Adopted
December 2016

Local Plan 2031
Part 1
Strategic Sites
and Policies

❯ CONTENTS

IMPLEMENTING THE PLAN

Foreword

Foreword

This is our Local Plan. It sets out a vision for how the Vale should develop and grow until the year 2031. It includes how and where new houses should be built, where new jobs should be placed, and what infrastructure, such as schools and roads, will be needed to support them.

This Local Plan conforms with the latest national planning guidelines. It is based on the very latest evidence and engagement with the views of people in our communities.

The Vale is a special place. It's uniquely beautiful with a rich natural and man-made heritage, but it's also home to cutting-edge science and technology. It's a great place to live.

Not only is this one of the highest quality places to live in the country, it is also one of the most expensive. Providing more houses will help make housing more affordable and available, and help people build their lives and families in the Vale.
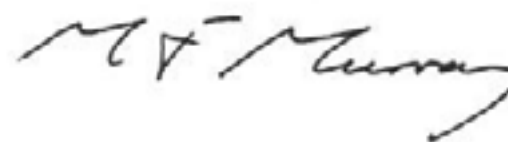
The amount of housing we have to provide will have a lasting effect on the Vale. With this plan and associated documents we will make sure new developments are in the right places, that they suit their surroundings and that they're supported by the appropriate infrastructure.

This plan is to make sure we look after what is best about the Vale; that we help the district grow and develop in a way that protects its historic and rural features, whilst enhancing and strengthening its status as a home for technology and innovation.

This is our Local Plan and it contains our vision for the Vale.

Councillor Matthew Barber
Leader of the Council

Councillor Michael Murray
Cabinet Member for Planning Policy

Executive Summary

Chapter 1: Introduction

The Vale of White Horse *Local Plan 2031 Part 1: Strategic Sites and Policies* provides a policy framework for the delivery of sustainable development across the district up to 2031.

The plan sets out the Spatial Strategy and strategic policies for the district to deliver sustainable development. It identifies the number of new homes and jobs to be provided in the area and makes provision for retail, leisure and commercial development and the infrastructure needed to support them.

The Local Plan 2031 has been prepared in compliance with national policy and in particular the National Planning Policy Framework. Significant weight has been attached to ensuring that the plan delivers the necessary sustainable development and has been informed by:

· **Core Policy 1: Presumption in Favour of Sustainable Development**

The plan housing target reflects the Objectively Assessed Need for the Vale of White Horse District as identified by the up-to-date Strategic Housing Market Assessment (SHMA) for Oxfordshire. The SHMA sets out how many new homes are required across Oxfordshire and for each district up to 2031.

The housing target does not currently include any unmet need for housing that may be identified in the future. This may arise if other authorities are unable to meet, in full, their own Objectively Assessed Need. However, the plan does set out, in policy, a positive approach to dealing with any unmet need, should it arise:

· **Core Policy 2: Cooperation on Unmet Housing Need for Oxfordshire**

Chapter 2: Key Challenges and Opportunities

The Vale is a predominantly rural area located in the south-west of Oxfordshire. It is an attractive and popular place to live. It contains the historic market towns of Abingdon-on-Thames, Faringdon and Wantage and a myriad of smaller and more rural settlements.

The district includes the majority of the Science Vale area, an internationally significant location for innovation and science-based research and business. Within the Vale, this includes the two Enterprise Zone sites at Harwell Campus and Milton Park. These sites are expanding and will provide for a significant number of new jobs.

The district benefits from many opportunities, particularly those associated with growth and the creation of new jobs. However the district also faces a series of challenges to realising its potential.

For this reason, the Local Plan 2031 identifies a number of key challenges and opportunities that are faced by the district and these are focused around four thematic areas. These are central to the Local Plan 2031 and are carried throughout the document. These are:

· **building healthy and sustainable communities**
· **supporting economic prosperity**
· **supporting sustainable transport and accessibility, and**
· **protecting the environment and responding to climate change.**

Chapter 3: Spatial Vision and Strategic Objectives

We have developed a Spatial Vision for the district to set out how the Local Plan 2031 will help us to plan effectively for the future and ensure we strike an appropriate balance between meeting the needs of our existing communities and ensuring the necessary growth is sustainably accommodated. **The Spatial Vision establishes the direction of travel for future development and investment in the district.**

Our twelve Strategic Objectives help us to deliver the Spatial Vision and ensure the plan is focused on the key challenges and opportunities facing the area.

Chapter 4: Spatial Strategy

Our strategy makes provision for growth of around 23,000 new jobs, 218 hectares of employment land, and at least 20,560 new homes, to be delivered during the plan period from 2011 to 2031. A map of the strategic growth across the district is shown over page**.**

Our Spatial Strategy is called **'Building on our Strengths'** and shows where new homes will be built, where opportunities to provide new jobs will be created, and where new infrastructure and services (such as new roads, schools, shops and leisure facilities) will be required.

The Spatial Strategy has three main strands. These are:

· **focus sustainable growth within the Science Vale Area**
· **reinforce the service centre roles of the main settlements across the district, and**
· **promote thriving villages and rural communities whilst safeguarding the countryside and village character.**

The Spatial Strategy is underpinned by five core policies:

· **Core Policy 3: Settlement Hierarchy** – which classifies the settlements in the Vale according to their role and function
· **Core Policy 4: Meeting our Housing Need** – which specifies the scale and location of new housing, ensuring development is built in the most appropriate locations
· **Core Policy 5: Housing Supply Ring Fence** – which identifies a core area within Science Vale where new homes will be provided to achieve sustainable development in accordance with the Spatial Strategy. The area will have a separate housing and supply target from the rest of the district
· **Core Policy 6: Meeting Business and Employment Needs** – which specifies the scale and location of opportunities for economic growth to ensure that sufficient new jobs are provided across the Vale in appropriate locations, and
· **Core Policy 7: Providing Supporting Infrastructure and Services** – to ensure new services and facilities are delivered alongside new housing and employment.

Map showing the strategic growth planned across the Vale of White Horse District

Sub-Areas of the Vale
- Abingdon-on-Thames and Oxford Fringe
- South East Vale
- Western Vale

- Market Town
- Local Service Centre
- Larger Village
- Smaller Village

Constraints to development
- Green Belt
- Area of Outstanding Natural Beauty

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Strategic Site Allocations	No. of Dwellings
1 North West Abingdon-on-Thames	200
2 North Abingdon-on-Thames	800
3 South Kennington (Parish of Radley)	270
4 North West Radley	240
5 East Sutton Courtenay	220
6 East of Kingston Bagpuize with Southmoor	280
7 North West Valley Park	800
8 Milton Heights	400
9 West of Harwell	200
10 Valley Park	2,550
11 Crab Hill, Wantage	1,500
12 Monks Farm, Grove	885
13 West of Stanford in the Vale	200
14 Land South of Park Road, Faringdon	350
15 East of Coxwell Road, Faringdon (Parish of Great Coxwell)	200
16 South Faringdon, (Parish of Great Coxwell)	200
17 South West Faringdon	200
18 North Shrivenham	500

Local Plan 2011 saved Allocations

A. Grove Airfield	2,500

Planned Economic Growth Areas

- B. Harwell Campus
- C. Milton Park
- D. Didcot Power Station

Executive Summary

Chapter 5: Sub-Area Strategies

We have developed three Sub-Area Strategies to give spatial expression to our Local Plan 2031 and ensure that it is locally distinctive. These include policies that apply to specific locations and are:

Abingdon-on-Thames and Oxford Fringe Sub-Area -

which covers the northern and north-eastern part of the Vale, which have strong linkages with the City of Oxford. This contains the Market Town of Abingdon-on-Thames, the local service centre of Botley and several larger villages including Cumnor, Drayton, East Hanney, Kennington, Kingston Bagpuize with Southmoor, Marcham, Radley, Steventon and Wootton. A large part of this area is located within the Oxford Green Belt.

Core Policy 8:	**Spatial Strategy for the Abingdon-on-Thames and Oxford Fringe Sub-Area**
Core Policy 9:	**Harcourt Hill Campus**
Core Policy 10:	**Abbey Shopping Centre and Charter, Abingdon-on-Thames**
Core Policy 11:	**Botley Central Area**
Core Policy 12:	**Safeguarding of Land for Strategic Highway Improvements**
Core Policy 13:	**The Oxford Green Belt**
Core Policy 14:	**Strategic Water Storage Reservoirs**

South East Vale Sub-Area -

which includes much of the Science Vale area and contains the Market Town of Wantage, the local service centre of Grove, as well as a number of significant employment sites, including Harwell Campus, Milton Park and Didcot A Power Station. The area also contains a number of larger villages including Blewbury, East Hendred, Harwell, Harwell Campus and Sutton Courtenay.

Core Policy 15:	**Spatial Strategy for the South East Vale Sub-Area**
Core Policy 16:	**Didcot A Power Station**
Core Policy 17:	**Transport Delivery for the South East Vale Sub-Area**
Core Policy 18:	**Safeguarding of Land for Strategic Highway Improvements**
Core Policy 19:	**Re-opening of Grove Railway Station**

Western Vale Sub-Area -

which is a more rural area stretching from the North Wessex Downs Area of Outstanding Natural Beauty (AONB) to the River Thames, containing the Market Town of Faringdon and several larger villages including East Challow, Shrivenham, Stanford-in-the-Vale, Uffington and Watchfield.

Core Policy 20:	**Spatial Strategy for the Western Vale Sub-Area**
Core Policy 21:	**Safeguarding of Land for the Strategic Highway Improvements**

Executive Summary

Chapter 6: District Wide Policies

The Local Plan 2031 Part 1 also includes strategic policies that are necessary to complement those set out in **Chapters 4** and **5**. These policies will apply across the district as a whole and provide greater detail to ensure a balance is met between addressing local housing needs, supporting economic growth and protecting the Vale's high quality natural and built environment, and the quality of life in existing settlements. The policies included are:

Building Healthy and Sustainable Communities

Core Policy 22:   **Housing Mix**
Core Policy 23:   **Housing Density**
Core Policy 24:   **Affordable Housing**
Core Policy 25:   **Rural Exception Sites**
Core Policy 26:   **Accommodating Current and Future Needs of an Ageing Population**
Core Policy 27:   **Meeting the Housing Needs of Gypsies, Travellers and Travelling Showpeople**

Supporting Economic Prosperity

Core Policy 28:   **New Employment Development on Unallocated Sites**
Core Policy 29:   **Change of Use of Existing Employment Land and Premises**
Core Policy 30:   **Further and Higher Education**
Core Policy 31:   **Development to Support the Visitor Economy**
Core Policy 32:   **Retail Development and other Main Town Centre Uses**

Supporting Sustainable Transport and Accessibility

Core Policy 33:   **Promoting Sustainable Transport and Accessibility**
Core Policy 34:   **A34 Strategy**
Core Policy 35:   **Promoting Public Transport, Cycling and Walking**
Core Policy 36:   **Electronic Communications**

Protecting the Environment and Responding to Climate Change

Core Policy 37:   **Design and Local Distinctiveness**
Core Policy 38:   **Design Strategies for Strategic and Major Development Sites**
Core Policy 39:   **The Historic Environment**
Core Policy 40:   **Sustainable Design and Construction**
Core Policy 41:   **Renewable Energy**
Core Policy 42:   **Flood Risk**
Core Policy 43:   **Natural Resources**
Core Policy 44:   **Landscape**
Core Policy 45:   **Green Infrastructure**
Core Policy 46:   **Conservation and Improvement of Biodiversity**

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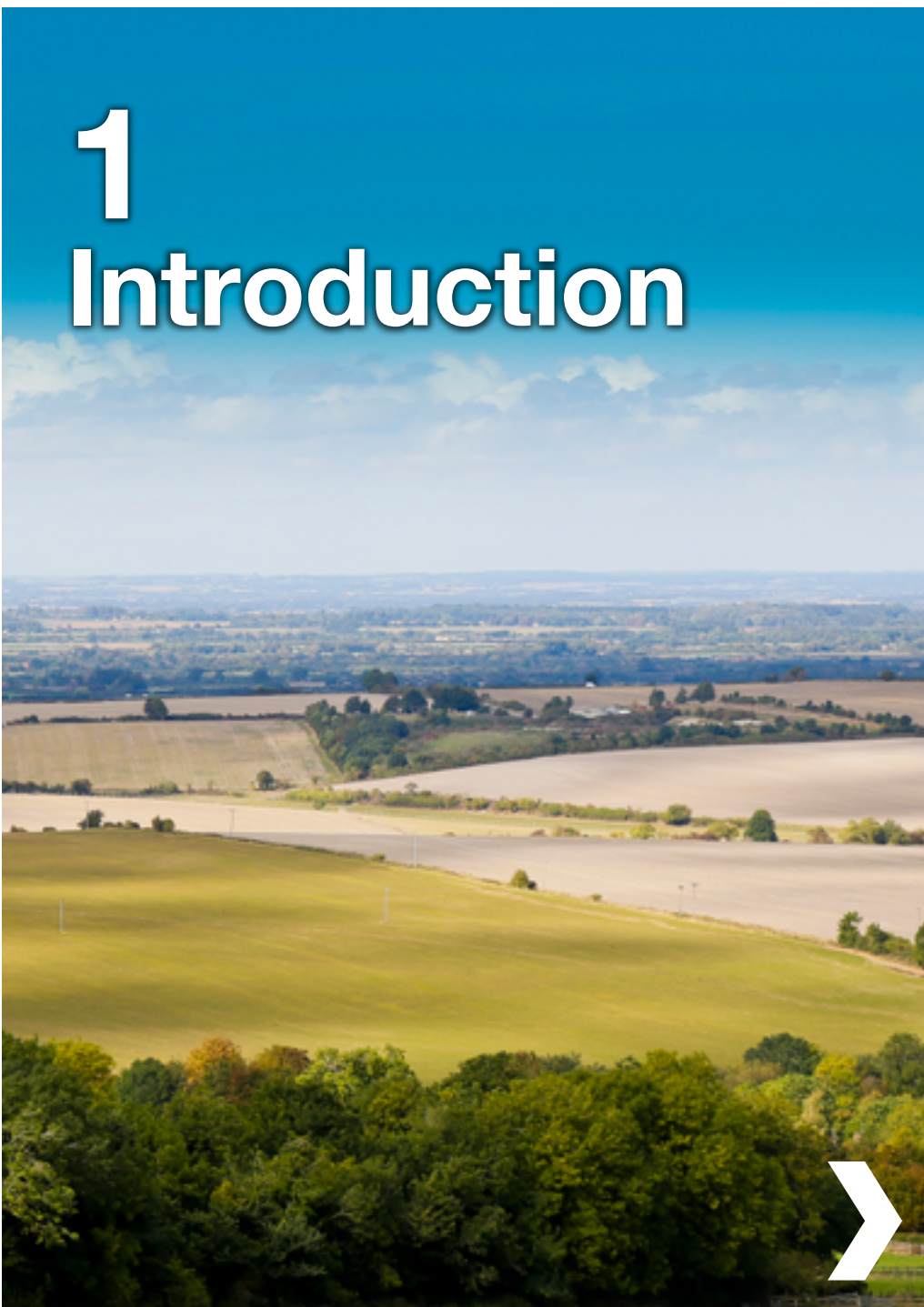
Overview

The Local Plan 2031 Part 1 sets out a framework for how future development across the district will be planned and delivered and how it will be used to inform decisions on planning applications.

This chapter summarises the role of the Local Plan 2031 Part 1 and outlines our approach to its preparation.

In particular, this chapter describes how the plan is consistent with, and has been informed by, national policy and how it meets the requirements of the National Planning Policy Framework (NPPF) with regard to being:

- **positively prepared**
- **justified**
- **effective, and**
- **consistent with national policy.**

This chapter sets out two core policies, which underpin and inform the Local Plan 2031 Part 1. These are:

Core Policy 1:
Presumption in Favour of Sustainable Development

Core Policy 2:
Cooperation on Unmet Housing Need for Oxfordshire

1 Introduction

What is the Local Plan?

1.1   The Vale of White Horse Local Plan 2031 provides a policy framework for the delivery of sustainable development across the district. It replaces the Local Plan 2011 and is made up of a number of separate parts. The most significant include:

- **Local Plan 2031 Part 1: Strategic Sites and Policies.** The Local Plan 2031 Part 1 sets out the Spatial Strategy and Strategic Policies for the district to deliver sustainable development. It identifies the number of new homes and jobs to be provided in the area for the plan period up to 2031. It makes provision for retail, leisure and commercial development and for the infrastructure needed to support them. The Local Plan 2031 Part 1 sets out the Spatial Strategy for the location of development across the district and allocates large-scale (referred to as strategic) development sites. It includes district-wide policies to ensure that development contributes to meeting the Strategic Objectives of the plan, such as policies relating to sustainable construction and conservation of the built, historic and natural environment.

- **Local Plan 2031 Part 2: Detailed Policies and Additional Sites.** The Local Plan 2031 Part 2 will set out policies and locations for housing for the Vale's proportion of Oxford's housing need unable to be met within the city boundaries. This document will also contain policies for the part of Didcot Garden Town that lies within the Vale of White Horse District and detailed Development Management policies to complement Local Plan 2031 Part 1. It will replace the Saved Policies of the Local Plan 2011, and may allocate additional development sites for housing and other uses[1].

- **Adopted Policies Map.** This shows the sites identified for development and areas where particular policies apply. It will be updated as each part of the Local Plan 2031 is adopted.

1.2   The Council's Local Development Scheme (LDS) sets out the timetable for preparing each part of the Vale of White Horse Local Plan 2031 and is available on the Council's website[2].

The Development Plan

1.3   The Local Plan 2031 prepared by Vale of White Horse District Council will be used to inform decisions on planning applications across the district, in conjunction with any Development Planning Documents (DPDs) relating to minerals and waste prepared by Oxfordshire County Council, and any neighbourhood plans prepared by the community.

1.4   Neighbourhood plans can be prepared by either town or parish councils, or a neighbourhood forum, and make up part of the 'Development Plan' for the district as described above. They can provide an important layer of planning for local areas and set out in more detail how a community wishes to see its area develop.

1.5   Where neighbourhood plans are prepared they must be in general conformity with the policies set out in the Local Plan 2031 Part 1 and any other strategic policies set out in future planning documents in accordance with The Neighbourhood Planning (General) Regulations 2012[3].

1.6   The Council will continue to support communities who wish to prepare neighbourhood plans. Details of how the Council can help with the preparation of neighbourhood plans are set out on the Council's website[4].

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1   A number of Saved Policies in the adopted Local Plan 2011 will continue to apply for planning applications, until they are reviewed as part of the Local Plan 2031 Part 2 (**Appendix G**)
2   http://www.whitehorsedc.gov.uk/lds
3   The Neighbourhood Planning (General) Regulations 2012, available at: http://www.legislation.gov.uk/uksi/2012/637/note/made
4   http://www.whitehorsedc.gov.uk/neighbourhoodplans

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Figure 1.1: An illustration of the documents that make up the Vale of White Horse Local Plan and Development Plan

1.7 These documents together make up the 'Development Plan' for the district (see **Figure 1.1**). All planning applications will be determined in accordance with the 'Development Plan' taken as a whole, unless material considerations indicate otherwise.

National Planning Policy

1.8 Government planning policy and guidance is set out in the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (NPPG). The NPPF sets out the Government's planning policies for achieving sustainable development and is complemented by the NPPG, which provides additional guidance for practitioners.

1.9 The Vale of White Horse Local Plan 2031 has been prepared in compliance with national policy. In particular, the NPPF states that for a local plan to be considered sound, it must comply with the legal and procedural requirements of plan making, such as the 'duty-to-cooperate'[5] and demonstrate that it is:

a. positively prepared

b. justified

c. effective, and

d. consistent with national policy.

a. Positively prepared

1.10 The NPPF states that:
"the plan should be prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development"[6].

1.11 Vale of White Horse District Council is working in partnership with its neighbouring authorities under the 'duty-to-cooperate' and significant

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5 CLG (2012) *National Planning Policy Framework (NPPF)*, Paragraph 182
6 CLG (2012) *National Planning Policy Framework (NPPF)*, Paragraph 182

1 Introduction

weight has been attached to ensuring that the Local Plan 2031 Part 1 delivers the necessary sustainable development.

1.12 To ensure these requirements are fully incorporated, the Local Plan 2031 Part 1 is therefore underpinned and informed by two core policies that are described further below:

- Presumption in Favour of Sustainable Development, and
- Cooperation on Unmet Housing Need for Oxfordshire

Presumption in Favour of Sustainable Development

1.13 Sustainable development is defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs[7]. This means that we should consider the long-term consequences of development alongside our short-term priorities.

1.14 The NPPF provides the Government's view of what sustainable development in England means in practice for the planning system. Broadly, there are three dimensions to sustainable development, which need to be considered together. These are:

- **an economic role –** contributing to building a resilient, responsive and competitive economy through the timely delivery of sufficient land in the right locations to support growth and by coordinating development requirements such as the provision of infrastructure

- **a social role –** supporting vibrant and healthy communities through the provision of housing, the creation of high quality living and working environments and accessible local services, and

- **an environmental role –** protecting and enhancing our natural, built and historic environment, using resources prudently, ensuring climate change resilience and supporting the move

> ## Core Policy 1: Presumption in Favour of Sustainable Development
>
> Planning applications that accord with this Local Plan 2031 (and where relevant, with any subsequent Development Plan Documents or Neighbourhood Plans) will be approved, unless material considerations indicate otherwise.
>
> Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant planning permission unless material considerations indicate otherwise, and unless:
>
> i. any adverse impacts of granting planning permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole, or
>
> ii. specific policies in the Framework indicate that development should be restricted.

to a low-carbon economy[8].

1.15 When considering development proposals the Council will take a positive approach that reflects the presumption in favour of sustainable development contained

in the NPPF in accordance with **Core Policy 1**.

1.16 The Council will work proactively with applicants to ensure that proposals that will achieve sustainable development can be approved.

7 CLG (2012) *National Planning Policy Framework (NPPF)*, Page 2
8 CLG (2012) *National Planning Policy Framework (NPPF)*, Page 2

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Oxfordshire Unmet Housing Need

1.17   The 'duty-to-cooperate' set out in the Localism Act is both a legal duty and test of effective plan-making.   It requires cooperation on issues of common concern in order to develop sound local plans.

1.18   Within Oxfordshire, co-operative working is managed through the Oxfordshire Growth Board (superseding the former Spatial Planning and Infrastructure Partnership Board, SPIP).   The board comprises the leaders of all Oxfordshire Councils supported by an executive committee and officer working groups. Vale of White Horse District Council also works directly with authorities within and outside the county area where it is necessary to plan effectively on matters of strategic and sub-regional significance or cross border interest that are not Oxfordshire-wide.

