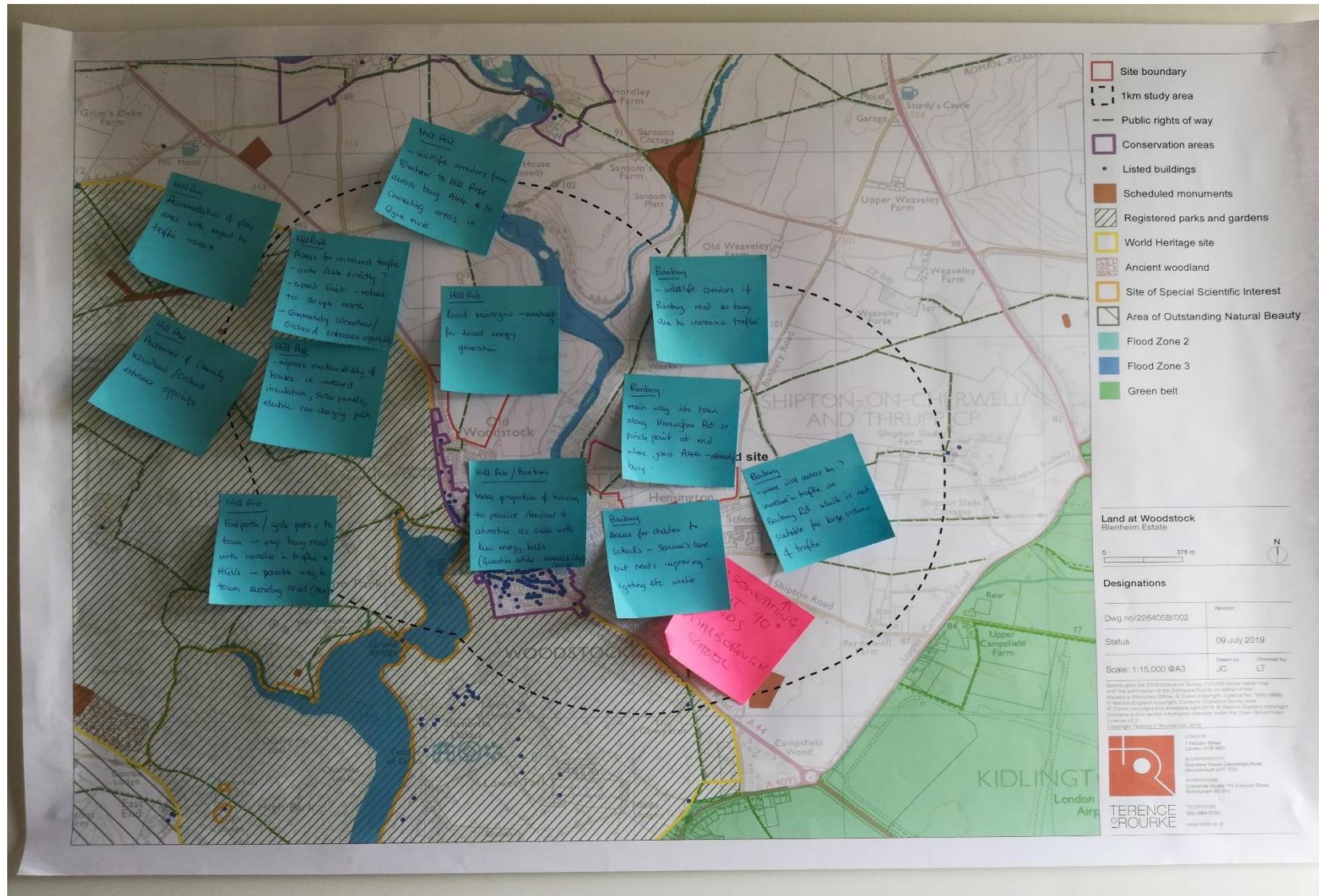


APPENDIX 3 – NORTH OF BANBURY ROAD MAPS AND COMMENTS





APPENDIX 4 – BOTH SITES MAPS AND COMMENTS



CFO is continuing to talk to Woodstock residents, groups and organisations. Feel free to get in touch at any time: woodstockplan@communityfirstoxon.org.

**You can find lots of background information, including links to Local Plan documentations, details and maps about housing sites, a list of FAQs etc. on the CFO website:
<https://www.communityfirstoxon.org/woodstock-community-plan>).**