1.19   As part of implementing the 'duty-to-cooperate', the leaders of all Oxfordshire authorities, including the Vale of White Horse, have agreed a joint Oxfordshire Statement of Cooperation[9]. This sets out that all the Oxfordshire Councils agree to engage constructively, actively and on an on-going basis in any process that involves the following:

- the preparation of Development Plan Documents
- the preparation of other local planning documents
- the planning and prioritisation of infrastructure and investment in Oxfordshire to support economic growth of the area
- activities that support any of the above so far as they relate to sustainable development or use of land that has or would impact on more than one of the parties, and
- the parties also agree to act expediently when undertaking joint working to avoid unreasonable delay

1.20   The Oxfordshire Statement of Cooperation sets out how the outcomes of the Strategic Housing Market Assessment[10] would be managed, should any of the Local Planning Authorities in Oxfordshire not be able to meet their full objectively assessed housing need. The statement includes a diagram of the process to review the findings of the SHMA and identify how any unmet need should be met in the housing market area.   This is reproduced as **Figure 1.2**.

1.21   The steps identified in **Figure 1.2** are not necessarily sequential and will be applied flexibly and strategically to ensure the process is implemented in the most effective and efficient way. The Growth Board is working with a former senior planning inspector and 'critical friend' advisor to establish a robust process and timetable for this work, which has started, but is likely to take at least

Figure 1.2: Proposed Duty-to-Cooperate process for any unmet housing need

SHMA outputs received

LPA's review SHMA findings and determine ability to meet own need

Develop sustainability objectives for the Housing Market Area (HMA)

Identify and test Spatial Strategy options

Agree preferred Spatial Strategy

Test spatial (site) options in accordance with preferred Spatial Strategy

Review evidence

Oxfordshire Growth Board to agree way forward

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9   https://www.oxfordshire.gov.uk/cms/content/oxfordshire-growth-board
10 Local Planning Authorities are required to prepare a Strategic Housing Market Assessment (SHMA) to identify the objectively assessed need for housing in their housing market area.

12-18 months to complete with the active participation of all Oxfordshire Councils[11]. Supporting technical work includes an Oxfordshire-wide Strategic Green Belt Review[12], which was informed by the local Green Belt Review prepared to support this Local Plan 2031 (see **Core Policy 13**).

1.22   Within Oxfordshire, the Vale of White Horse, West Oxfordshire and Cherwell District Councils are all reviewing their ability to meet their housing needs as identified in the Oxfordshire Strategic Housing Market Assessment, by completing reviews of their Local Plans already at an advanced stage of preparation. South Oxfordshire District Council has initiated a review of its 2012 Core Strategy. Oxford City is undertaking a Strategic Housing Land Availability Assessment (SHLAA) to inform its ability to meet its own housing needs but has stated that it does not expect

to be able to accommodate them in full as the city area is constrained, particularly by areas of flood plain and the Oxford Green Belt.

1.23   The Vale of White Horse Local Plan 2031 will meet, in full, our own objectively assessed need for 20,560 homes between 2011-2031 (see **Core Policy 4: Meeting our Housing Needs**). This is a first and important step towards meeting the full needs of the housing market area without unreasonable delay.

1.24   The Council also acknowledges the need to plan for any overspill of un-met housing from the wider market area, in particular Oxford City. **Core Policy 2** sets out how the Council will work cooperatively to address overspill of unmet need from other parts of the housing market area**. The Vale

of White Horse approach (set out in **Core Policy 2**) is to address unmet need through the preparation of the Local Plan 2031: Part 2. This will ensure the quantum of unmet need, to be provided for within the Vale, is addressed in a timely manner and is informed by a robust approach to plan making, in accordance with national policy and legislation.

1.25   In November 2015, the Oxfordshire Growth Board agreed a working assumption unmet need housing requirement figure of 15,000 to inform the Growth Board process to apportion this level of housing between the Oxfordshire authorities[13]. The figure of 15,000 is a 'working assumption' to be used as a benchmark for assessing the apportionment of unmet need in each Local Planning Authority area.

1.26   The preparation of the Local Plan 2031: Part 2 will be closely informed by the Oxfordshire Growth Board process to apportion the 'working assumption' unmet figure of 15,000, and is currently expected to report in October 2016[14].

1.27   Whilst the Local Plan 2031: Part 2 is in preparation, the Council's housing requirement will be 20,560. However, if the Part 2 plan is not adopted within two years of the adoption of Local Plan 2031: Part 1, then from that time until the adoption of the Part 2 plan, the Council's housing requirement will be 20,560 plus the agreed quantum of Oxford's unmet housing need to be addressed within the Vale of White Horse District[14].

11 The Oxfordshire Growth Board signed a Memorandum of Cooperation – 26 September 2016 – which agrees the apportionment of unmet housing need for Oxfordshire; https://www.oxfordshire.gov.uk/cms/content/oxfordshire-growth-board
12 LUC (2015) Oxford Green Belt Study; available at: http://www.cherwell.gov.uk/index.cfm?articleid=11057
13 Oxfordshire Growth Board (2015), Agenda and Minutes of Oxfordshire Growth Board, 19 November 2015. Available at: http://modgov.cherwell.gov.uk/ielistdocuments.aspx?cid=528&mid=2807&ver=4
14 The Oxfordshire Growth Board signed a Memorandum of Cooperation – 26 September 2016 – which agrees the apportionment of unmet housing need for Oxfordshire; https://www.oxfordshire.gov.uk/cms/content/oxfordshire-growth-board

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b. A justified plan

1.28   The NPPF states that:
"the plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence".

1.29   To help understand the issues facing the district, the Council has gathered a range of background evidence[15] and taken into account the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG) to develop locally distinctive policies.

1.30   The Council has also taken account of its other plans and strategies and those of other organisations and those produced at the local level, including the Sustainable Community Strategies for the Council, the Oxfordshire Local Transport Plan (LTP)[16], Strategic Economic Plan (SEP)[17], and the

strategies and programmes of the District Council, town and parish councils, neighbouring authorities and other organisations. The Local Plan 2031 Part 1 will help to facilitate the delivery of many of the aspirations and objectives set out in these other plans and strategies.

1.31   A series of reasonable alternatives were developed and considered to inform the Publication Version of the Local Plan 2031 Part 1. The reasonable alternatives are set out in our previous stages of consultation and topic papers. The alternatives have also been assessed through the Sustainability Appraisal (SA), which is described further below.

c. An effective plan

1.32   The NPPF states that:
"the plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities".

1.33   To ensure the Local Plan 2031 Part 1 forms a realistic, deliverable and viable plan, we have worked closely with landowners and developers to ensure the proposed strategic development sites are deliverable. A Local Plan Viability Study has been published alongside this Publication Version of the Local Plan[18].

1.34   The Council has worked closely with organisations such as the Environment Agency, Natural England, Historic England**,** Highways England**,** Thames Water and Oxfordshire County Council who are responsible for providing or managing key services including water resources, education and transport.

1.35   The Council's commitment to working with our partners ensures that proper sustainable planning can be achieved across administrative boundaries, with examples including:

- the Oxfordshire Statement of Cooperation agreed in advance of the publication of the Strategic Housing Market Assessment for Oxfordshire and ongoing work with the Oxfordshire Growth Board
- a statement of common ground between the Vale of White Horse, Swindon Borough Council, Oxfordshire County Council and the Western Vale Villages to ensure cross boundary infrastructure issues are adequately addressed (see **Chapter 5** for more details)
- working jointly with South Oxfordshire District Council and Oxfordshire County Council to ensure we plan effectively for job growth and housing needs along with supporting infrastructure

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15 A series of topic papers and technical studies are available from the Council website: www.whitehorsedc.gov.uk/evidence
16 https://www.oxfordshire.gov.uk/cms/public-site/connecting-oxfordshire
17 Oxfordshire Local Enterprise Partnership (LEP) (2014) *Strategic Economic Plan*- http://www.oxfordshirelep.org.uk/
18 www.whitehorsedc.gov.uk/evidence

across Science Vale, including Didcot Garden Town (see **Chapter 5** for more details), and

- a memorandum of understanding with South Oxfordshire District Council and Oxfordshire County Council to agree an approach to delivering strategic highway infrastructure across the Science Vale area, including those that span the district boundaries.

1.36   The approach to preparing the Local Plan 2031 Part 1 is fully consistent with the Localism Act 2011. We have worked collaboratively with local communities, stakeholders and neighbouring authorities and consulted widely to ensure, as far as possible, that the Local Plan 2031 Part 1 reflects a collective vision and a set of agreed priorities for the sustainable development of the Vale. Where communities are working to develop neighbourhood plans, these have also helped to inform the

preparation of the Local Plan 2031 Part 1.

d. Consistent with national policy

1.37   The NPPF states that:
"the plan should enable the delivery of sustainable development in accordance with the policies in the framework".

1.38   The preparation of the Local Plan 2031 Part 1 has involved the testing of reasonable alternatives through Sustainability Appraisal (SA), that incorporates a Strategic Environmental Assessment (SEA) and a Habitat Regulations Assessment (HRA). Both reports have been published alongside this document[19].

19 www.whitehorsedc.gov.uk/evidence

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> ## Core Policy 2:
> ## Cooperation on Unmet Housing Need for Oxfordshire

The Council will continue to work under the 'duty-to-cooperate' with all other Oxfordshire local authorities on an ongoing basis to address the objectively assessed need for housing across the Oxfordshire housing market area.

As a first step, Vale of White Horse District Council has sought to accommodate the housing need for Vale of White Horse District in full in the Vale of White Horse Local Plan 2031 Part 1. The Council recognises that Oxford City is unlikely to be able to accommodate the whole of its new housing requirement for the 2011-2031 period within its administrative boundary.

In tandem, the Council will continue to work jointly and proactively with all of the other Oxfordshire local authorities and through the Oxfordshire Growth Board to address any unmet housing need. This will include assessing all reasonable spatial options, including the release of brownfield, the potential for new settlements and a full strategic review of the boundaries of the Oxford Green Belt. These issues are not for the Council to consider in isolation.

To ensure Oxford's unmet need is addressed, the Council will allocate sites to contribute towards Oxford's unmet housing need within the Local Plan 2031: Part 2, to be submitted to the Secretary of State, within two years of adoption of the Local Plan 2031: Part 1. This will ensure that unmet need is considered and planned for in a timely manner and is tested through a robust plan-making process in accordance with national policy, national guidance, the Strategic Environmental Assessment (SEA), Environmental Assessment of Plans and Programmes Regulations, and the Habitats Regulations Assessment (HRA).

Whilst the Local Plan 2031: Part 2 is in preparation, the Council's housing requirement will be 20,560. However, if the Part 2 plan is not adopted within two years of the adoption of Local Plan 2031: Part 1, then from that time until the adoption of the Part 2 plan, the Council's housing requirement will be 20,560 plus the agreed quantum of Oxford's unmet housing need to be addressed within the Vale of White Horse District.

2 Key Challenges and Opportunities

Overview

The Vale is a predominantly rural area located in south-west Oxfordshire and is bounded to the north and the east by the River Thames and by the North Wessex Downs Area of Outstanding Natural Beauty (AONB), which runs through the south of the district. It is an attractive and popular place to live and contains parts of the Oxford Green Belt.

The district contains the historic Market Towns of Abingdon-on-Thames, Faringdon and Wantage, the Local Service Centres of Botley and Grove and a number of Larger and Smaller Villages.

The Vale is located between the larger centres of Swindon, Oxford and Didcot, which are all expected to continue to grow in the future and it is important we plan effectively to deliver coordinated development across the Vale and with our neighbours.

The district includes the majority of the Science Vale area, an internationally significant location for innovation and science-based research and business. Within the Vale, this includes the two Enterprise Zone sites at Harwell Campus and Milton Park. These sites are expanding and will provide for both new jobs and wider opportunities to the district as a whole.

This chapter identifies some of the key challenges and opportunities faced by the Vale of White Horse that the Local Plan 2031 aims to address.

This chapter is structured around four thematic areas that are central to the Local Plan 2031 and are carried through the document. These are:

- **building healthy and sustainable communities**
- **supporting economic prosperity**
- **supporting sustainable transport and accessibility, and**
- **protecting the environment and responding to climate change**

2 Key Challenges and Opportunities

Introduction

2.1   The district takes its name from the 3,000-year-old figure cut into the chalk downs near Uffington. It is a largely rural district and covers an area of some 580 square kilometres (224 square miles; see **Figure 2.1**).

2.2   The main settlements within the Vale of White Horse are the three historic Market Towns of Abingdon-on-Thames, Faringdon and Wantage, which provide essential services for the surrounding rural areas. There are also two 'Local Service Centres' at Botley and Grove. Botley consists of parts of North Hinksey and Cumnor parishes and is a mainly residential area on the outskirts of the city of Oxford. Grove is a large village located to the north of Wantage and functions as a significant centre for housing and employment in its own right.

2.3   There are more than 70 villages across the Vale, ranging from small hamlets, to large villages. Beyond these, in the wider countryside, there are many isolated farmsteads and small groups of dwellings.

2.4   The Vale falls between the larger centres of Oxford to the north-east, and Swindon to the south-west. Didcot lies to the south-east boundary of the Vale in neighbouring South Oxfordshire. All three of these centres are expected to accommodate major growth in the next decade and beyond. Although the town of Didcot falls mainly within South Oxfordshire, its associated growth to the west of the town extends into the Vale district.

2.5   We need to plan effectively for the Vale in partnership with our neighbours and have a 'duty-to-cooperate' on key cross boundary issues. This process ensures that proper sustainable planning can be achieved across administrative boundaries[20].

2.6   This chapter summarises the key challenges and opportunities facing the district that the Local Plan 2031 should address.

Figure 2.1: Vale of White Horse District and its wider setting

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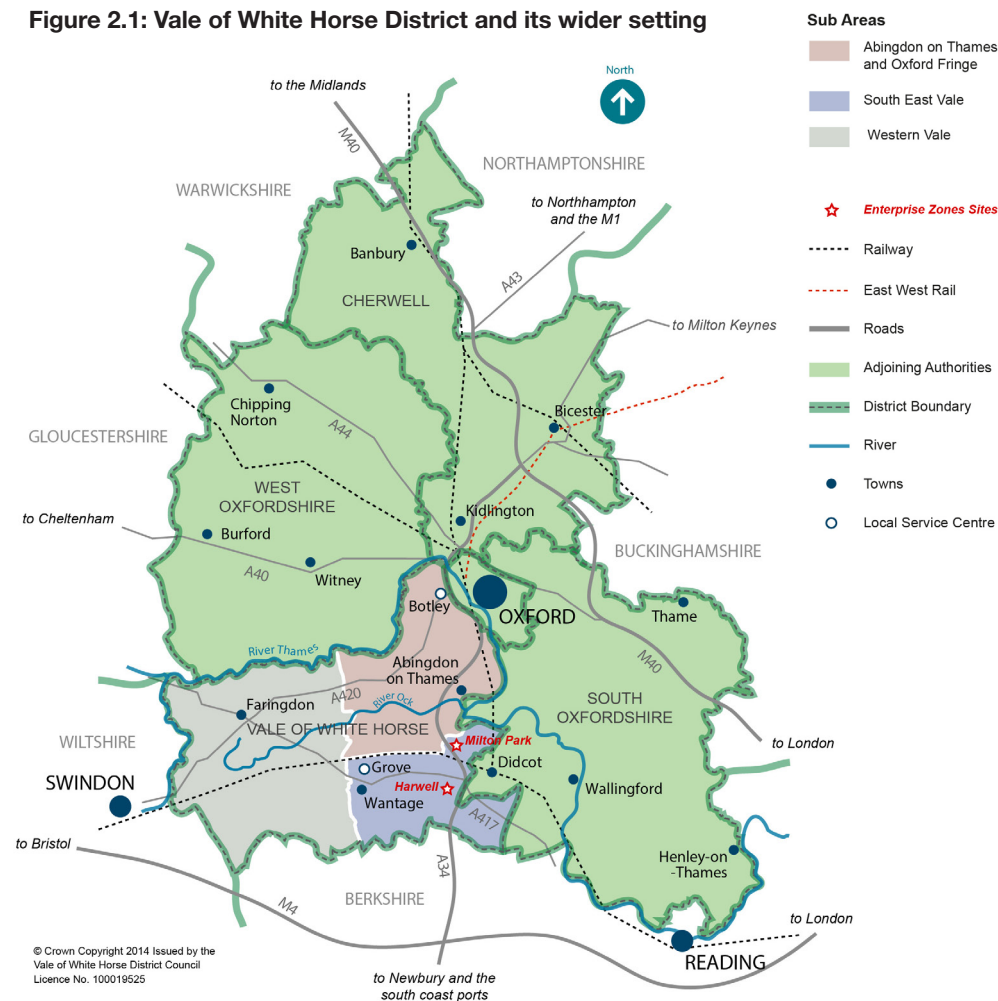
20 Duty to Cooperate Topic Paper www.whitehorsedc.gov.uk/evidence

2 Key Challenges and Opportunities

Building healthy and sustainable communities

2.7   People in the district generally enjoy a high standard of living and there are relatively low levels of deprivation. The Vale is ranked 306 out of 326 authorities nationally, with 326 being the least deprived local authority[21].

2.8   The planning system plays an important role in creating the right environments to enhance existing communities and to create new ones. This includes creating places that:

- Facilitate the right type of housing in the most sustainable locations

- Provide for, or seek contributions towards, the provision of services and facilities to benefit the community, including libraries, schools, health and leisure facilities

- Set out a physical layout that enhances connections between residential areas and town and village centres, education, employment and recreation opportunities

- Set out a physical layout that is intuitive to navigate using street hierarchy, landmarks, buildings' form and function to form visual clues in the townscape, and

- Safe and accessible streets and spaces, including high quality useable public open space for the benefit of the local community.

Key challenges and opportunities

Providing for our housing need

- Providing for the objectively assessed housing need of 1,028 units per annum, which has been identified for the district (this equates to 20,560 new homes between 2011 and 2031)[22]. It is important the Local Plan 2031 meets the objectively assessed housing need by providing enough new homes of appropriate type and size and in sustainable locations

- Providing for sufficient affordable homes in our towns and villages (273 affordable homes are needed per year between 2011 and 2031)[23]

- Meeting the needs of an increasingly ageing population over the period of the plan to 2031. The total number of people aged 55 and over is expected to increase by almost 50 % during the plan period

- Meeting the needs of gypsies, travellers and travelling show people, and

- Making an appropriate contribution to addressing any identified unmet need for housing across the Oxfordshire Housing Market Area (see **Core Policy 2**).

Providing new community facilities

Ensuring high quality and accessible services and facilities are provided in accessible, viable locations as part of new development when they are needed, so existing and new residents can enjoy a good quality of life.

Meeting the needs of our rural areas

Supporting some development across the rural areas to retain and enhance services to help improve the vitality and sustainability of our rural communities.

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21 The Index of Multiple Deprivation (IMD) 2010 prepared by DCLG
22 GL Hearn (2014) *Oxfordshire Strategic Housing Market Assessment*- http://www.whitehorsedc.gov.uk/sites/default/files/2014-04-14_Final%20SHMA%20Report.pdf
23 GL Hearn (2014) *Oxfordshire Strategic Housing Market Assessment*- http://www.whitehorsedc.gov.uk/sites/default/files/2014-04-14_Final%20SHMA%20Report.pdf

2 Key Challenges and Opportunities

› Supporting economic prosperity

2.9 The Vale benefits from a very strong knowledge-based economy and has almost 5,500 businesses located within the district[24]. The Vale's workforce is highly skilled with a higher than average proportion of managers, professionals and associate professionals[25]. The levels of unemployment in the Vale are also relatively low at less than half the national average[26]. Furthermore, the Vale is consistently ranked within the top 20 % of districts in the UK Competitiveness Index[27].

2.10 The strategic focus for economic and employment growth in the district is the Science Vale area, which extends east-west from Culham and Didcot to Wantage and Grove (**Figure 2.2**). Science Vale is an internationally significant location for innovation and science-based research, business and is one of the key growth areas for Oxfordshire identified within the Strategic Economic Plan. As such, Science Vale has attracted significant government investment to help unlock and maximise the area's world class assets and economic potential, including City Deal, Local Growth Fund and Enterprise Zone status for Harwell Campus and Milton Park. It is also home to around 13 % of research and development jobs within the South-East of England.

Key challenges and opportunities

Providing new employment land and supporting science and innovation

- Providing sufficient employment land across the Vale to ensure that suitable sites are available to support the projected employment growth of 23,000 jobs up to 2031[28].
- Maximising the opportunity to nurture science, research and innovation and attract new high value businesses to the Enterprise Zone sites at Harwell Campus and Milton Park so that Science Vale continues to make a major contribution to both the Oxfordshire and UK economy.
- Using Local Development Orders (LDOs), such as that at the Milton Park site to speed up delivery on sites, including potentially at Harwell Campus[29].
- Retaining other notable employers and employment locations in the district such as Williams F1 in Grove and Abingdon Science Park.
- Supporting the economy of the towns and rural areas in the district and providing a range of employment opportunities close to where people live.
- Didcot A Power Station is a site in a prime location on the edge of Didcot and provides a key opportunity for redevelopment for further economic growth and other mixed-use development within the Vale.

Supporting a skilled workforce

- Maintaining a highly skilled labour force that will meet business requirements, including the particular skills needed to support Science Vale. Initiatives such as the Oxfordshire Skills Strategy[30] will help to support skills provision, which will in turn benefit the local population who can share the benefits of economic success and will reduce the need for in-commuting.

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24 ONS Business Demography 2012 dataset
25 Labour Market Profile: VWHDC (www.nomisweb.co.uk)
26 Based on Job Seekers Allowance data
27 http://www.cforic.org/downloads.php
28 Employment Land Review addendum (2014)- http://www.whitehorsedc.gov.uk/evidence
29 The LDOs will provide a simplified planning framework to help make it easier to deliver new development at these sites more quickly.
30 Oxfordshire Local Enterprise Partnership (LEP) (2014) *Oxfordshire Skills Strategy to 2020: Building a responsive skills support system*, available at: http://www.oxfordshirelep.org.uk/content/oxfordshire-skills-strategy-2020

Figure 2.2: Science Vale area within the Vale of White Horse District
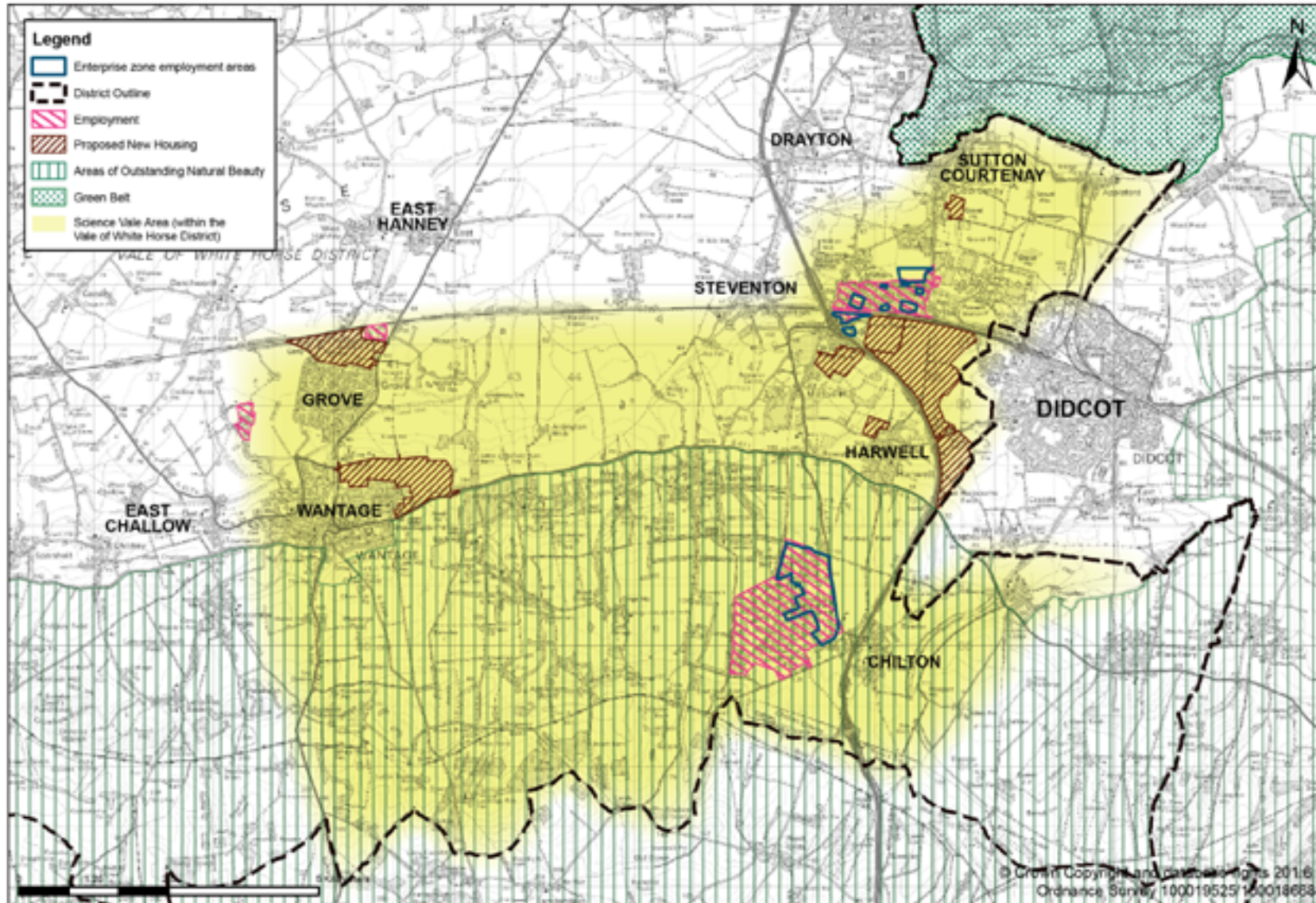
2 Key Challenges and Opportunities

Promoting tourism

- The tourism industry in the Vale generated approximately £202 million worth of income for local businesses in 2011[31]. However, a significant proportion of this was generated by day visitors.
- Increasing the economic impact and value of tourism by taking steps to convert day visitors to overnight visitors, in particular by addressing the shortage of hotel accommodation[32].
- Supporting growth in conferencing and business tourism stimulated by anticipated growth in the Enterprise Zone.

Supporting our rural economies

- Supporting the growth and expansion of rural businesses (including village shops and public houses) to maintain sustainable rural settlements and reducing the need to travel.

- Supporting the agricultural economy including appropriate farm diversification schemes will help to maintain a healthy rural economy.

Supporting the role of our main settlements for retailing

- Supporting Market Towns and Local Service Centres to maintain their vitality and viability in meeting local retail needs in the face of competition from nearby, larger centres, such as Oxford, Swindon and Reading, which many people visit for their non-food (comparison) shopping.
- Successfully redeveloping the Charter Area in Abingdon-on-Thames and the Central Botley area provides an opportunity to strengthen these key centres in the district.
- Creating attractive town centre environments, which appeal to visitors and shoppers alike and incorporate vibrant evening

economies, would strengthen the role of the centres in the Vale in the face of competition from larger nearby centres that have a greater diversity of facilities.

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31 The Economic Impact of Tourism on Vale of White Horse (2011), available online at: http://www.whitehorsedc.gov.uk/sites/default/files/Vale%20Tourism%20Economic%20Impact%20Estimates%202011_1.pdf
32 Hotel Solutions (July 2014) - Vale of White Horse and South Oxfordshire Hotel Needs Assessment, available at http://www.whitehorsedc.gov.uk/evidence

2 Key Challenges and Opportunities

Supporting sustainable transport and accessibility

2.11   The Vale of White Horse is easily accessible from other parts of the UK, particularly the south west and east, and the midlands. The A34 trunk road provides good access between the M4 to the south, and the M40 to the north. The A420 and A417 roads cross the district and provide links to Swindon in the west and Didcot in the east.

2.12   Whilst there are two railway main lines (Bristol to London and Oxford to London) running through the district, there are only two stations on the Oxford line and none on the Bristol line within the Vale.

2.13   It is important that growth across the district effectively addresses any highway constraints and helps to deliver a shift towards more sustainable modes of travel.

Key challenges and opportunities

Supporting sustainable travel and improving public transport

- Maintaining the very good bus services, particularly between the main settlements.
- Providing viable bus services in the more rural parts of the district, that provide an attractive alternative to the car.
- Ensuring that employment and housing growth is located to reduce the need to travel by car and encourage walking and cycling for short journeys.
- Supporting improvements to public transport, cycling and walking to provide attractive alternatives to travelling by car and to help minimise traffic congestion, particularly between the district's main employment and service centres.

- Supporting the ambition of re-opening the railway station at Grove to help increase access to the national rail network within the district.

Providing for new road infrastructure

- Addressing congestion, particularly at peak times on the A34 trunk road adjacent to Abingdon-on-Thames, Botley and around Science Vale. It is important the road network operates safely and efficiently for the economic success of the district to be maximised.
- Working with partners to help address any capacity issues to ensure new development can be adequately accommodated whilst addressing congestion and safety on the road network.
- Facilitating the implementation of the new infrastructure (such as new roads) identified in the Science Vale Area Strategy[33] to help maintain a

safe and efficient transport network.
- Balancing the delivery of major investment in new roads and public transport with the wider needs for other infrastructure improvements arising from proposed development.

Helping to make our rural areas more accessible

- Continuing to help people in rural areas without a car to access the services available in the Market Towns and Local Service Centres.

Supporting the delivery of superfast broadband

- Increasing provision of superfast broadband coverage across the district in line with the Better Broadband for Oxfordshire Project[34] and to deliver the roll-out of next-generation mobile broadband.

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33 Oxfordshire County Council, Local Transport Plan 3, 2011-2030
34 http://www.betterbroadbandoxfordshire.org.uk/cms/

2 Key Challenges and Opportunities

Protecting the environment and responding to climate change

2.14   The high quality and rural nature of the Vale is borne out by the many designations that cover the district (such as Oxford Green Belt, North Wessex Downs Area of Outstanding Natural Beauty and 52 designated Conservation Areas). It is important that development protects, maintains and enhances the special characteristics of the built and natural environment of the Vale to ensure it remains a popular place for people to live, work and to visit.

2.15   The Vale has a long frontage to the River Thames and contains the River Ock and its tributaries including the Letcombe Brook. It also contains a significant proportion of the route of the Wilts and Berks Canal, the subject of an ambitious restoration project.

Key challenges and opportunities

Responding to climate change

- The Vale will need to play its part in meeting Government targets for reducing Greenhouse Gas emissions through low carbon and renewable energy generation, improving the energy efficiency of development and promoting more efficient use of materials and natural resources.
- Equipping new development to adapt to the warmer, wetter winters and hotter, drier summers that are predicted for the UK[35].

Protecting water resources

- Ensuring there is enough water available to meet needs, as the Vale is in an area of water stress, through prudent water resources management, including preventing flooding through the use of Sustainable Urban Drainage Systems (SUDS) and climate change adaptation.
- Waste water treatment facilities and resources within the district are in need of upgrading and new facilities are required to allow new housing and employment growth to be sustainably delivered.
- Improving access to waterways that add diversity and interest to the locality, enhancing open spaces and providing corridors for recreation, tourism and wildlife.

Protecting our high quality landscape

- The landscape of the district is central to the rural character of the Vale, from the Corallian Ridge, to the Lowland Vale, to the North Wessex Downs AONB. Key landscape features need to be respected, retained and enhanced to maintain the local character and distinctiveness of the landscape of the Vale.

Protecting biodiversity

- Biodiversity in the district is supported by a network of local, national and international wildlife designations. These will need to be protected and enhanced where possible through restoring, expanding and linking key wildlife habitats and species populations.
- Supporting informal recreation and providing open spaces and Green Infrastructure to accommodate a rise in local populations and have due regard to the existing value of the natural environment for both people and biodiversity.

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35 http://ukclimateprojections.defra.gov.uk

Conserving our historic environment

- The Vale contains 52 designated Conservation Areas, over 2,000 Listed Buildings, eight Registered Parks and Gardens, and 68 Ancient Monuments, as well as non-designated heritage assets.
- Conserving and enhancing all historic assets and their settings for future generations to enjoy is important. Opportunities exist for new development to re-create the quality and character of these historic places to inform a high quality urban environment.

3 Spatial Vision and Strategic Objectives ❯

Overview

The Vale of White Horse District consists of a network of historic market towns and other settlements set in a diverse and attractive rural landscape. The district benefits from excellent connectivity to nearby urban centres and beyond, and houses an internationally significant cluster of research and innovation businesses.

The district benefits from many opportunities, particularly associated with the potential for growth and job creation. However, the district also faces a series of challenges to realising this potential.

The Local Plan 2031 Part 1 focuses on how places function and where development should take place to meet identified needs. In planning for the future we have a clear vision of what we want the Vale of White Horse to be like in 2031.

This chapter builds on the key challenges and opportunities identified in Chapter 2 and sets out the Spatial Vision and Strategic Objectives for the plan period up to 2031. The Spatial Vision and Strategic Objectives will help us plan effectively for the future and ensure we strike an appropriate balance between meeting the needs of existing communities and ensuring the necessary growth is sustainably accommodated.

The Spatial Vision reflects national and local priorities, including those set out in the Strategic Economic Plan and the challenges and opportunities facing the Vale. It establishes the direction of travel for future development and investment in the district.

The Strategic Objectives will help us to deliver the Spatial Vision and ensure the plan is focused on the key challenges and opportunities facing the area.

This chapter is arranged into the four key thematic areas:

- **building healthy and sustainable communities**
- **supporting economic prosperity**
- **supporting sustainable transport and accessibility, and**
- **protecting the environment and responding to climate change.**

3 Spatial Vision and Strategic Objectives

Spatial Vision

3.1　The Vale Local Plan 2031 Part 1 – Spatial Vision is shown in the box on the right:

Strategic Objectives

3.2　A series of Strategic Objectives (**SO**) have been developed to help us deliver the Spatial Vision for the Vale of White Horse. The Strategic Objectives are focused around the four overarching themes and the key challenges and opportunities faced by the area identified in **Chapter 2**. Information about the monitoring of these objectives is set out in **Chapter 7: Implementing the Plan**.

Spatial Vision

By 2031 the Vale of White Horse will have thriving and prosperous communities that have benefited from economic growth and our strength in science and innovation continues to be internationally recognised. The Science Vale area will have become a first choice location for high value added business and research. New residential and economic growth will have been focused on the Science Vale area and will have delivered balanced and sustainable growth that has made a significant contribution to delivering important infrastructure. Strategic road and rail improvements will have been implemented, including those at Harwell, west of Didcot and at Wantage.

The Vale's main settlements will provide healthy and sustainable communities where everyone has a decent place to live and work with good access to leisure and community services and facilities. The service centre roles of Abingdon-on-Thames, Botley, Faringdon, Grove and Wantage will have been maintained and enhanced. The Vale's villages will continue to provide thriving rural communities where appropriate growth has supported local services.

New development will have respected the local character of the Vale, protecting its outstanding and distinctive historic, natural and built environment. The important historic heritage of the Vale will have been, and will continue to be, conserved and enhanced. High design and environmental standards will have been achieved through new development, which will be resilient to the likely impacts of climate change.

3 Spatial Vision and Strategic Objectives

Strategic Objectives

❯ Building healthy and sustainable communities

SO 1: Provide for a range of homes across the district to deliver choice and competition in the housing market and to meet the identified need, including for affordable housing.

SO 2: Cater for existing and future residents' needs, including the needs of different groups in the community and provision for a growing older population.

SO 3: Direct growth to the most sustainable locations in the district, ensuring development is integrated with and respects the built, natural and historic heritage and creates attractive places in which people will want to live, as well as being supported by a sufficient range of services and facilities.

SO 4: Improve the health and well-being of Vale residents, reduce inequality, poverty and social exclusion and improve the safety of the Vale as a district where everyone can feel safe and enjoy life.

Strategic Objectives

❯ Supporting economic prosperity

SO 5: Support a strong and sustainable economy within the district, including the visitor economy.

SO 6: Support the continued development of Science Vale as an internationally significant centre for innovation and science based research and business.

SO7: Maintain and enhance the vitality and viability of the Vale's town centres and local shopping centres in order to strengthen their service centre roles.

3 Spatial Vision and Strategic Objectives

Strategic Objectives

Sustainable transport and accessibility

SO 8: Reduce the need to travel and promote sustainable modes of transport.

SO 9: Seek to ensure new development is accompanied by appropriate and timely infrastructure delivery to secure effective sustainable transport choices for new residents and businesses.

Strategic Objectives

Protecting the environment and responding to climate change

SO 10: Maintain and improve the natural environment including biodiversity, landscape, Green Infrastructure and waterways.

SO 11: Ensure all new development achieves high quality design standards and conserves and enhances the natural, historic, cultural and landscape assets of the Vale.

SO 12: Minimise greenhouse gas emissions and other pollution (such as water, air, noise and light) across the district and increase our resilience to likely impacts of climate change, especially flooding.

4 Spatial Strategy
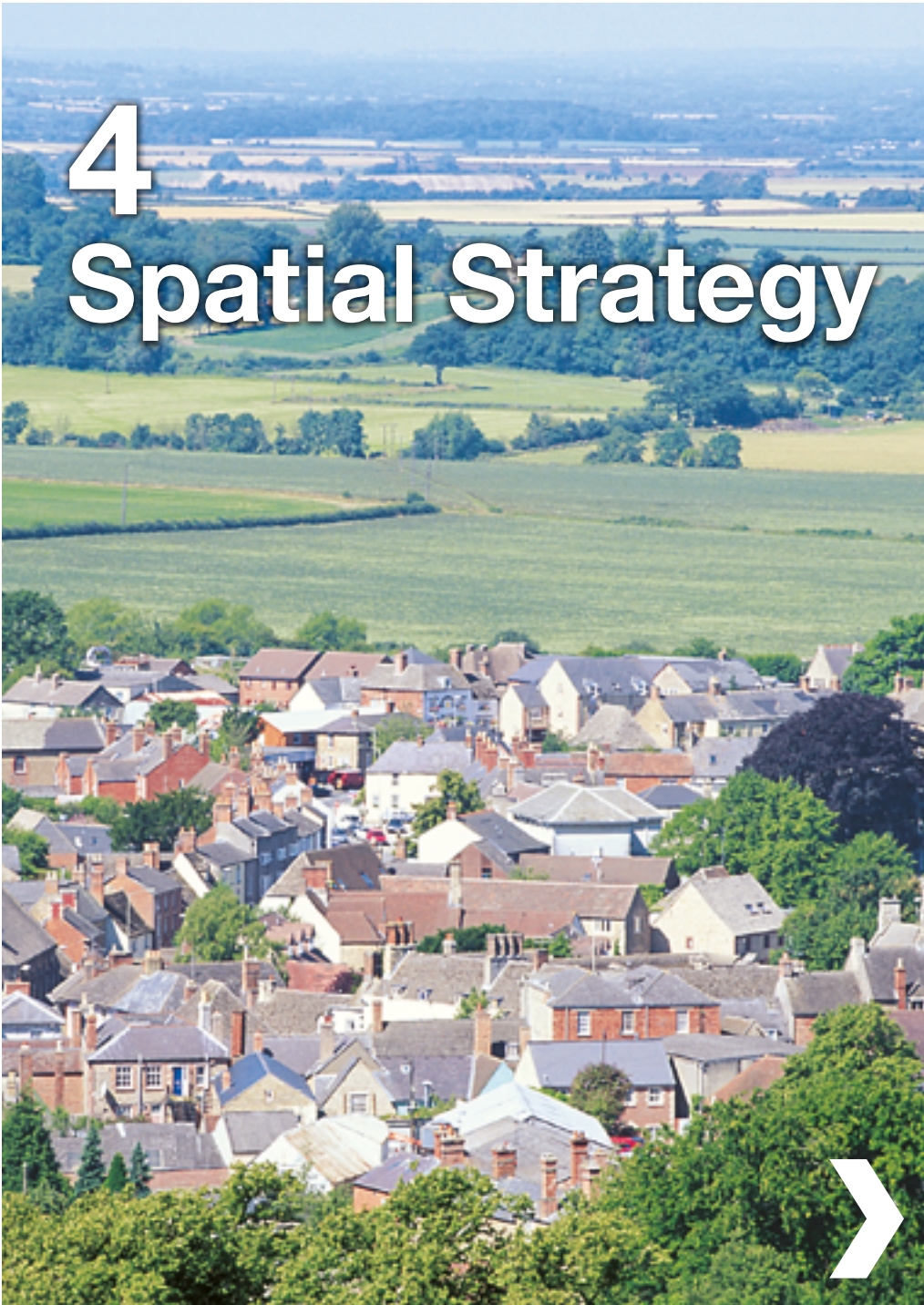
Overview

This chapter sets out our Spatial Strategy for the future shape of development across the Vale, which is called: 'Building on our strengths' (see **Figure 4.1**). This shows where new homes will be built, where opportunities to provide new jobs will be created, and where new infrastructure and services (such as new roads, schools, shops and leisure facilities) will be required.

The Spatial Strategy has three main strands. These seek to:

- focus sustainable growth within the Science Vale area
- reinforce the service centre roles of the main settlements across the district, and
- promote thriving villages and rural communities whilst safeguarding the countryside and village character.

The Spatial Strategy makes provision for growth of around 23,000 new jobs, 218 hectares of employment land, and at least 20,560 new homes, to be delivered during the plan period from 2011 to 2031.

The Spatial Strategy has been informed by the key challenges and opportunities facing the district outlined in Chapter 2 and will help us to deliver our vision and objectives outlined in Chapter 3.

Significant weight has been attached to ensuring our strategy delivers sustainable development and it has been informed by the Presumption in Favour of Sustainable Development (**Core Policy 1** – see Chapter 1).

4 Spatial Strategy

The Strategy

4.1   A common theme running through the strategy is the need to support the delivery of new housing and jobs to be complemented by new services, facilities and infrastructure – **Figure 4.1**.

4.2   The Spatial Strategy is underpinned by five core policies:

- **Core Policy 3: Settlement Hierarchy** – which classifies the settlements in the Vale according to their role and function.
- **Core Policy 4: Meeting our Housing Need** – which specifies the scale and location of new housing, ensuring development is built in the most appropriate locations.
- **Core Policy 5: Housing Supply Ring Fence** – which identifies a core area within Science Vale where new homes will be provided to achieve sustainable development in accordance with the Spatial Strategy. The area will have a separate housing land supply target from the rest of the district.
- **Core Policy 6: Meeting Business and Employment Needs** – which specifies the scale and location of opportunities for economic growth to ensure that sufficient new jobs are provided across the Vale in appropriate locations, and
- **Core Policy 7: Providing Supporting Infrastructure and Services** – to ensure new services and facilities are delivered alongside new housing and employment.

Sub-Area Strategies

4.3   We have also developed three **Sub-Area Strategies**, which give spatial expression to the strategy and ensure that it is locally distinctive and focused on each part of our district. These are set out in **Chapter 5 (See Figure 4.2)**. The three sub-areas are:

- **Abingdon-on-Thames and Oxford Fringe** – which covers the northern and north eastern part of the Vale, which have strong linkages with the city of Oxford. It contains the Market Town of Abingdon-on-Thames, the Local Service Centre of Botley and several Larger Villages including Cumnor, Drayton, East Hanney, Kennington, Kingston Bagpuize with Southmoor, Marcham, Radley, Steventon and Wootton. A large part of this area is located within the Oxford Green Belt.
- **South East Vale** – which includes much of the Science Vale area and contains the Market Town of Wantage, the Local Service Centre of Grove as well as a number of significant employment sites, including Harwell Campus, Milton Park and Didcot A Power Station. The area also contains a number of Larger Villages including Blewbury, East Hendred, Harwell, Harwell Campus, Milton and Sutton Courtenay.
- **Western Vale** – which is a more rural area stretching from the North Wessex Downs Area of Outstanding Natural Beauty (AONB) to the River Thames, containing the Market Town of Faringdon and several Larger Villages including East Challow, Shrivenham, Stanford-in-the-Vale, Uffington and Watchfield.

Science Vale

4.4   We are working jointly with South Oxfordshire District Council to plan for the Science Vale locality, which spans district boundaries. Additional delivery and implementation details for our proposals across the Science Vale locality will be included within the Local Plan 2031 Part 2. This is discussed more in **Chapter 5**.

District wide policies

4.5   We have developed district wide policies set out in **Chapter 6**, which apply across the Vale for specific issues. These policies are needed to complement the Spatial Strategy and Sub-Area Strategies to help ensure the Spatial Vision and Strategic Objectives can be successfully delivered. They build on, rather than duplicate, national guidance and are important to enable the determination of development proposals in a consistent manner.

4 Spatial Strategy

4.6 We have saved some policies from the Local Plan 2011, as identified in **Appendix G**. These policies remain relevant for planning for the Vale and we will continue to apply these saved policies for Development Management purposes until they are replaced by the Local Plan 2031 Part 2.

4 Spatial Strategy

Figure 4.1: 'Building on our strengths'- a sustainable strategy for the Vale of White Horse

> **The strategy will support the delivery of sustainable growth through three key strands:**

Focusing sustainable growth within the Science Vale area, by	Reinforcing the service centre roles of the main settlements across the district, by:	Promoting thriving villages and rural communities whilst safeguarding the countryside and village character, by:

• promoting Science Vale as a world-class location for science and technology-based enterprise and innovation, especially the Enterprise Zone sites at Milton Park and Harwell Campus
• allocating appropriate land for strategic housing growth to help improve the self-containment of the area. New homes will be delivered at five key locations:
  – Grove
  – Harwell and Milton Parishes, east of the A34
  – Harwell Campus
  – Milton Parish, west of the A34
  – Wantage
• supporting the redevelopment of surplus land at Didcot A Power Station
• delivering a comprehensive package of strategic and local infrastructure and services alongside the housing and employment growth, and
• working jointly with South Oxfordshire District Council to drive forward the delivery of high quality development across Science Vale including the provision of enabling infrastructure.
	• concentrating larger shopping, tourism and community facilities at Abingdon-on-Thames, Botley, Faringdon, Grove and Wantage to improve their vitality and ensuring they are widely accessible
	• focusing housing growth at the Market Towns, Local Service Centres and Larger Villages
	• allocating strategic housing growth at Abingdon-on-Thames and Faringdon, in addition to the growth within the Science Vale area, to strengthen their service centre roles, and
	• allocating land for strategic employment growth at Faringdon and Grove to complement the Science Vale sites and to provide jobs close to where people live.
		• allocating strategic housing growth at our Larger Villages of Harwell, Kingston Bagpuize with Southmoor, Radley, Shrivenham, Stanford-in-the-Vale and Sutton Courtenay to help maintain their vibrant communities
		• identifying appropriate housing requirements for the rural areas to inform neighbourhood plans or the Local Plan 2031 Part 2
		• focusing development within the rural areas to the Larger Villages, thus helping to maintain their vitality and the sustainability of local services, and
		• supporting appropriate development in the Smaller Villages to help meet the local needs of rural communities.

4 Spatial Strategy

Figure 4.2: Map showing the strategic growth across the three Sub-Areas within the Vale of White Horse District

Sub-Areas of the Vale

- Abingdon-on-Thames and Oxford Fringe
- South East Vale
- Western Vale

Constraints to development

- Green Belt
- Area of Outstanding Natural Beauty

- Market Town
- Local Service Centre
- Larger Village
- Smaller Village

Strategic Site Allocations	No. of Dwellings
1 North West Abingdon-on-Thames	200
2 North Abingdon-on-Thames	800
3 South Kennington (Parish of Radley)	270
4 North West Radley	240
5 East Sutton Courtenay	220
6 East of Kingston Bagpuize with Southmoor	280
7 North West Valley Park	800
8 Milton Heights	400
9 West of Harwell	200
10 Valley Park	2,550
11 Crab Hill, Wantage	1,500
12 Monks Farm, Grove	885
13 West of Stanford in the Vale	200
14 Land South of Park Road, Faringdon	350
15 East of Coxwell Road, Faringdon (Parish of Great Coxwell)	200
16 South Faringdon, (Parish of Great Coxwell)	200
17 South West Faringdon	200
18 North Shrivenham	500

Local Plan 2011 saved Allocations

A. Grove Airfield	2,500

Planned Economic Growth Areas

- B. Harwell Campus
- C. Milton Park
- D. Didcot Power Station

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km
0   5   10   15

4 Spatial Strategy

Settlement Hierarchy

4.7   The Settlement Hierarchy (**Core Policy 3**) defines the settlements across the Vale of White Horse District into four tiers based on an assessment of their facilities, characteristics and functional relationships with their surrounding areas[36]. Each tier of settlement has a different strategic role:

- Market Towns
- Local Service Centres
- Larger Villages, and
- Smaller Villages

4.8   The Local Plan 2031 protects and enhances the services and facilities provided by the Market Towns, Local Service Centres and our Larger Villages and ensures that any new facilities, homes and jobs are focused on these settlements. This will help to ensure the delivery of sustainable development because:

- these settlements provide the best range of services and facilities and new development will help to support and enhance them
- locating new homes in the communities with the best services and facilities will enable the residents in the new homes to access them by walking, cycling and public transport, so reducing the need to travel by car
- it will enable more affordable homes to be built where there is most need, and
- the main service providers, including the Oxfordshire Clinical Commissioning Group, the County Council and the emergency services, prefer this approach because it will help them to deliver their services more efficiently.

4.9   The settlement boundaries for Market Towns and Local Service Centres[37] are shown by the Adopted Policies Map. These boundaries may be reviewed and updated in the future either through the Local Plan 2031 Part 2, or neighbourhood plans.

36 Town and Village Facilities Study (2014), available at: www.whitehorsedc.gov.uk/evidence
37 There is no settlement boundary defined for Botley as the Oxford Green Belt provides a policy limit on development around the settlement.

4 Spatial Strategy

Core Policy 3: Settlement Hierarchy

Market Towns

Market Towns are defined as settlements that have the ability to support the most sustainable patterns of living within the Vale through their current levels of facilities, services and employment opportunities.

Market Towns have the greatest long-term potential for development to provide the jobs and homes to help sustain, and where appropriate, enhance their services and facilities to support viable and sustainable communities in a proportionate manner.

Local Service Centres

Local Service Centres are defined as larger villages or neighbourhoods to larger settlements with a level of facilities and services and local employment to provide the next best opportunities for sustainable development outside the Market Towns.

Larger Villages

Larger Villages are defined as settlements with a more limited range of employment, services and facilities. Unallocated development will be limited to providing for local needs and to support employment, services and facilities within local communities.

Smaller Villages

The Smaller Villages have a low level of services and facilities, where any development should be modest and proportionate in scale and primarily be to meet local needs.

The Settlement Classifications are:

Abingdon-on-Thames and Oxford Fringe Sub-Area:

Market Town:	Abingdon-on-Thames
Local Service Centre:	Botley
Larger Villages:	Cumnor, Drayton, East Hanney, Kennington, Kingston Bagpuize with Southmoor, Marcham, Radley, Steventon and Wootton
Smaller Villages:	Appleton, Dry Sandford, Farmoor, Frilford, Longworth, North Hinksey, Shippon, South Hinksey, Sunningwell, West Hanney and Wytham

South East Vale Sub-Area:

Market Town:	Wantage
Local Service Centre:	Grove
Larger Villages:	Blewbury, East Hendred, Harwell, Harwell Campus* Sutton Courtenay and Milton
Smaller Villages:	Appleford, Ardington, Chilton, Milton Heights**, Rowstock, Upton and West Hendred

Western Vale Sub-Area:

Market Town:	Faringdon
Larger Villages:	East Challow, Shrivenham, Stanford-in-the-Vale, Uffington and Watchfield
Smaller Villages:	Ashbury, Buckland, Childrey, Coleshill, Great Coxwell, Kingston Lisle, Little Coxwell, Littleworth, Longcot, Letcombe Regis and Shellingford

Those villages not included within the categories described above are considered to form part of the open countryside.

*Harwell Campus has facilities and services equivalent to a Larger Village.

**Milton Heights has facilities and services within a short walk that are equivalent to those offered by a Larger Village.

4 Spatial Strategy

Meeting our housing needs

4.10   The Local Plan 2031 Part 1 makes provision for 20,560 new homes to be delivered during the plan period (2011/12 to 2030/31; **Core Policy 4**). This reflects the Objectively Assessed Need for Vale of White Horse District Council as identified by the up-to-date Strategic Housing Market Assessment (SHMA) for Oxfordshire.

4.11   If or when required, any needs arising elsewhere in the Housing Market Area, will be addressed by timely and effective cooperative working in accordance with **Core Policy 2** (see **Chapter 1**).

Sources of housing supply

4.12   A number of sources of housing supply will ensure a continuous supply of housing delivery across the plan period. These sources include:

- strategic allocations made within this plan
- retained Local Plan (2011) allocations
- existing planning commitments
- additional sites to be identified through neighbourhood plans, or identified through the Local Plan 2031 Part 2, and
- sites not yet identified that will come forward through the development management process in accordance with the policies set out in the Local Plan 2031. These are sometimes known as 'windfalls'.

4.13   The strategic allocations (listed in **Core Policy 4** and outlined in more detail within the Sub-Area Strategies) are central to the delivery of the Local Plan 2031 and the Strategic Objectives for the Vale.

4.14   To identify the strategic allocations, we have followed a comprehensive selection process, which began with an assessment of land surrounding each of our most sustainable settlements and key business parks. This helped to identify the broad locations that offered the most suitable locations for development, which were then comprehensively tested, including by the Sustainability Appraisal, Evaluation of Transport Impacts Study, Viability Study, Landscape Study and review of responses to earlier stages of consultation[38].

4.15   The scale of development on these strategic sites will enable infrastructure to be provided that offers wider benefits to their local areas.

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38 More information about how we have selected the strategic allocations is set out in our Topic Papers available from the Council website: http://www.whitehorsedc.gov.uk/java/support/Main.jsp?MODULE=FolderView&ID=627981346&CODE=5C4C901196E98386319052F2DED5F64A&NAME=02+TOP+-+Topic+Papers&REF=Local%20Plan%202031%20Part%201%20Examination%20Library

4 Spatial Strategy

Core Policy 4:
Meeting Our Housing Needs

The housing target for the Vale of White Horse District is for at least 20,560 homes to be delivered in the plan period between 2011 and 2031[a]. 12,495 dwellings will be delivered through strategic allocations. 1,840 dwellings remain to be identified and will be allocated through the Local Plan 2031 Part 2 or Neighbourhood Development Plans or through the Development Management process. The contribution of all sources of housing supply are shown by the following table:

Category		Number of Dwellings
Housing requirement for the full plan period (Apr 2011 to Mar 2031)		20,560[a]
Housing Completions (Apr 2011 to Mar 2016)		3,065
Housing Supply (Apr 2016 to Mar 2031)	Known Commitments	4,468
	Local Plan 2031 Part 1 allocations	12,495
	Local Plan 2031 Part 2 allocations	1,000[b]
	Windfalls	840

[a] This target addresses needs arising in the Vale of White Horse. If or when required, needs arising elsewhere in the Housing Market Area, will be addressed by timely and effective cooperative working in accordance with Core Policy 2.
[b] The Local Plan Part 2 allocation will be reduced where dwellings are allocated in Neighbourhood Development Plans or come forward through the Development Management Process.

Strategic Allocations-
Development will be supported at strategic site allocations where it meets the requirements set out within the Site Development Templates shown by **Appendix A** and in accordance with the policies of the Development Plan taken as a whole. The following tables show how the level of housing required through strategic development sites will be distributed:

Abingdon-on-Thames and Oxford Fringe Sub-Area:

Settlement/ Parish	Settlement/ Type	Site Name	Number of Dwellings
Abingdon-on-Thames	Market Town	North of Abingdon-on-Thames	800
		North-West of Abingdon-on-Thames	200
Kingston Bagpuize with Southmoor	Larger Village	East of Kingston Bagpuize with Southmoor	280
Radley		North-West of Radley	240
		South of Kennington	270
Sub total			1,790

4 Spatial Strategy

> ## Core Policy 4:
> ## Meeting Our Housing Needs

South East Vale Sub-Area:

Settlement/ Parish	Settlement/ Type	Site Name	Number of Dwellings
Wantage	Market Town	Crab Hill[c] (North East Wantage and South East Grove)	1,500
Grove	Local Service Centre	Grove Airfield[c,d]	2,500
		Monks Farm (North Grove)	885
Harwell and Milton Parishes east of the A34 adjoining Didcot Town	Adjoining Didcot Town	Valley Park[f]	2,550
		North-West of Valley Park	800
Harwell	Larger Village	West of Harwell	200
Milton Parish west of the A34		Milton Heights (Smaller Village)	400
Sutton Courtenay		East of Sutton Courtenay	220
Sub total			9,055

Western Vale Sub-Area

Settlement/ Parish	Settlement/ Type	Site Name	Number of Dwellings
Faringdon	Market Town	Land South of Park Road, Faringdon[c]	350
		South-West of Faringdon	200
Great Coxwell Parish	Adjoining Faringdon Market Town	East of Coxwell Road Faringdon[c]	200
		South of Faringdon	200
Shrivenham	Larger Village	North of Shrivenham	500
Stanford-in-the-Vale		West of Stanford-in-the-Vale	200
Sub total			1,650

[c] These sites have 'Resolution to Grant' planning permission subject to legal agreement as at Sept 2014

[d] Saved Local Plan 2011 Allocation

4 Spatial Strategy

> ## Core Policy 4:
> ## Meeting Our Housing Needs

Development at Market Towns, Local Service Centres and Larger Villages
There is a presumption in favour of sustainable development within the existing built area of Market Towns[e], Local Service Centres[e] and Larger Villages in accordance with Core Policy 1.

Development outside of the existing built area of these settlements will be permitted where it is allocated by the Local Plan 2031 Part 1 or has been allocated within an adopted Neighbourhood Development Plan or future parts of the Local Plan 2031. This development must be adjacent, or well related, to the existing built area of the settlement or meet exceptional circumstances set out in the other policies of the Development Plan and deliver necessary supporting infrastructure.

Development at Smaller Villages

At the Smaller Villages, limited infill development may be appropriate within the existing built areas of these settlements, or if it is allocated within an adopted Neighbourhood Development Plan or future parts of the Local Plan 2031. Proposals for limited infill development will be supported where they are in keeping with local character and are proportionate in scale and meet local housing needs, and/ or provide local employment, services and facilities.

Open Countryside
Development in open countryside will not be appropriate unless specifically supported by other relevant policies as set out in the Development Plan or national policy.

[e] As defined by the Settlement Boundaries shown by the Adopted Policies Map
[f] The allocation at Valley Park has the capacity to deliver more housing subject to further appropriate infrastructure improvements. Housing which is in addition to the 2,550 homes is expected to be delivered after 2031

4 Spatial Strategy

❯ Housing supply ring-fence

4.16   The Oxfordshire Strategic Economic Plan[39] identifies Science Vale as one of three key growth areas on the 'Oxfordshire Knowledge Spine', with significant potential to build on the extensive existing research infrastructure and the designated Enterprise Zone. The wider strategy of the Local Economic Partnership includes supporting economic growth to ensure that we maximise the potential of this important area.

4.17   Further analysis[40] of the economic forecasts prepared for the Oxfordshire Housing Market Area[41] indicates that around 15,850, or almost 70%, of the 23,000 new jobs forecast for the district to 2031 are likely to be located in the Science Vale area. New scientific and research jobs will principally be provided at the two Enterprise Zone sites at Harwell Campus and Milton

Park. There will also be significant general business and indirect service sector employment growth that is likely to locate in the surrounding business locations, such as Williams F1 in Grove and the Didcot A site, and in the main town centres including Wantage.

4.18   It is the jobs being created in Science Vale that generate the need for a significant proportion of the houses required in the district. The majority (almost 75%) of our strategic housing growth is allocated within close proximity to these key Science Vale business locations. Our plans for significantly enhancing and delivering new infrastructure are also focused on the Science Vale area to enable our growth potential to be realised. This infrastructure cannot currently be delivered without the planned housing.

4.19   The Council is therefore adopting a 'ring-fence' approach to

housing supply to help ensure that jobs, homes and infrastructure are provided together. This will help to achieve sustainable development by minimising the need to travel and the burden on transport networks. The central planning justification for the ring fence is that it supports the delivery of our Local Plan Spatial Strategy focus on development in Science Vale. The ring fence serves to concentrate housing growth and infrastructure investment in this location and reinforces our commitment to the Spatial Strategy. In doing so it also improves our ability to seek external funding to support infrastructure delivery and accelerate housing growth.

4.20   The funding of Science Vale infrastructure will include significant contributions from housing development. Enabling loans to be repaid from future Enterprise Zone business rates will help deliver infrastructure earlier than might

otherwise be achieved.   If housing growth does not take place in the ring fence area, Enterprise Zone and other business growth prospects would be harmed and business rates' contributions to infrastructure provision jeopardised.

4.21   The ring-fence area encompasses the Science Vale geographical area, as shown on **Figure 4.3**. This area complements the Didcot ring-fence in the adopted South Oxfordshire Core Strategy, and will support the delivery focus of growth at Science Vale. Growth in both districts will contribute to the shared strategic infrastructure package set out in the Council's Infrastructure Delivery Plan.

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39 Oxfordshire Local Enterprise Partnership (LEP) (2014) *Strategic Economic Plan*- http://www.oxfordshirelep.org.uk/
40 GL Hearn (2014) Science Vale Housing and Employment Study draft report, Vale of White Horse District Council (June 2014)
41 *Economic Forecasting to Inform the Oxfordshire Strategic Economic Plan and Strategic Housing Market, Assessment* (Cambridge Economics February 2014)

4.22   The housing supply calculation will be undertaken on two separate areas: the ring fence area as set out in this policy and the rest of the district, with each of the areas having its own housing target and monitoring approach. The respective housing targets, ring fence 11,850 dwellings and rest of district 8,710 dwellings equate to the housing requirement for the whole of the district as identified within **Core Policy 4**. The approach taken to each of the supply areas, Liverpool* for the ring fence area and Sedgefield** for the rest of district area, will ensure the delivery of housing within the Science Vale area is assessed over a longer period with the economic and housing needs coming forward in parallel. The Council is therefore ensuring there is a boost in housing supply whilst a balance is struck in the delivery of economic and housing needs in the Science Vale area. The two supply calculations are combined to provide a district wide calculation.

*The Liverpool approach seeks to meet a backlog of housing supply by spreading it evenly over the whole plan period.

**The Sedgefield approach seeks to meet a backlog of housing supply within the first five years.

4 Spatial Strategy

> **Core Policy 5: Housing Supply Ring-Fence**

The Council will employ a ring-fence approach to housing delivery in the Science Vale area as shown by **Figure 4.3** and set out on the Adopted Policies Map.

For the purposes of the assessment of housing land supply, the ring-fence area will be treated as a separate sub-area with a housing requirement of 11,850 homes in the plan period (593 homes per annum) in support of the 15,850 jobs planned in this sub-area and as a contribution towards the district's housing need set out in **Core Policy 4.**

The supply calculations for the ring-fence area and the rest of district area will be combined to provide a district wide calculation.

Any proposals for development within the ring fence area, whether a five year housing supply is in place or not, will still need to demonstrate conformity with relevant national and local policy.

Figure 4.3: Housing supply ring-fence area
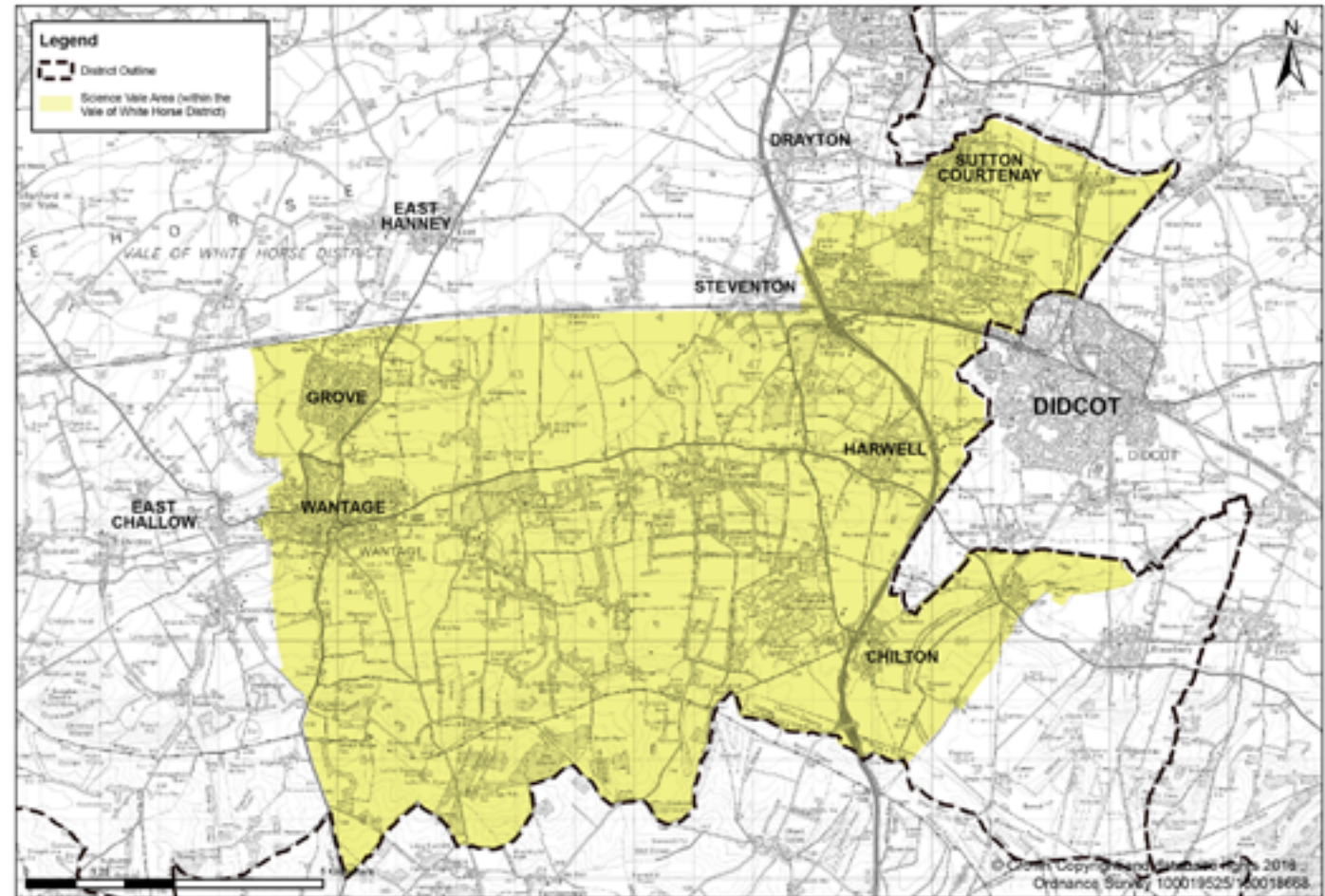
4 Spatial Strategy

❯ Meeting business and employment needs

4.23 Overall demand for employment land in the Vale is strong due to a combination of local assets, including: excellent quality of environment; high-quality research and science facilities; a large catchment pool of skilled labour; and existing science and business parks with growth aspirations and where the demand for growth is expected to remain buoyant throughout the plan period[42].

4.24 This strategy makes provision for around 218 hectares of strategic employment land for new employment development in accordance with our assessed needs, set out in our Employment Land Review[43] and it is anticipated that this will deliver approximately 23,000 jobs between 2011 and 2031. This land will be provided by a combination of different sites including:
- provision of employment land as part of mixed use urban extensions
- sites covered by the adopted Milton Park Local Development Order, and
- vacant and developable land retained from Vale Local Plan 2011 allocations for employment land.

4.25 Employment provision within the Vale is led by Science Vale, and in particular, the Enterprise Zone sites at Milton Park and Harwell Campus. Milton Park is a large science park and a major regional and national hub for knowledge-intensive industries. Harwell Campus is home to a number of world leading science research facilities including, for example, the Rutherford Appleton Laboratory and the European Space Agency. Milton Park and Harwell Campus account for 156 hectares of the identified demand for new employment land.

4.26 Additional detail to assist the delivery and implementation of growth across the Didcot Garden Town area will be set out in the Local Plan 2031 Part 2.

4.27 Overall the employment provision within the Science Vale area accounts for around 15,850 projected jobs, which equates to around 70 % of the planned total for the district.

4.28 There is an adopted Local Development Order (LDO) for Milton Park[44] that allows for the intensification and expansion of the existing site. The LDO is designed to allow development within the B1, B2 and B8 use classes. It also permits elements of other uses so long as they support the vitality and viability of the park and complement the primary business uses. A map showing the area covered by the LDO and the area covered by saved Policy E5 (which is slightly smaller) is provided in **Appendix C.**

4.29 Employment land will also be provided as part of mixed-use strategic sites at Land South of Park Road, Faringdon and Monks Farm, North Grove. This employment land will help to ensure that jobs are available close to people's homes.

4.30 The strategy identifies that the Didcot A Power Station site is an appropriate location for employment development to contribute to the 218 hectares to be provided. The size of this site could also provide additional land, and/ or accommodate mixed-use development, over and above the identified requirement, in the latter stages of the plan period. Any development on this site should come forward in accordance with **Core Policy 16: Didcot A Power Station**.

4.31 Policy CSEM2 of the adopted South Oxfordshire Core Strategy[45] indicates that 6.5 hectares of employment land will be provided at Didcot, within the Vale of White Horse District, in order to help meet the town's needs. This 6.5 hectares is included within the 28 hectares to be provided at Milton Park and contributes towards the identified requirement of 218 hectares for the Vale of White Horse District.

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42 URS (2012) Vale of White Horse Employment Land Review Update
43 URS (2012) Vale of White Horse Employment Land Review Update
44 Milton Park Local Development Order, December 2012, available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/milton-park-local-development-order
45 South Oxfordshire District Council, South Oxfordshire Core Strategy, December 2012, available at: http://www.southoxon.gov.uk/services-and-advice/planning-and-building/planning-policy/core-strategy/adopted-core-strategy

4   Spatial Strategy

❯ Core Policy 6: Meeting Business and Employment Needs

218 hectares of land is identified for future employment development on the following strategic sites and saved Vale Local Plan 2011 allocations.

Site Name	Sub-Area	Type of Site	Available Development Land (Hectares)
Milton Park	South East Vale	Saved Local Plan 2011 allocation	28*
Harwell Campus		Saved Local Plan 2011 allocation	93 (Enterprise Zone)
			35 (Outwith EZ)
Monks Farm, North Grove		New mixed use strategic allocation	6
Didcot A		Identified future potential supply	29**
South of Park Road, Faringdon	Western Vale	New mixed use strategic allocation	3
		Other saved Local Plan 2011 allocations	24.2
Total			218

*The 28 hectares to be provided at Milton Park includes sites covered by the Local Development Order (LDO) which are not within the area of the Local Plan 2011 allocation. A map showing the extent of the LDO and the area of the Local Plan 2011 allocation is included at **Appendix C**.

** The Didcot A Power Station site consists of around 47 hectares for potential redevelopment. The Employment Land Review recommends that 29 hectares of this land should be identified for employment development. Development at this site should be considered in accordance with **Core Policy 16: Didcot A Power Station**.

Employment and business development as part of mixed-use development will be supported at Monks Farm, Grove and South of Park Road, Faringdon where this meets the requirements set out within the Site Development Templates shown by **Appendix A**, and in accordance with the Sub-Area Strategies.

The other saved Vale Local Plan 2011 employment allocations are:

Site Name	Sub-Area	Available Development Land (Hectares)
Abingdon Business Park at Wyndyke Furlong	Abingdon/ Oxford Fringe	0.7
Abingdon Science Park at Barton Lane		0.7
Cumnor Hill		0.3
Wootton Business Park		1.5
Milton Hill Business and Technology Park	South East Vale	11.2
Grove Technology Park		5.4
Land adjacent to A420 (4&20 site), Faringdon	Western Vale	4.2
Land north of Park Road (HCA site), Faringdon		0.2
Total		24.2

Continued overleaf

4   Spatial Strategy

> ## Core Policy 6: Meeting Business and Employment Needs

Proposals for employment related development on unallocated sites will be supported in accordance with **Core Policy 28: New Employment Development on Unallocated Sites**. In addition to the sites identified for new employment development, a number of existing strategic employment sites have been identified in the Sub-Area Strategies. These sites will be safeguarded for employment uses in accordance with **Core Policy 29: Change of Use of Existing Employment Land and Premises.**

Addressing the needs for retailing

4.32   The focus of Vale's existing retail offering occurs in the three historic Market Towns of Abingdon-on-Thames, Wantage and Faringdon. One of the Strategic Objectives of this Local Plan 2031 is to maintain and enhance the vitality and viability of the existing centres in these settlements.

4.33   It is important that existing centres remain active and vibrant in light of changing trends. The historically and naturally constrained nature of Vale's Market Towns limits the potential for significant retail expansion to accommodate the district's need up to 2031.

4.34   It is key that retail development is provided in the most sustainable locations, close to where people live and work. In Abingdon-on-Thames, the redevelopment of the Abbey Shopping Centre and Charter area, phase one of which has been completed, continues to be a priority

for the Council and is set out in **Core Policy 10**: **Abbey Shopping Centre and the Charter, Abingdon-on-Thames**.

4.35   The Council continues to support the steering committees of both Wantage and Faringdon Neighbourhood Development Plans who seek to expand on their current retail offering in line with the expected need for the plan period.

4.36   Vale's strategy identifies a significant level of housing growth to occur in the South East Vale Sub-Area and in particular on land to the west of Didcot, the town centre of which is located in South Oxfordshire. Vale of White Horse and South Oxfordshire District Councils will continue to work together through the 'duty-to-cooperate' to ensure that the cumulative retail need arising for the wider Didcot area from new strategic site allocations can be successfully delivered through the continued expansion of the Orchard Centre in the town centre and through the new district centre at Great Western Park.

4 Spatial Strategy

4.37   Outside of the main towns, Botley is strategically well located on the western edge of Oxford City. The upgrading of its central area is a priority of the Council, and is supported by **Core Policy 11: Botley Central Area.** A new local shopping centre is planned for the strategic site at Grove airfield also to provide for future growth in the area. This will complement the existing centre at Millbrook Square.

4.38   Some of the larger strategic site allocations within the district may be capable of providing some retail provision to predominantly cater for the day-to-day needs of their immediate residents. Such schemes will need to demonstrate that they will not undermine the vitality and viability of the retail provision in the Market Towns and Didcot.

4.39   **Core Policy 32**: **Retail Development and other Main Town Centre Uses** provides greater detail on how retail development, along with other main town centre uses are to be provided in the district.

Providing supporting infrastructure and services

4.40   Successful infrastructure delivery is important to ensure the wider aims of this strategy can be met. These include delivering sustainable growth across the Vale.

4.41   Infrastructure can cover a range of services and facilities. These can include:

- physical and transport infrastructure such as roads, bus services, water, drainage, waste management, sewage treatment and utility services
- social infrastructure such as education, health facilities, social services, emergency services and other community facilities such as libraries and cemeteries, and
- Green Infrastructure such as parks, allotments, footpaths, play areas and natural and amenity green space.

4.42   Delivery of certain types of infrastructure will be more important to development coming forward than others:

Essential infrastructure is that which is required to make development happen in a timely and sustainable manner. Such infrastructure is therefore needed to ensure that impacts of development are mitigated and that new development comes forward with necessary supporting facilities. Not investing in this infrastructure may well result in delays to development coming forward. Examples of essential infrastructure associated with developments are roads, public transport improvements, schools and foul water treatment upgrades.

Other infrastructure is that which is important to meet the overall cumulative needs of developments, but is not seen as likely to prevent an individual development coming forward in the short-term.

4.43   Any new development increases the use of, or demand for, existing services and facilities. Where new homes or jobs are developed and there is insufficient capacity to meet additional demand it is critical that essential infrastructure is provided to meet the demand created.

4.44   Infrastructure delivery is important to ensure new development is sustainable and this is particularly important across the Science Vale area. This is where around 70 % of our projected jobs and 75 % of our strategic housing is directed. Essential strategic highway infrastructure has been identified to support the identified growth across Science Vale and this is discussed further within the South East Vale Sub-Area.

4 Spatial Strategy

4.45 New services and facilities should be planned to meet the demand created by new development and be delivered at appropriate timescales. This will ensure that the needs of both the existing community and future residents are provided for. We will therefore only grant planning permission for new development once the delivery of infrastructure within appropriate timescales has been secured.

4.46 Infrastructure has been traditionally provided or funded by developers through legal agreements under Section 106 of the Town and Country Planning Act (1990). The Community Infrastructure Levy (CIL) was introduced in the Planning Act 2008 and defined in the CIL Regulations 2010 (as amended). CIL provides a tariff that local authorities can levy on new development, thus providing more certainty over development costs. Vale of White Horse District Council is preparing a

CIL Charging Schedule alongside the Local Plan 2031 Part 1. The Council's approach to infrastructure is also set out in more detail in the Delivering Infrastructure Strategy[46].

4.47 One of the steps in the process of introducing CIL is to identify the infrastructure that is needed to support future growth and how much it is likely to cost. An Infrastructure Delivery Plan (IDP) has been prepared in support of the Local Plan 2031 Part 1[47].

4.48 The requirement to provide new or enhanced infrastructure must not be so onerous as to render development unviable, taking into account other policy requirements such as affordable housing provision. For this reason an independent viability study has been carried out to inform this strategy and the IDP[48].

4.49 Effective partnership working is essential between public, private and voluntary sectors to ensure infrastructure is efficiently provided and maintained. The Council continues to work closely with a range of stakeholders, including: the Environment Agency, Highways England, Oxfordshire County Council, Oxfordshire Clinical Commissioning Group, Oxfordshire Local Economic Partnership (LEP), Thames Water and Town and Parish Councils.

46 http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/delivering-infrastructure
47 A separate IDP will also be prepared to accompany Local Plan 2031 Part 2
48 www.whitehorsedc.gov.uk/evidence

4 Spatial Strategy

❯ Core Policy 7: Providing Supporting Infrastructure and Services

All new development will be required to provide for the necessary on-site and, where appropriate, off-site infrastructure requirements arising from the proposal. Infrastructure requirements will be delivered directly by the developer and/or through an appropriate financial contribution prior to, or in conjunction with, new development. Where appropriate, developers will be expected to collaborate on the provision of infrastructure which is needed to serve more than one site. In ensuring the timely delivery of infrastructure requirements, development proposals must demonstrate that full regard has been paid to the Infrastructure Delivery Plan and all other relevant policies of this plan.

If infrastructure requirements could render the development unviable, proposals for major development should be supported by an independent viability assessment on terms agreed by the relevant parties including the Council and County Council, and funded by the developer. This will involve an open book approach. Where viability constraints are demonstrated by evidence, the Council will:

i. prioritise developer contributions for essential and then other infrastructure in line with the definitions as set out in paragraph 4.42 and the detail of requirements outlined in the IDP, and/or

ii. use an appropriate mechanism to defer part of the developer contributions requirement to a later date, or

iii. as a last resort, refuse planning permission if the development would be unsustainable without inclusion of the unfunded infrastructure requirements taking into account reasonable contributions from elsewhere including CIL

The Council's Delivering Infrastructure Strategy will include both a CIL Charging Schedule and a Supplementary Planning Document for Section 106 and Section 278 legal agreements that will provide more detail about its approach to securing developer contributions.

Upon adoption of the CIL Charging Schedule, CIL will be used to pool developer contributions towards a wide range of new and improved infrastructure necessary to deliver new development.

Where not covered by the CIL Charging Schedule, infrastructure and services, including provision for their maintenance, should be delivered directly by the developer through the development management process and in accordance with the Regulation 122 Tests*.

Infrastructure and services will be sought through the negotiation of planning obligations, conditions, levy, undertaking and/or other agreement as secured through the planning permission, to mitigate the direct impacts of development and secure its implementation.

* The Community Infrastructure Levy Regulations 2010.

5 Sub-Area Strategies

Overview

This chapter sets out the Sub-Area Strategies that apply to different parts of the Vale to help us plan effectively and help ensure the plan is locally distinctive. The three sub-areas are:

> **Abingdon-on-Thames and Oxford Fringe** – which covers the northern and north eastern parts of the Vale that have strong linkages with the city of Oxford. This area contains the Market Town of Abingdon-on-Thames, the Local Service Centre of Botley and several Larger Villages including Cumnor, Drayton, East Hanney, Kennington, Kingston Bagpuize with Southmoor, Marcham, Radley, Steventon and Wootton. A large part of this Sub-Area is located within the Oxford Green Belt.

> **South East Vale** – which includes most of the Science Vale area and contains the Market Town of Wantage, the Local Service Centre of Grove as well as a number of significant employment sites, including Harwell Campus, Milton Park and Didcot A Power Station. The area also contains part of the North Wessex Downs Area of Outstanding Natural Beauty (AONB), which stretches along the south of the district and a number of Larger Villages including Blewbury, East Hendred, Harwell, Harwell Campus, Milton and Sutton Courtenay.

> **Western Vale** – which is a more rural area stretching from the North Wessex Downs (AONB) to the River Thames, containing the Market Town of Faringdon and several Larger Villages including East Challow, Shrivenham, Stanford-in-the-Vale, Uffington and Watchfield.

Vale of White Horse District Council

5 Sub-Area Strategies

Abingdon-on-Thames and Oxford Fringe Sub-Area Strategy

Introduction

5.1 The Abingdon-on-Thames and Oxford Fringe Sub-Area lies in the north of the Vale District (**Figure 5.1**). It has strong functional links with the city of Oxford and over 40 % of the Sub-Area is located within the Oxford Green Belt. The Sub-Area provides housing for residents working in Oxford and also functions as a significant employment area in its own right. The Sub-Area has good access to the strategic road network, including the A34 and A420.

5.2 The Market Town of Abingdon-on-Thames is the largest settlement in the Sub-Area. It benefits from an attractive frontage to the River Thames and an historic town centre. The second largest settlement in the Sub-Area is Botley, which is located on the south-western edge of Oxford, and consists of parts of the North Hinksey and Cumnor parishes. Botley has strong links with the city of Oxford and also functions as a Local Service Centre in its own right. The Oxford Brookes University Harcourt Hill Campus is located nearby in North Hinksey.

5.3. The Abingdon-on-Thames and Oxford Fringe Sub-Area contains a network of attractive rural villages, which include the Larger Villages of Cumnor, Drayton, East Hanney, Kingston Bagpuize with Southmoor, Kennington, Marcham, Radley, Steventon and Wootton.

5.4 The Sub-Area is a highly sustainable location for development, particularly due to its proximity to the city of Oxford and excellent public transport connectivity.

5.5 To help ensure our vision for the Vale of White Horse is achieved, our over-arching priority for the area is to maintain the service and employment centre roles for Abingdon-on-Thames and Botley, whilst ensuring future growth is managed to minimise any pressure on the highway network and to respect the overarching purposes of the Oxford Green Belt.

5.6 This section sets out:
- **how the Sub-Area will change by 2031, and**
- **our strategic policies to address the key challenges and opportunities identified in this Sub-Area:**

Building healthy and sustainable communities
Core Policy 8: Spatial Strategy for the Abingdon-on-Thames and Oxford Fringe Sub-Area – which sets out our strategic site allocations for this area.

Supporting economic prosperity
Core Policy 9: Harcourt Hill Campus – which supports appropriate and sustainable development to meet future business needs of the University.

Core Policy 10: Abbey Shopping Centre and the Charter, Abingdon-on-Thames – which supports the redevelopment of this area to enhance the retail offer within the town.
Core Policy 11: Botley Central Area – which supports the redevelopment of this area to provide for new retail, leisure and commercial provision.

Supporting sustainable transport and accessibility
Core Policy 12: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area – which seeks to protect land needed for the delivery of highway schemes within the area.

5 Sub-Area Strategies

Protecting the environment and responding to climate change

Core Policy 13: The Oxford Green Belt – which seeks to protect the land that continues to meet the five purposes of Green Belt and maintaining the setting of and managing the growth of the city of Oxford.

Core Policy 14: Strategic Water Storage Reservoirs – which safeguards land for the provision of a reservoir to assist with the management of water supply in the South East of England, should this be needed.

Figure 5.1: Abingdon-on-Thames and Oxford Fringe Sub-Area

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Strategic Site Allocations	No. of Dwellings
1 North West Abingdon-on-Thames	200
2 North Abingdon-on-Thames	800
3 South Kennington (Parish of Radley)	270
4 North West Radley	240
6 East of Kingston Bagpuize with Southmoor	260

How the Abingdon-on-Thames and Oxford Fringe Sub-Area will change by 2031

The Abingdon-on-Thames and Oxford Fringe Sub-Area will continue to provide an attractive place to live, with development carefully managed and the overarching purposes of the Oxford Green Belt protected.

Abingdon-on-Thames will continue to function as an important service and employment centre within the district. The historic character of the town centre will have been maintained and the Abbey Shopping Centre and Charter Area will have been comprehensively and attractively redeveloped.

Botley will continue to function as a thriving community on the western edge of Oxford and new housing will have been sensitively designed to complement the attractive environments of Cumnor Hill and North Hinksey village. The centre of Botley will be enhanced and modernised to function as a safe and vibrant Local Service Centre and the Seacourt Retail Park will have maintained its own identity.

Oxford Brookes University Harcourt Hill Campus will be sensitively modernised to continue to provide further education and sports facilities to students and local residents. The area will also be successfully linked by public transport and a network of footpaths and cycle routes.

Joint working with Oxford City Council, Oxfordshire County Council, Highways England and other neighbouring authorities will have identified a long-term solution to traffic management around Oxford, the A34, and in Abingdon-on-Thames and Botley.

The countryside and villages will have maintained their distinctive character and will be much enjoyed by residents, workers and visitors to the Vale. Growth within the Larger Villages will have helped to maintain or enhance their services and to provide for residents' day-to-day needs. New residents in the villages will be helping to sustain the services and social life of the rural communities.

Strategic policies for the Abingdon-on-Thames and Oxford Fringe Sub-Area

❯ **Building healthy and sustainable communities**

5.7   Abingdon-on-Thames is our largest settlement: it has the largest range of services and facilities, a good employment base, excellent public transport links to Oxford and beyond, and it has the highest need for affordable housing across the Vale. For this reason, land is identified to the north of the town that is deemed to be sustainable for strategic growth.

5.8   The strategic development to the north of Abingdon-on-Thames will provide much needed housing in our most sustainable settlement and help to facilitate the delivery of an upgrade to the A34 junction at Lodge Hill. This not only provides access to the strategic road network but would also help to alleviate existing traffic issues within the town.

5.9   A number of sites are also allocated for strategic growth at the Larger Villages of Kennington (within Radley Parish), Kingston Bagpuize with Southmoor and Radley. These villages are suitable locations for development in the Vale, with comparatively high levels of services and facilities, good public transport connectivity with opportunities for improvement and good access to a wide range of employment.

5.10   The strategic sites will be designed to integrate successfully with the local community and to minimise any harmful effects. Appropriate infrastructure, such as open space, leisure provision and new services and facilities will all be delivered alongside the housing.

5.11   Our strategy for meeting our housing needs in this Sub-Area is set out in **Core Policy 8: Spatial Strategy for the Abingdon-on-Thames and Oxford Fringe Sub-Area**.

5 Sub-Area Strategies
Abingdon-on-Thames and Oxford Fringe

❯ Core Policy 8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area

Our over-arching priority for this Sub-Area is to maintain the service and employment centre roles for Abingdon-on-Thames and Botley and ensure growth is managed to minimise pressure on the highway network, whilst protecting the Oxford Green Belt.

Development in the Abingdon-on-Thames and Oxford Fringe Sub-Area should be in accordance with the Settlement Hierarchy set out in **Core Policy 3**:

Market Town:	Abingdon-on-Thames
Local Service Centre:	Botley
Larger Villages:	Cumnor, Drayton, East Hanney, Kennington, Kingston Bagpuize with Southmoor, Marcham, Radley, Steventon and Wootton
Smaller Villages:	Appleton, Dry Sandford, Farmoor, Frilford, Longworth, North Hinksey, Shippon, South Hinksey, Sunningwell, West Hanney and Wytham

Housing Delivery

At least 5,438 new homes will be delivered in the plan period between 2011 and 2031. 1,790 dwellings will be delivered through strategic allocations. 962 dwellings remain to be identified and will be allocated through the Local Plan 2031 Part 2 or Neighbourhood Development Plans or through the Development Management process. The contribution of all sources of housing supply for this Sub-Area are shown in the following table:

Category		Number of Dwellings
Housing requirement for the full plan period (Apr 2011 to Mar 2031)		5,438[a]
Housing Completions (Apr 2011 to Mar 2016)		1,175
Housing Supply (Apr 2016 to Mar 2031)	Known Commitments	2,011
	Local Plan 2031 Part 1 allocations	1,790
	Local Plan 2031 Part 2 allocations	722[b]
	Windfalls	240

[a] This target addresses needs arising in the Vale of White Horse. If or when required, needs arising elsewhere in the Housing Market Area, will be addressed in accordance with **Core Policy 2**.
[b] The Local Plan Part 2 allocation identified in the above table will be reduced where dwellings are allocated in Neighbourhood Development Plans or come forward through the Development Management Process.

> ## Core Policy 8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area

Strategic Allocation

Development will be supported at the strategic site allocations through a masterplanning process involving the community, local planning authority, developer and other stakeholders where development meets the requirements set out within the Site Development Templates shown by **Appendix A** and are in accordance with the Development Plan taken as a whole. The following table shows how the level of housing required within this Sub-Area through strategic development sites will be distributed:

Part 1 Allocations

Settlement/ Parish	Settlement Type	Site Name	Number of Dwellings
Abingdon-on-Thames	Market Town	North Abingdon-on-Thames	800
		North West Abingdon-on-Thames	200
Kingston Bagpuize with Southmoor	Larger Villages	East Kingston Bagpuize with Southmoor	280
Radley		North West Radley	240
		South of Kennington	270
Total			1,790

Employment

3.20 hectares of employment land is identified for future business and employment growth in accordance with **Core Policy 6**. In addition, the following strategic employment sites will be safeguarded for employment use in line with **Core Policy 29**.

Strategic employment sites:

Abingdon-on-Thames:

Ashville Trading Estate, Abingdon Business Park, Nuffield Way, Drayton Road Industrial Estate, Fitzharris Trading Estate, Abingdon Science Park, Radley Road Industrial Estate, Barton Mill in Audlett Drive.

Botley:

Curtis Industrial Estate, Hinksey Business Centre, Minns Business Park, Seacourt Tower.

› Supporting economic prosperity

5.12   The Sub-Area functions as an important centre for employment and contains a number of strategic employment sites, including Abingdon Science Park, Abingdon Business Park, Curtis Industrial Estate, Hinksey Business Park, Minns Business Park and Seacourt Tower.

5.13   Our strategy for meeting business needs in the Sub-Area is set out in **Core Policy 8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area**.

5.14   Higher Education facilities such as the Oxford Brookes University Harcourt Hill Campus will be supported in their important role in ensuring local residents are equipped to take up the skilled jobs that will be provided in the Science Vale and wider area **(Core Policy 9)**.

5.15   The Steventon Storage Facility, formerly used by the Home Office as a storage depot, is a 30 hectare site used for warehousing and distribution. It is located in the open countryside between Steventon and East Hanney. Although there is relatively little traffic arising from the site now, if used more intensively, it would result in significant amounts of traffic on an unclassified rural road. There is an aspiration for the business use to be relocated to a more sustainable site, at a scale that would generate a similar number of jobs to those currently on the site[49]. This matter will be reviewed through the Local Plan 2031 Part 2.

Meeting needs for retailing

5.16   Abingdon-on-Thames is one of the main shopping and commercial centres within the district. The town offers a mix of national retailers and small independent traders, and provides a good range and choice of services such as banks, cafés and restaurants. Recent enhancements to the Abbey Shopping Centre have improved the attractiveness of the town centre, and proposals for further improvements in the Abbey Shopping Centre and Charter area will be supported in line with **Core Policy 10**.

49 Refer to Saved Local Plan 2011 Policy E15

5.17   The main shopping centre in Botley is known as West Way. Although popular, offering a range of shops and services, including restaurants and a library, the age and condition of its buildings detract from the centre's appearance. Elms Parade is located in close proximity to the West Way centre and includes a number of independent shops. Proposals for the refurbishment of Botley's Central Area, including the West Way Shopping Centre and Elms Parade, will be supported in accordance with **Core Policy 11**.

Oxford Brookes Harcourt Hill Campus, Botley

5.18   The Harcourt Hill Campus is one of three sites occupied by Oxford Brookes University, and provides teaching facilities, student accommodation and supporting uses including sports facilities. It is currently home to the Westminster Institute of Education.

5.19   Harcourt Hill Campus is located in a wooded section of the Oxford Green Belt on the urban-rural fringe. Its curtilage falls within the setting of protected views of the countryside setting from Oxford and also the panoramic views of the city's famous towers and spires.

5.20   The University wishes to improve the quality of the campus and is reviewing its future role. Work has commenced on a masterplan for the long-term development of the site in consultation with the local community, Oxfordshire County Council and other stakeholders. The masterplan is intended to ensure that the campus evolves in a coherent and comprehensive manner to provide improved educational facilities, including student accommodation and academic buildings.

5.21   **Core Policy 9** supports the redevelopment of the Harcourt Hill Campus. Transport and access matters will need to be agreed with Oxfordshire County Council and supported by a transport assessment including area level impact assessment. Proposals will also need to meet the requirements of **Core Policy 13: the Oxford Green Belt.**

5 Sub-Area Strategies
Abingdon-on-Thames and Oxford Fringe

> ### Core Policy 9:
> ### Harcourt Hill Campus

The Council will work proactively with Oxford Brookes University, Oxfordshire County Council, local residents and other appropriate stakeholders to help the university to develop a masterplan for the Harcourt Hill Campus site that meets the university's longer term business needs for predominantly educational uses and in a manner that respects its Green Belt setting and urban-rural fringe context.

Proposals for the upgrading or redevelopment of the Harcourt Hill Campus will be supported in principle where guided by an agreed masterplan that sets a clear vision for the future use of the site. The agreed masterplan and any subsequent proposals should be prepared to clearly identify and address key site issues including, but not limited to, the following matters:

i.   the scale of development proposed and intended uses

ii. the integration of built form into the landscape which will be assessed at the planning application stage with reference to a comprehensive landscape, tree and planting strategy

iii. sustainable site access including by public transport, and the effective management of car trips and car parking demand to a level that can safely be accommodated on the local road network, and

iv. the safeguarding of long distance views of the site from Oxford and to ensure that new development does not detract from views of the existing spires by reason of its height or form.

Abbey Shopping Centre, Abingdon-on-Thames

5.22   The retail offer in Abingdon-on-Thames consists of the traditional town centre and major edge of town sites located to the western side of the town, including the Fairacres Retail Park and the site occupied by Tesco.

5.23   The Abbey Shopping Centre and the Charter Area form a key part of the town centre. Together, they provide a range of shops and community services, along with flats and offices. The Local Plan 2011 identified the need for redevelopment of the area, as the buildings had become dated, and refurbishment of the 1960s shopping precinct was highlighted as a key element of the strategy to enhance the vitality and viability of Abingdon-on-Thames town centre.

5.24   A Supplementary Planning Document (SPD)[50] for the area was adopted by the Council in 2011 and sets out planning and urban design principles to guide the design of high quality, retail-led redevelopment proposals.

5.25   The first phase of redevelopment, which involves improvements to the Abbey Shopping Centre, has been completed. The next phase focuses on the Charter Area, and could involve provision of a large food store. The redevelopment of this area remains a key objective in seeking to improve Abingdon-on-Thames town centre. **Core Policy 10** supports proposals for enhancement and refurbishment of the Abbey Shopping Centre and the Charter Area.

5.26   The most up-to-date retail study[51] indicates an increased need for provision of food (convenience) and non-food (comparison) retail floorspace to meet the envisaged population growth in this Sub-Area up to 2031. Owing to the heavily constrained nature of the existing town centre and lack of available brownfield land, it is important that the redevelopment of the Charter Area optimises the land available for retail use without compromising the provision of key community and health facilities, which are essential to maintaining a thriving town centre.

5.27   Making the town centre more attractive for cultural and recreational activities will help to ensure town centre vitality, which is a corporate objective for the Council.

50 Vale of White Horse District Council (2011) Abbey Shopping Centre and the Charter, Abingdon Development Brief
51 Nathaniel Lichfield & Partners (NLP) (2014) Retail and Town Centre Study – Vale of White Horse District Council – November 2014
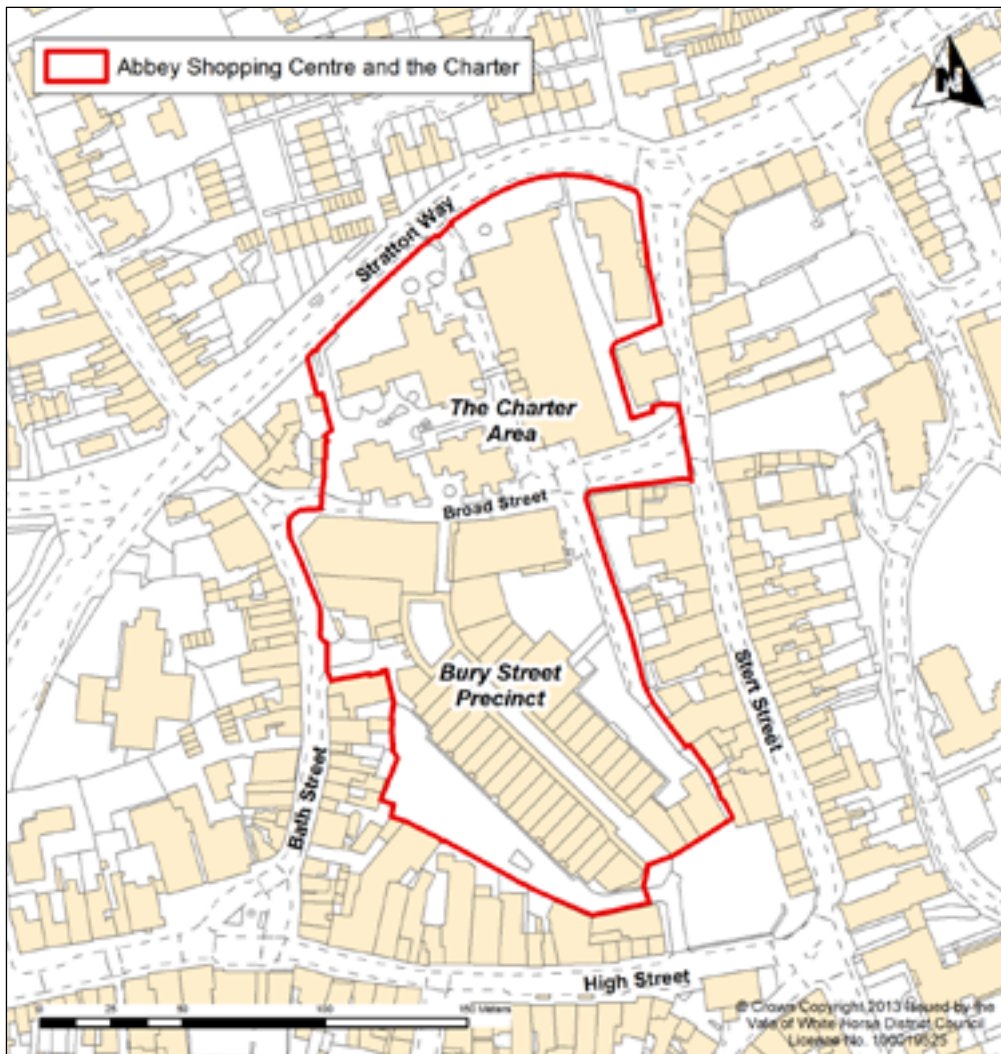
Figure 5.2: Abbey Shopping Centre and Charter Area

> ## Core Policy 10: Abbey Shopping Centre and the Charter, Abingdon-on-Thames

Within the Abbey Shopping Centre and the Charter Area (as defined on the Adopted Policies Map), proposals for retail-led development will be supported. Applicants will need to demonstrate that proposals reflect the planning and urban design guidance set out in the adopted Supplementary Planning Document for the area to deliver high quality retail-led development, which successfully complements and integrates with the existing Phase 1 Abbey Shopping Centre.

Proposals should ensure that the retail element (A1 use) of the Charter is maximised to ensure the vitality and viability of the town centre is maintained and enhanced over the plan period.

Proposals should demonstrate how they will mitigate their transport impact, including improving facilities for pedestrians and cyclists.

Central Botley

5.28   The West Way shopping centre is a 1960s, part-covered shopping centre that forms the main shopping area in Botley. The West Way centre is located to the rear of Elms Parade, which contains a number of small independent shops. This shopping area has served Botley well over the years but the West Way centre is now in need of refurbishment to fulfil its potential as a Local Service Centre.
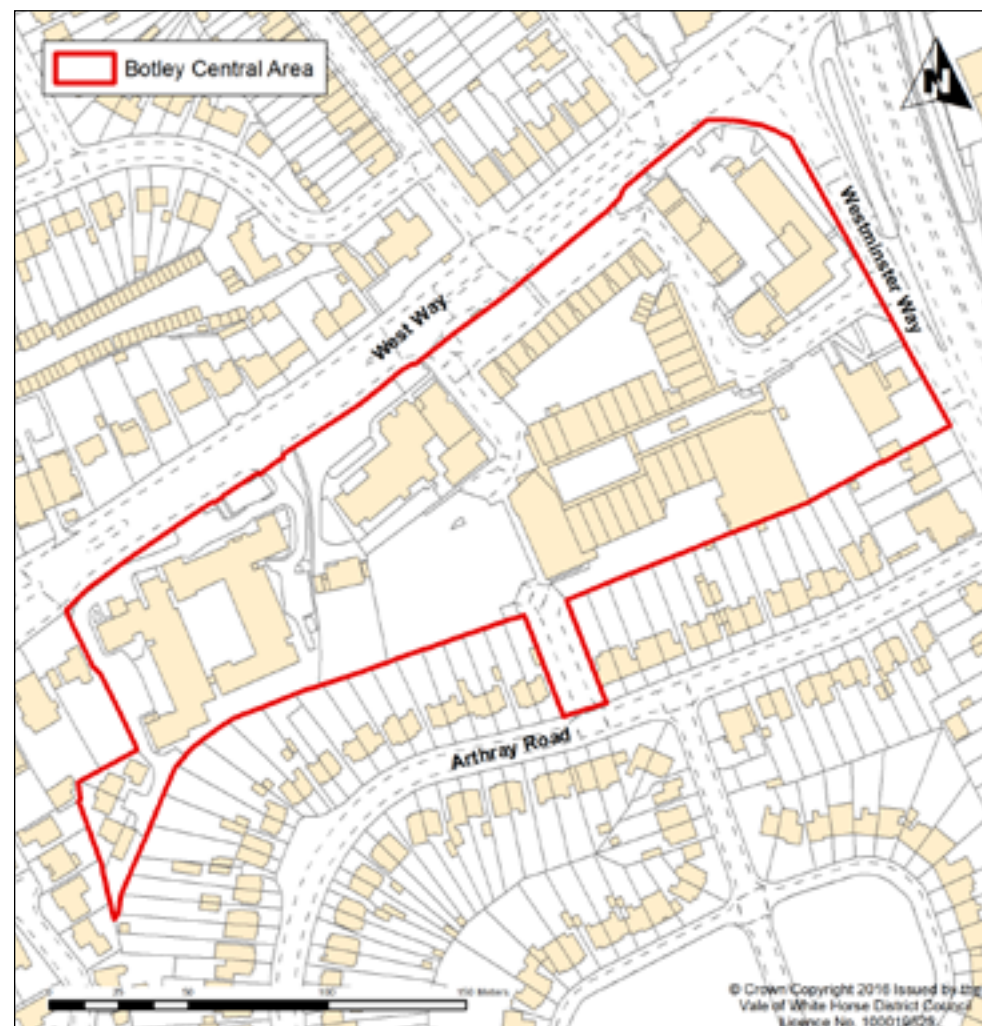
5.29   The most recent Retail and Town Centre Study[52] identifies that Botley is a similar size, in terms of retail units and floorspace, to the Market Town of Faringdon. Despite this, it does not perform as a town centre and does not provide the range of services and other facilities that would be expected. The identified retail need for Botley is approximately 1,500 sq.m of floorspace which will need to be delivered over the plan period.

5.30   The Retail and Town Centre

Study identifies that around 25 % of residents in the Botley retail catchment area do their main convenience shopping in the immediate area, with the majority travelling into the city of Oxford. The provision of a food superstore in Botley would address this imbalance. The study also notes that the provision of leisure and entertainment facilities, other than restaurants and pubs, is limited in Botley. Redevelopment of the area could therefore include commercial leisure facilities, thereby helping to improve the overall offer and appeal of Botley as a shopping and leisure destination.

5.31   Redevelopment of the central area could provide a large supermarket, shops, offices, hotel, car parking and other uses to meet the needs of Botley and the surrounding area. **Core Policy 11** therefore supports proposals for the redevelopment of the Botley Central Area (**Figure 5.3**), which includes the West Way Shopping Centre and Elms Parade.

Figure 5.3: Botley Central Area

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52 Nathanial Lichfield & Partners (NLP) (2012) Retail and Town Centre Study – Vale of White Horse District Council, March 2013

5 Sub-Area Strategies
Abingdon-on-Thames and Oxford Fringe

> ## Core Policy 11:
> ## Botley Central Area

Proposals for a comprehensive retail-led redevelopment and upgrading of Botley central area, as defined on the Adopted Policies Map, will be supported provided that:

i.   taken as a whole, the proposals support the role and function of Botley as a Local Service Centre, providing a well-integrated mix of shops and services to meet day-to-day shopping needs of the local area

ii. effective use is made of development potential above ground level and on more peripheral parts of the site for a mix of uses that may include, but are not limited to, office, community, residential, hotel and leisure activities

iii. existing residential and community facilities, including: the community hall, library, Church of St Peter and St Paul and Baptist Church are replaced with facilities of an appropriate size and quality to meet current and likely future local needs

iv. it can be demonstrated that proposals will not harm the character or appearance of the local area, particularly West Way, Arthray Road and Westminster Way

v.   proposals for the site are prepared through a comprehensive masterplanning process providing an integrated solution to site access, traffic management, air quality management, servicing and sufficient car parking, whilst prioritising the pedestrian customer environment, and

vi. proposals that seek to demolish Elms Parade should demonstrate that its successor is of at least equal architectural merit and particular attention should be given to provide at least the same level of active frontage.

Supporting sustainable transport and accessibility

Safeguarding of land for strategic highway improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area

5.32   This Sub-Area benefits from excellent public transport connectivity, particularly to the nearby city of Oxford. However, there are also a number of transport related constraints. In particular, these include:

- Abingdon-on-Thames and Botley are constrained by congestion from traffic accessing Oxford via the A34, the Botley Interchange, including traffic accessing Oxford from the A420 and Botley Road, and
- Drayton Road (B4017) is a key route into Abingdon-on-Thames from the south. This road already suffers from significant congestion in both the morning and evening

peak periods, which results in long and unreliable journey times. The River Ock bridge and the double mini-roundabouts at the junction with Marcham Road/Ock Street are also physical pinch-points which restrict vehicle flow.

5.33   The transport constraints at Abingdon-on-Thames are a key reason why strategic growth is not currently planned to the south of the town.

5.34   However, a potential long-term approach to alleviating traffic congestion to the south of Abingdon-on-Thames is the provision of a new southern bypass, including a second Thames crossing. Additional development to the south of Abingdon-on-Thames is inappropriate without the provision of this new bypass[53].

5.35   Part of the potential route for a southern Abingdon-on-Thames bypass falls within the South

Oxfordshire District. The Council will work positively with South Oxfordshire District Council and Oxfordshire County Council to ensure that any proposals for a new road are developed in partnership and meet the requirements of both Councils[54].

5.36   The long-term potential for a new crossing of the River Thames in conjunction with a southern town bypass is protected by **Core Policy 12**, which ensures that development proposals in this area do not prejudice its potential future delivery.

5.37   The delivery of south facing slips to the A34 junction at Lodge Hill, in conjunction with strategic development to the north of the town, will make a positive contribution to alleviating traffic congestion and providing improved access to the strategic road network. Land to enable the delivery of this scheme is also safeguarded in accordance with **Core Policy 12**.

5.38   Oxfordshire County Council is developing a strategy for the A420 to enhance key junctions and improve capacity on this route. Contributions will be sought from developers along the A420 corridor towards improvements to this route and further details are set out in the Site Development Templates – **Appendix A**.

53 ATKINS (2014) Evaluation of Transport Impacts Assessment, available at: www.whitehorsedc.gov.uk/evidence
54 A Memorandum of Understanding has been prepared with VWHDC, SODC and OCC relating to this matter.

5 Sub-Area Strategies
Abingdon-on-Thames and Oxford Fringe

> **Core Policy 12: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area**

Land is safeguarded to support the delivery of the following identified transport schemes:

- South Abingdon-on-Thames Bypass linking the A415 to the West and South East of the town, including a new River Thames crossing
- Diamond Interchange at the A34 Lodge Hill Junction
- Land for improvements to Frilford Lights.

New development in these areas should be carefully designed having regard to matters such as building layout, noise insulation, landscaping and means of access.

Any proposals for development that may reasonably be considered to impact the delivery of the identified schemes (as shown by maps in Appendix E and the Adopted Policies Map)* should demonstrate the proposal would not harm their delivery.

Planning permission will not be granted for development that would prejudice the construction or effective operation of the transport schemes listed above.

* the area shown on the Adopted Policies Map illustrates where policy CP12 will apply. It does not seek to show a precise alignment for the transport scheme, which will need to be informed by detailed design work, carried out in consultation with Oxfordshire County Council and other relevant parties.
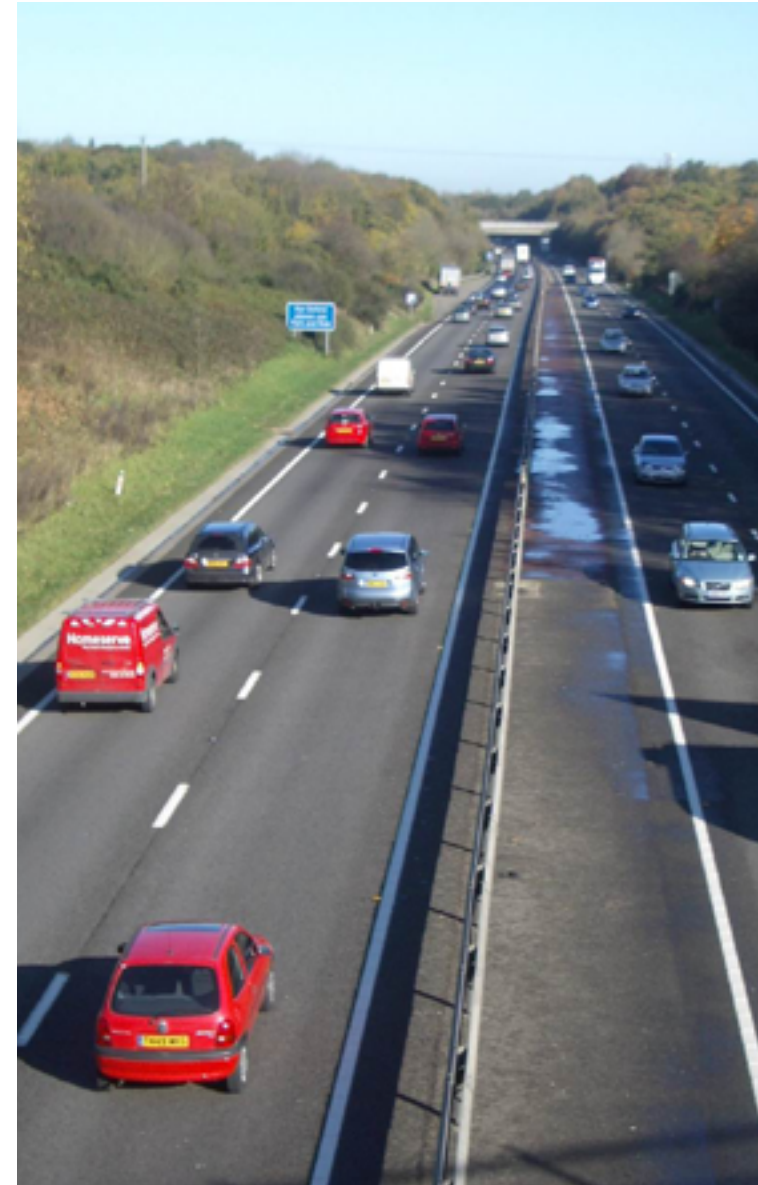
> ## Protecting the environment and responding to climate change

The Oxford Green Belt

5.39   The Oxford Green Belt was first conceived in 1956 and its boundaries approved in 1975, some 40 years ago. The purpose of the Oxford Green Belt in the Vale of White Horse District is to prevent urban sprawl around Oxford by keeping the land permanently open, and to preserve the rural setting and special character of the city of Oxford.

5.40   The Council took into account the government's policy in the NPPF relating to Green Belt and concluded that in the light of housing requirements over the plan period, the need to promote sustainable patterns of development in the district and the findings of a local green belt boundary review, exceptional circumstances existed to revise the Green Belt boundaries in the district.

5.41   The local Green Belt Review[55] assessed land around inset settlements

in the Vale against the purposes of the Green Belt and the considerations of the NPPF[56]. Having regard to that assessment, and housing needs the Council concluded that the exceptional circumstances exist to justify removing from the Green Belt a number of parcels of land.

5.42   This plan has therefore altered the Green Belt boundary to remove land from the Green Belt at Abingdon, Kennington and Radley to be allocated as new strategic housing allocations, as shown in **Appendix I**.

5.43   The local Green Belt Review undertaken does not preclude, and would inform any future Green Belt Review, should this be needed, to contribute to meeting any identified unmet housing need within the Oxfordshire Housing Market Area, in which this matter is addressed by **Core Policy 2: Cooperation on Unmet Housing Need for Oxfordshire** (**Chapter 1**).

55 Kirkham Landscape Planning Ltd. Terra Firma Consultancy (2014) Vale of White Horse District Council Green Belt Review, available at: http://www.whitehorsedc.gov.uk/evidence
56 NPPF, paragraph 80

5 Sub-Area Strategies
Abingdon-on-Thames and Oxford Fringe

Core Policy 13:
The Oxford Green Belt

The Oxford Green Belt area in the Vale, as amended following the local Green Belt Review, will continue to be protected to maintain its openness and permanence.

Development will be permitted in the following settlements, which are inset to the Green Belt (as shown on the Adopted Policies Map), where the proposed development is within the existing built area of the village and in accordance with **Core Policies 3 and 4**:

- Appleton
- Botley
- Cumnor
- Kennington
- North Hinksey
- Radley, and
- Wootton

Proposals for inappropriate development will not be approved except in very special circumstances*.

The construction of new buildings in the Green Belt is considered inappropriate except where they are:

i.   buildings for agriculture or forestry
ii. provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it
iii. the extension or alteration of a building provided it does not result in disproportionate additions over and above the size of the original building
iv. the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces
v.   limited infilling in Shippon, South Hinksey, Wootton Old Village and Wytham
vi. limited affordable housing for local community needs as set out in **Core Policy 24**, or
vii. limited infilling or the partial or complete redevelopment of previously developed sites, whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

The following forms of development are also not inappropriate in the Green Belt provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in the Green Belt:

- mineral extraction
- engineering operations
- local transport infrastructure that can demonstrate a requirement for a Green Belt location
- the re-use of buildings, provided that they are permanent and of substantial construction, and
- development brought forward under a Community Right to Build Order.

* 'Very special circumstances' will not exist unless the potential harm, is clearly outweighed by other considerations (NPPF, Paragraph 88).

Strategic Water Storage Reservoirs

5.44   Thames Water is examining the means by which sufficient water can be provided to meet the future needs of the region. Shortlisted options under consideration include new strategic water storage capacity in the Upper Thames Catchment. Thames Water has identified the possible need for a major new reservoir in the district between the villages of Drayton, East Hanney and Steventon or to the north of Longworth to help manage water supply and ensure current and future needs can be met.

5.45   The Water Resources Management Plan (WRMP) 2014, published by Thames Water, identifies three potential options to address its long term water resource management in the south east, including the development of a large storage reservoir, wastewater reuse and a water transfer option.

5.46   Thames Water has confirmed that the Upper Thames Reservoir (UTR), proposed to be located within the Vale between the villages of Drayton, East Hanney and Steventon, remains its preferred option if a large storage reservoir solution were to be selected. As part of the preparation of the Part 2 plan consideration will be given to a revision of the boundaries of the safeguarded area for this reservoir.

5.47   As an alternative to the preferred option, a smaller reservoir solution may be selected instead to support a storage reservoir or water transfer scheme at a site to the north of Longworth or in South Oxfordshire, at Chinnor. A decision is expected by Thames Water on its chosen long term water resource option by 2019, following the conclusion of the WRMP 2019.

5.48   As the Vale's Local Plan 2031 Part 1 will be adopted ahead of the WRMP 2019, land will need to continue to be safeguarded for new reservoir capacity in accordance with **Core Policy 14**.

5.49   Land safeguarded for a proposed reservoir between the villages of Drayton, East Hanney and Steventon includes an area identified by the Environment Agency as important for a proposed flood alleviation scheme to the west of Abingdon. This is shown at **Appendix F**.

5.50   The sites will continue to be safeguarded until such time as they are no longer considered necessary, as set out in the WRMP 2019, or in light of subsequent decisions made by Thames Water or the Secretary of State.

5.51   If progressed, a storage reservoir may constitute a Nationally Significant Infrastructure Project under the Planning Act 2008, for which a Development Consent Order would be sought from the Secretary of State for Environment, Food and Rural Affairs.

Core Policy 14:
Strategic Water Storage Reservoirs

Land is safeguarded for a reservoir and ancillary works between the settlements of Drayton, East Hanney and Steventon, and to the north of Longworth unless subsequent publication of Thames Water's Resources Management Plan 2019 indicates that the location is not necessary for future reservoir provision. Development that might prejudice the implementation of a new reservoir on the safeguarded sites will be refused. The safeguarded areas for the reservoirs are shown on the **Adopted Policies Map** and **Appendix F**.

The proposed reservoir/s, if included as a preferred option in an adopted Water Resources Management Plan, must be brought forward through a masterplan, development brief and design statement following consultation on these documents by Thames Water with the community, the local authority, the local highway authority and the statutory environmental bodies and utility providers.

Any proposal for a reservoir must:

i. mitigate the impact of construction on local people, the environment and roads

ii. minimise the effects on the landscape of an embankment reservoir through its design, general configuration and the use of hard and soft landscaping

iii. maximise the creation of wildlife habitats and biodiversity

iv. promote the recreational uses of the reservoir consistent with the landscape and biodiversity values of the proposal and having regard to the traffic impacts of such uses

v. include a new route for the diverted Hanney to Steventon road, to include provision for an off-road cycle path in relation to the reservoir proposal between the villages of Drayton, East Hanney and Steventon

vi. make provision for the new route of the Wilts and Berks Canal in relation to the reservoir proposal between the villages of Drayton, East Hanney and Steventon

vii. include measures to avoid or mitigate any other significant adverse effects identified through the environmental impact assessment of the proposal, including on the local and wider highway networks and on surface water and fluvial flooding, and

viii. minimise any impact on the archaeological significance of the site, to include the retention of in situ archaeological remains, where possible, and their full investigation and recording with the results deposited in a public archive.

South East Vale Sub-Area Strategy

Introduction

5.52   The South East Vale Sub-Area provides an important strand to our Spatial Strategy and is where around 75 % of our planned strategic housing growth and around 70 % of our projected new jobs are located (15,830 of 23,000).

5.53   The South East Vale Sub-Area houses a number of significant centres of employment, including several sites located within the Science Vale area. These include Harwell Campus and Milton Park, which were designated as an Enterprise Zone in 2011.

5.54   Science Vale is one of the key growth areas set out within the Oxfordshire Strategic Economic Plan and is the focus of significant investment. The Oxford and Oxfordshire City Deal announced in 2014 will continue to unleash a new wave of innovation-led growth by maximising the area's world class assets. The Science Vale sites are central to the City Deal programme and the area is benefiting from part of £95 million of Government investment for the county.

5.55   Didcot A Power Station, a feature on the area's landscape for over forty years, closed in March 2013 and offers a significant opportunity for further development when it is fully decommissioned.

5.56   This Sub-Area contains the Market Town of Wantage, the nearby large village of Grove (which functions as a Local Service Centre in its own right), and extends within Harwell and Milton parishes, to the western edge of Didcot. Although the town of Didcot is located within South Oxfordshire, some of the proposed housing for this area is to be located within the Vale. For this reason we are working closely with South Oxfordshire District Council to prepare our Local Plan and ensure that appropriate services and facilities and infrastructure are available for the new communities in this area.

5.57   The historic Market Town of Wantage and the nearby larger village of Grove are separate settlements with their own unique character and identity. They have a strong functional relationship with many shared services including for health, education and leisure. It is important that growth here is carefully coordinated to seek to ensure that service and infrastructure provision closely matches the needs of the two communities. Grove Airfield[57] will contribute up to 2,500 homes to Grove and provide services and facilities. New development should be successfully integrated with the existing and newly planned communities.

5.58   The South East Vale Sub-Area also houses many attractive rural villages and approximately half of the area lies within the North Wessex Downs AONB. These more rural settlements are an important part of the wider community and their historic character should be conserved and enhanced.

5.59   The proposals within the South East Vale Sub-Area will be supported where appropriate, by additional policies in the Local Plan 2031 Part 2 to provide additional delivery and implementation detail to cover the Didcot Garden Town area that falls within the Vale district. LPP2 will set out greater plan detail to support the delivery of high quality development and supporting infrastructure across the area.

5.60   To help to ensure that our vision for the Vale of White Horse is achieved, our focus for this Sub-Area is to ensure that employment growth centred on the Enterprise Zone and Science Vale sits alongside strategic housing and infrastructure to support sustainable growth.

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57 Saved Local Plan (2011) allocation
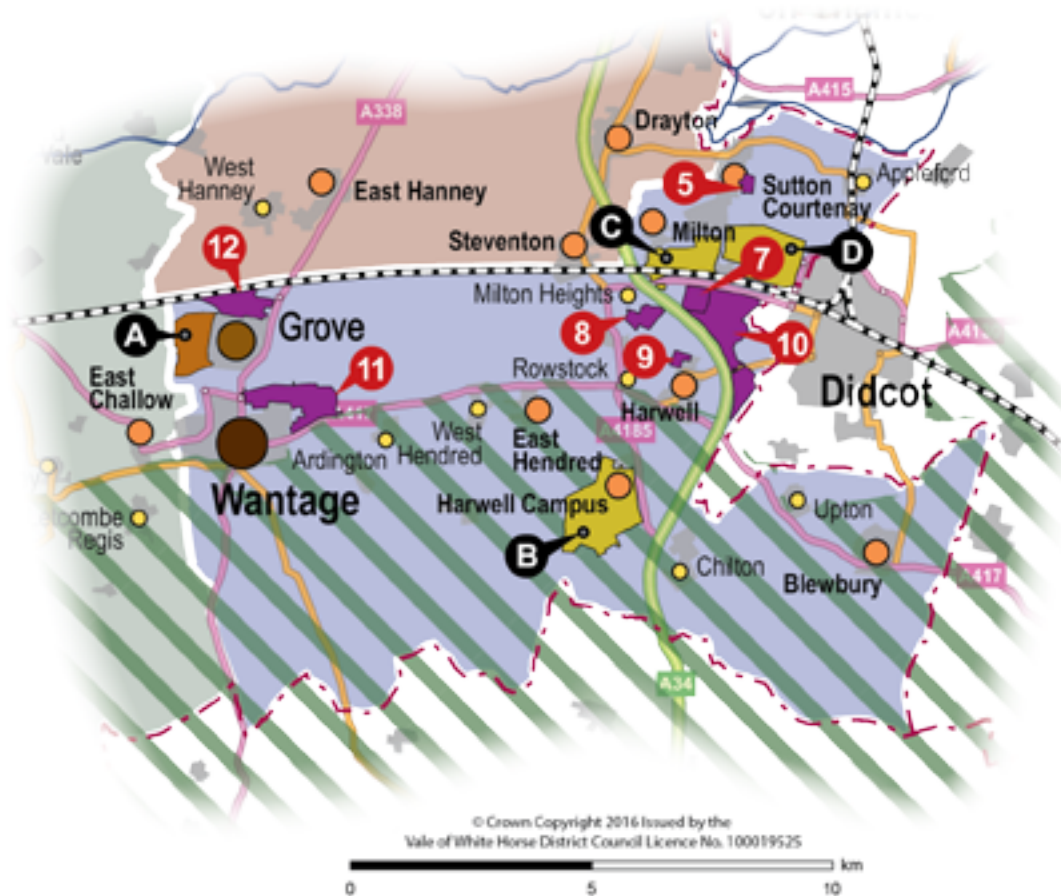
5.61 This section sets out:

- **how the Sub-Area will change by 2031, and**
- **our strategic policies to address the key challenges and opportunities identified for this Sub-Area in relation to our four thematic areas:**

❯ **Building healthy and sustainable communities**

Core Policy 15: Spatial Strategy for the South East Vale Sub-Area – which sets out our strategic site allocations for this area

❯ **Supporting economic prosperity**

Core Policy 16: Didcot A Power Station – which safeguards land at this site for employment development

Figure 5.4: South East Vale Sub-Area

Legend:

- Market Town
- Local Service Centre
- Larger Village
- Smaller Village

Sub-Areas of the Vale

- Abingdon-on-Thames and Oxford Fringe
- South East Vale
- Western Vale

Constraints to development

- Area of Outstanding Natural Beauty

Strategic Site Allocations	No. of Dwellings
7 North West Valley Park	800
8 Milton Heights	400
9 West of Harwell	200
10 Valley Park	2,550
11 Crab Hill, Wantage	1,500
12 Monks Farm, Grove	885

Planned Economic Growth Areas

A. Grove Airfield	2,500

Employment Sites

- B. Harwell Campus
- C. Milton Park
- D. Didcot Power Station

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Supporting sustainable transport and accessibility

Core Policy 17: Transport Delivery for the South East Vale Sub-Area – which sets out the approach for delivering critical transport infrastructure within this area

Core Policy 18: Safeguarding of Land for Strategic Highway Schemes in the South East Vale Sub-Area – which seeks to ensure land required for the critical transport infrastructure in this area is protected

Core Policy 19: Re-opening Grove Railway Station – which sets out the Council's commitment to support the ambition to re-open the station at Grove

Protecting the environment and responding to climate change

How the South East Vale Sub-Area will change by 2031

The South East Vale Sub-Area will consist of thriving communities that have benefited from sustainable growth and the successful delivery of major infrastructure. The area will continue to be a vital economic area for Oxfordshire, including employment of international importance, where new jobs have been provided alongside housing and community facilities.

Wantage and Grove will be places where people are proud to live and work and recognised as a vital part of the Science Vale area. Growth in these settlements will have been balanced alongside the delivery of community facilities. This will have included new schools and significant highway improvements, including the Wantage Eastern Link Road and the Grove Northern Link Road. The area will benefit from improved public transport and strategic growth in these settlements will have provided more local job opportunities.

The ecological value of the Letcombe Brook as an important wildlife habitat will have been enhanced. The strategic development sites will have successfully extended the network of green spaces in the area for both recreation and wildlife benefits. Strategic development in Harwell and Milton parishes, to the west of Didcot, will have provided a sustainable urban extension of high quality homes and community facilities. The strategic road and public transport improvements identified in the Science Vale Area Strategy will have been delivered and will be helping to reduce traffic congestion.

The town centre in Wantage will have been conserved and enhanced and the local centre in Grove will have been strengthened. The countryside and villages will have maintained their distinctive character. The Larger Villages will have retained their separate identities and their services will provide for residents' day-to-day needs. New residents in the villages will be helping to sustain the services and social life of the rural communities.

Strategic policies for the South East Vale Sub-Area

> **Building healthy and sustainable communities**

5.62   The South East Vale Sub-Area forms the focus of our proposals for new housing and will accommodate around 60 % of the total planned and permitted new housing for the district and around 75 % of our strategic housing allocations.

5.63   The provision of new housing in this area will help to improve the self-sufficiency of the South East Vale Sub-Area overall and provide opportunities for living closer to places of work. For this reason, a number of sites have been identified as sustainable locations for strategic housing development within the Sub-Area.

5.64   The strategic housing growth will complement the new employment and job creation

forecast and will also support the vitality and viability of the area and help to facilitate the delivery of a package of new or enhanced infrastructure, services and facilities. The new homes allocated to this Sub-Area will be in balance with the forecast new jobs, thus helping to deliver sustainable growth[58].

5.65   Primary school places in Wantage and Grove are currently close to full capacity. Strategic growth at these settlements will provide additional capacity as part of a long term and sustainable strategy for education provision in the area. The additional school places to be provided across the Sub-Area will need to be phased appropriately alongside housing delivery.

5.66   Our strategy for meeting our housing needs in this Sub-Area are set out in **Core Policy 15: Spatial Strategy for the South East Vale Sub-Area**.

58 GL Hearn (2014) *Science Vale Housing and Employment Study, Vale of White Horse District Council and South Oxfordshire District Council report*, (November 2014)

> ## Core Policy 15: Spatial Strategy for South East Vale Sub-Area

Our over-arching priority for this Sub-Area is to secure the aligned delivery of housing and employment growth together with the infrastructure required to achieve sustainable development.

Development in the South East Vale Area should be in accordance with the Settlement Hierarchy set out in **Core Policy 3**:

Market Town:	Wantage
Local Service Centre:	Grove
Larger Villages:	Blewbury, East Hendred, Harwell, Harwell Campus*, Milton and Sutton Courtenay
Smaller Villages:	Appleford, Ardington, Chilton, Milton Heights**, Rowstock, Upton and West Hendred

*Harwell Campus has facilities and services equivalent to a Larger Village
** Milton Heights has facilities and services within a short walk that are equivalent to those offered by a Larger Village.

Housing Delivery
At least 12,450 new homes will be delivered in the plan period between 2011 and 2031. 9,055 dwellings will be delivered through strategic allocations. 416 dwellings remain to be identified and will be allocated through the Local Plan 2031 Part 2 or Neighbourhood Development Plans or through the Development Management Process. The contribution of all sources of housing for this Sub-Area are shown by the following table:

Category		Number of Dwellings
Housing requirement for the full plan period (Apr 2011 to Mar 2031)		12,450[a]
Housing Completions (Apr 2011 to Mar 2016)		1,031
Housing Supply (Apr 2016 to Mar 2031)	Known Commitments	1,725
	Local Plan 2031 Part 1 allocations	9,055
	Local Plan 2031 Part 2 allocations	56[b]
	Windfalls	360

[a] This target addresses needs arising in the Vale of White Horse. If or when required, needs arising elsewhere in the Housing Market Area, will be addressed in accordance with **Core Policy 2**.

[b] The Local Plan Part 2 allocation identified in the above table will be reduced where dwellings are allocated in Neighbourhood Development Plans or come forward through the Development Management Process.

Housing Supply Ring Fence
11,850 new homes are 'ring-fenced' for the purposes of the assessment of housing land supply within this Sub-Area in accordance with **Core Policy 5**. Development will be supported at the strategic site allocations through a masterplanning process involving the community, local planning authority, developer and other stakeholders where development meets the requirements set out within the Site Development Templates shown by **Appendix A** and are in accordance with the Development Plan taken as a whole. Design, delivery and implementation detail will also be set out in the Local Plan 2031 Part 2. The following table shows how the level of housing required within this Sub-Area through the strategic development sites will be distributed:

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> ## Core Policy 15: Spatial Strategy for South East Vale Sub-Area

Part 1 Allocations

Settlement/ Parish	Settlement Type	Site Name	Number of Dwellings
Wantage	Market Town	Crab Hill (North East Wantage and South East Grove)	1,500
Grove	Local Service Centre	Monks Farm (North Grove)	885
		Grove Airfield [c,d]	2,500
Harwell and Milton parishes, east of the A34 adjoining Didcot town	Adjoining Didcot Town	Valley Park [e]	2,550
		North West Valley Park	800
Milton parish west of the A34	Larger Village	Milton Heights (Smaller Village)	400
Harwell		West of Harwell	200
Sutton Courtenay		East of Sutton Courtenay	220
Total			9,055

[c] This site has 'Resolution to Grant' planning permission subject to a legal agreement as at Sept 2014.
[d] Saved Local Plan 2011 Allocation.
[e] The allocation at Valley Park has the capacity to deliver considerably more housing, subject to appropriate infrastructure improvements. Housing which is in addition to the 2,550 homes is expected to be delivered after 2031.

Employment

208 hectares of employment land will be provided for business and employment growth in accordance with **Core Policy 6**. In addition, the following strategic employment sites will be safeguarded for employment use in line with **Core Policy 29**:

Strategic employment sites:
Grove Technology Park
Grove Road, Wantage
Downsview Road, Grove
Station Road, Grove
Existing Business Premises around Didcot Power Station (not including vacant surplus land)
Milton Park Site
Harwell Campus

Supporting economic prosperity

5.67   The Science Vale area spans from Didcot in the east to Wantage and Grove in the west and includes the Science Centre at Culham within South Oxfordshire. Vale of White Horse District Council is committed to the future growth and development of the Science Vale area, which has been identified as a strategic priority of the Oxfordshire Local Enterprise Partnership (LEP)[59].

5.68   There is an ambitious programme of job creation and growth for the Science Vale area, including the two Enterprise Zone sites at Harwell Campus and Milton Park designated in 2011. It is important this growth is delivered alongside new housing and the provision of appropriate infrastructure to help make the area more self-contained and to achieve a sustainable pattern of development.

5.69   Job growth in this Sub-Area will therefore be focused at the Science Vale sites, which make a nationally significant contribution to the UK economy and provide the area with a positive opportunity for job creation.

5.70   The Harwell Campus and Milton Park sites are both identified as strategic employment sites in **Core Policy 15**, providing a combined total of 156 hectares of available employment land. Other employment sites across the Sub-Area notably include Williams F1 and Grove Technology Park and the former power station at Didcot.

5.71   A Local Development Order has been adopted for Milton Park, which simplifies the planning process at the site for a period of 15 years. A Local Development Order may also be appropriate for the Harwell Campus; the Council will work with partners to ensure appropriate future planning for the development of this site.

5.72   As part of delivering this growth, a key challenge is ensuring that the area remains attractive for private sector investment. A number of projects to enable the continuing attractiveness of the area have already been funded and some have already been delivered. For example, a Science Vale Broadband project will secure superfast broadband to the Enterprise Zone, providing market advantage and ensuring occupants of the Zone are fully digitally enabled. The electrification and signalling of the Great Western main line and improvements to Didcot Parkway Station Interchange will further enhance the accessibility of the Science Vale area by rail.

5.73   A key challenge to the continued attractiveness of this rapidly expanding area is the capacity of the local road network and a number of improvements have been identified in the Science Vale Area Strategy[60]. These are outlined in the 'Supporting sustainable transport and accessibility' section of this Sub-Area Strategy.

Didcot A Power Station

5.74   The redevelopment of the Didcot A Power Station site provides the area with an opportunity for the regeneration of around 47 hectares of brownfield land[61] and the site will be instrumental in the future place shaping of Didcot (**Figure 5.5**).

5.75   The provision of the Science Bridge, a new bridge over the railway at the Didcot A power station site, aims to help reduce congestion on the A4130 through Didcot and reduce severance caused by the railway line. The new bridge will also help to create direct connections with the new housing developments of Great Western Park and Valley Park to the south of the site.

59 Southern Central Oxfordshire Transport Study (SCOTS) final report, 2008
60 Oxfordshire County Council Local Transport Plan 3, 2011-2030
61 The south eastern corner of the site lies within the administrative boundary of South Oxfordshire District Council

5.76 The Employment Land Review[62] highlighted that part of the Didcot A Power Station site (29 hectares; refer to **Core Policy 6**) should be safeguarded for employment uses. This is to ensure the district can provide sufficient employment to deliver new jobs alongside new housing in line with forecast population growth up to 2031[63].

5.77 The distribution of the employment and other potential uses across the site, as identified in **Core Policy 16**, will need to be carefully considered through a detailed masterplanning process. Development proposals will need to reflect the aspirations for Didcot as a whole. Achieving a high quality development with active frontages will be important, particularly due to the site's location on what will become a key access route into the town.

5.78 Part of the site is located within South Oxfordshire District and so it is important that development proposals are considered jointly with both local authorities. The Local Plan 2031 Part 2 will set out more detail to help inform the master planning of the site.

62 Employment Land Review Update Addendum (July 2014)
63 Employment Land Review Update Addendum (July 2014) Page 10

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South East Vale

> ## Core Policy 16:
> ## Didcot A Power Station

The Council supports the redevelopment of the Didcot A site to provide a high quality mixed-use development. The site will continue to be reserved for a range of uses, particularly employment (B1, B2 and B8). Other acceptable uses for the site include, but are not limited to, residential (C1, C2 and C3), ancillary retail, an element of bulky goods retail, leisure (D2) and community uses. Any proposed uses for the site must have regard to relevant policies contained within South Oxfordshire District Council's Adopted Core Strategy.

Proposals for retail development that exceed 500 square metres gross retail floorspace will need to be subject to a retail impact assessment to demonstrate there would be no adverse impacts on the vitality and viability on nearby centres.

The mix of these uses will need to reflect demand, suitability of the site and any transport implications to be identified by a detailed transport assessment with appropriate mitigation provided. Any development will need to be appropriate to the site's location adjacent to Didcot B Power Station.

These uses need to be carefully considered in the masterplanning process to ensure that the site incorporates the following key design principles:
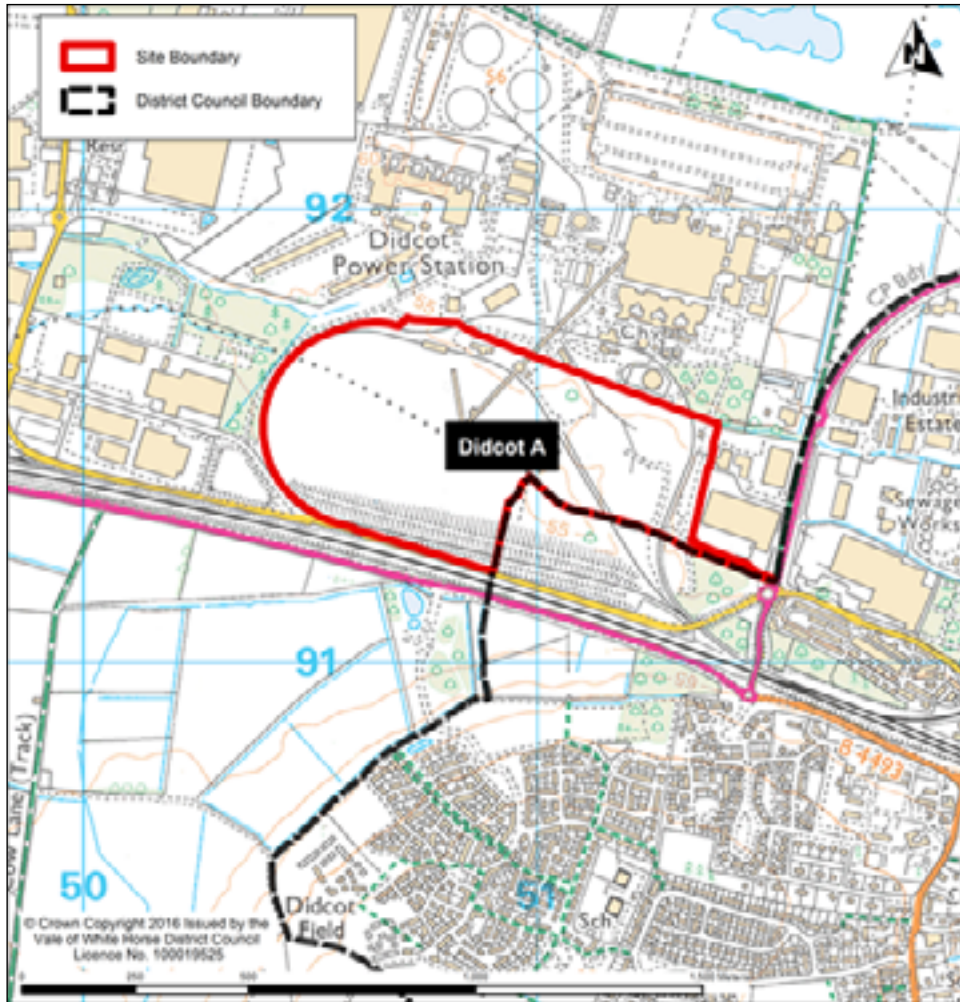
- The creation of a mixed-use local centre forming a high street and active frontages on the main routes through the site;
- Strong connectivity with Didcot town centre, Milton Park and Valley Park;
- Design across the site must have regard to sensitive views from elevated positions towards (but not limited to) residential amenity space, the treatment of facades and rooftops of prominent buildings, and reducing the visual impact of car parks;
- Any residential development (C2 and C3) to be situated towards the south of the site and separate from the movement of heavy goods vehicles along key transport corridors; and
- Integrated SUDS and natural landscape features throughout the site.

The proposed route of the new Science Bridge and A4130 re-routing is safeguarded. Planning permission will not be granted for development that would prejudice the construction or effective operation of this highway infrastructure in accordance with **Core Policy 17**.

Figure 5.5: Didcot A Power Station Site

Science Vale

5.79   The Science Vale area is a nationally and internationally significant location for research and innovation and is the focus for large-scale expansion. The area is predominately located within the South East Vale Sub-Area and this is where we are focusing most of our future development. As outlined above, the area is home to the largest of our significant employment sites, and is where the largest number of our new jobs will be created.

5.80   The area extends into South Oxfordshire and it is important we plan effectively across our district boundaries to ensure the coordinated delivery of new infrastructure, services and facilities.

5.81   The town boundary of Didcot is located within our neighbouring district of South Oxfordshire and adjoins parts of the Vale to the north and west. The Vale parishes of Appleford-on-Thames, Sutton Courtenay and Harwell all have borders with Didcot. Some of these parishes house the important employment land to the west of Didcot, including the Didcot A Power Station and Milton Park sites.

5.82   Parts of Harwell and Milton parishes have been identified for future housing, which although located within the Vale, clearly relate to Didcot. As a larger settlement and service centre, Didcot will provide many important services and facilities for the new development, including for retail and leisure.

5.83   Didcot is identified as a location for strategic growth within the adopted South Oxfordshire Core Strategy, which allocates 6,300 homes within South Oxfordshire at Didcot[64]. The Core Strategy also identifies the need for significant regeneration and outlines proposals for improvements to the central area of the town, the Orchard Centre and the railway station.

5.84   Overall there is significant change proposed around Didcot, in both the Vale of White Horse and South Oxfordshire Districts, which includes housing, employment and large infrastructure projects. There is also significant change proposed across other parts of the Science Vale area, as described in the rest of our South East Vale Sub-Area Strategy.

5.85   The Didcot area forms part of Science Vale and has been designated by central government as a Garden Town. To ensure our aspiration for this area of change is met (refer to **Figure 2.2**), this will be considered further through the Local Plan Part 2, which will provide additional focus on delivery and implementation and on successful place making.

64 South Oxfordshire District Council, South Oxfordshire Core Strategy, December 2012, available at: http://www.southoxon.gov.uk/services-and-advice/planning-and-building/planning-policy/core-strategy/adopted-core-strategy

5 Sub-Area Strategies
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Meeting the needs for retailing

5.86   The main retail facilities in the Wantage and Grove area are provided by Wantage town centre. Large improvements were delivered to the retail offer in Wantage in 2007 when a major food store and several large non-food (comparison) stores were built, just to the north of the town centre. These new stores successfully complement the historic Market Square, which includes a number of attractive historic buildings.

5.87   Wantage is one of the main shopping and commercial centres within the District. The centre provides a reasonable range and mix of national and independent comparison retailers and has a good range and choice of non-retail services. The vitality and viability of Wantage town centre will be maintained and enhanced through the implementation of **Core Policy 32**.

5.88   Grove functions as a small neighbourhood shopping centre with a limited range of non-food (comparison) shops and predominantly independent traders serving day-to-day shopping needs. Grove's role as a Local Service Centre will be supported by **Core Policy 32**. The Local Plan 2011 allocation of 2,500 new homes on the former Grove Airfield site will provide a new local centre, which will help to improve the range of shops available in the village.

5.89   The nearby settlement of Didcot, located in South Oxfordshire, also provides for the shopping needs of residents within the Sub-Area. Furthermore, housing growth in the Vale of White Horse makes a significant contribution to the continued viability and vitality of Didcot Town Centre.

Supporting sustainable transport and accessibility

Delivery of strategic highway infrastructure within the South East Vale Sub-Area

5.90   We are planning to focus most of our development within the South East Vale Sub-Area (around 75 % of the proposed strategic growth). This is because the area is home to the largest of our significant employment sites and where the largest number of new jobs will be created. Locating the majority of the planned housing within this area, also provides the opportunity to promote and deliver sustainable transport options, allowing easy access between homes, employment and facilities.

5.91   Working jointly with key partners, including Oxfordshire County Council, we have investigated the impact of the proposed growth within this area and have identified a significant package of new infrastructure. This includes new roads and improvements to public transport, to ensure that development is sustainable. The identified package of measures complements and builds upon those already identified in the 'Science Vale Area Strategy' as set out in the Local Transport Plan 3[65] which was the relevant document up until July 2015.

5.92   The main focus of these improvements is to ensure that there are efficient and effective transport linkages between the major Science Vale employment sites (as well as those within the Science Transit Arc) and the planned housing growth, as well as allowing for strategic public transport and road access to the area. The package includes improvements to the cycle and public transport network within, and to, the area, as well as necessary upgrades to roads and road junctions to allow for growth (**Figures 5.6 a to c**).

5.93 The measures are consistent with the Local Transport Plan 4 which was approved by Oxfordshire County Council Cabinet in July 2015. Of relevance to Vale of White Horse, Local Transport Plan 4 includes a Science Vale Area Strategy, as well as a Science Transit Strategy and an A420 Strategy. In addition to the highway schemes identified in the LTP4 Science Vale Area Strategy the Local Plan also safeguards land to deliver a West Wantage Link Road (WWLR) connecting the A417 from Mably Way in Wantage to East Challow, a South Abingdon bypass crossing the Thames and connecting with the A415 and some junction improvement schemes. These are safeguarded to ensure their future delivery is not compromised, should they be found to be needed later in the plan period, or beyond.
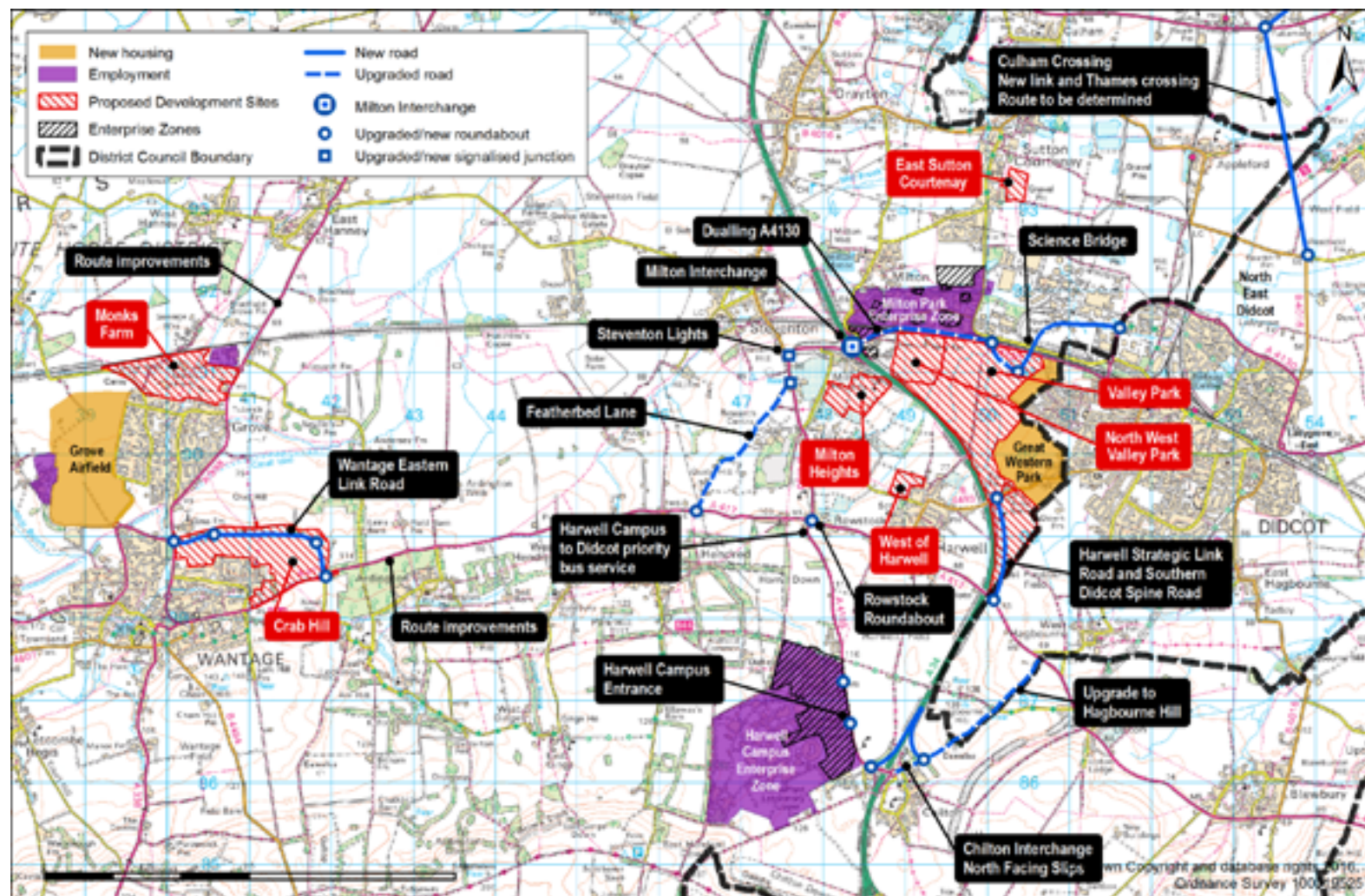

Figure 5.6a: Map showing the proposed road and junction improvements within the Science Vale area
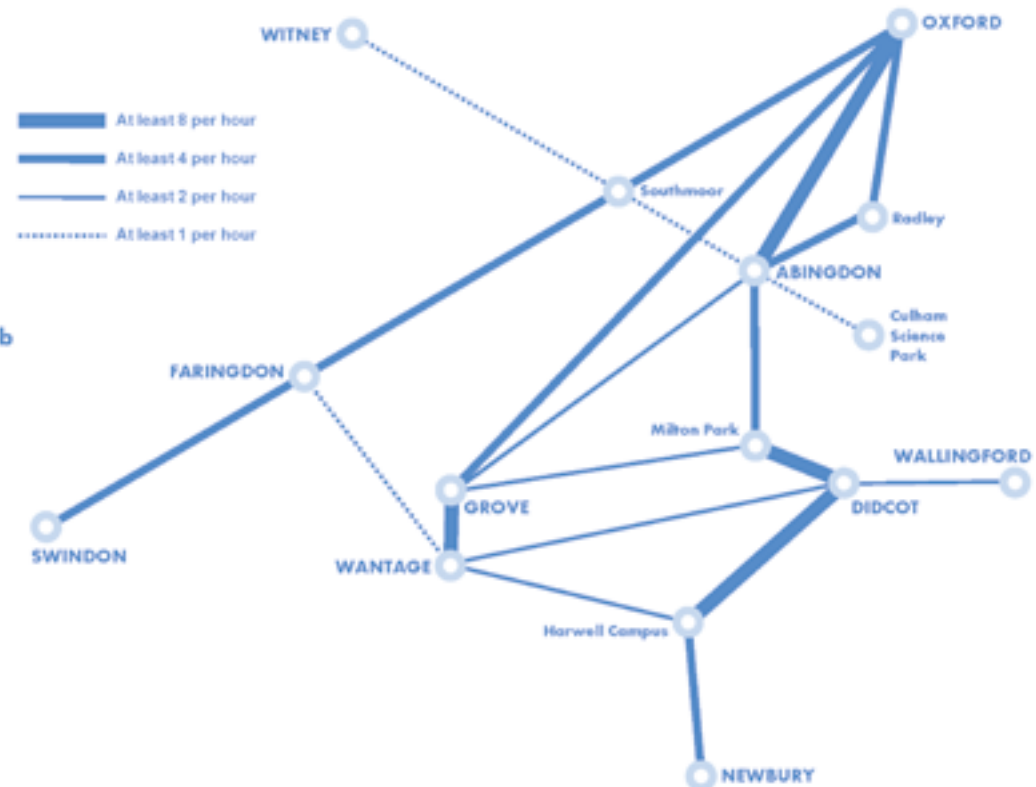
Figure 5.6b: Map showing the proposed Science Vale strategic cycle network

Figure 5.6c: Map showing the proposed improvements to the bus network within the Science Vale area

5.94   The strategic importance of the highway schemes identified in the Science Vale Area Strategy have been acknowledged at a larger than local planning level. Local authorities have been working together through the Oxfordshire Growth Board and the Oxfordshire Local Enterprise Partnership to identify funding mechanisms for this infrastructure to secure its delivery. As part of this work the package has been identified as one of the top priority projects within the Oxfordshire Local Investment Plan[66].

5.95   **Core Policy 7 (Chapter 4)** sets out the principle that all developments will contribute to infrastructure provision as identified in the Infrastructure Delivery Plan[67] that supports the Local Plan 2031 Part 1.

5.96   Without investment in the identified infrastructure, the growth in the Science Vale area would be unsustainable and be put at risk. For this reason, **Core Policy 17** sets out the requirement for all strategic growth within the Sub-Area to contribute towards strategic highway infrastructure.

5.97   The housing supply ring-fence (**Core Policy 5 - Chapter 4**) supports our Spatial Strategy to ensure housing is located in the Science Vale area and in close proximity to the projected new jobs. This approach will also focus financial contributions from development to help deliver the essential infrastructure needed to support sustainable development.

5.98   In addition to the infrastructure identified within the Science Vale Area Strategy, there is an existing requirement for a development road to serve the Local Plan 2011 allocation at Grove Airfield. This is known as the Grove Northern Link Road (GNLR) and is required to provide access to the Grove Airfield site from the A338. It does not form part of the Science Vale Area Strategy and will be provided in association with the Saved Local Plan 2011 allocation at Grove Airfield and the new strategic allocation at Monks Farm (refer to the Site Development Templates shown by **Appendix A**).

© Milton Park

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5 Sub-Area Strategies
South East Vale

> ## Core Policy 17: Delivery of Strategic Highway Improvements within the South-East Vale Sub-Area

In order to deliver the growth in the South East Vale Sub-Area and the wider Science Vale area, the Science Vale Area Strategy has identified highways infrastructure to mitigate the impact of the planned growth across Science Vale and secure the future economic viability of the area. The package will be further refined through development of the Local Transport Plan 4 being developed by Oxfordshire County Council, and the Local Plan 2031 Part 2.

All development within the South East Vale Sub-Area will be required to contribute in accordance with **Core Policy 7: Providing Supporting Infrastructure and Services**. Within the South East Vale Sub-Area this will include contributions towards the infrastructure identified within the Science Vale Area Strategy:

- access to the strategic road network, for example, improvements to the A34 at the Milton and Chilton junctions
- Backhill Lane tunnel (pedestrian and cycle link) and junction on the A4130
- a new link road at north east Wantage between the A338 and A417 (known as the Wantage Eastern Link Road)
- relief to the road network at Rowstock and Harwell (including an improved junction configuration at Steventon Lights, upgrading Featherbed Lane and Hagbourne Hill)

- Science Bridge and A4130 re-routing through the Didcot A site
- A4130 dualling between Milton Interchange and Science Bridge
- a new Harwell Link Road between the B4493 and A417 and Southern Didcot Spine Road
- a new strategic road connection between the A415 east of Abingdon-on-Thames and the A4130 north of Didcot, including a new crossing of the River Thames
- route improvements to the A417 between Wantage and Blewbury
- improvement of the strategic cycle network
- improvement to the bus network, particularly between the strategic housing and employment growth, including a priority bus system between Harwell Campus and Didcot
- a West Wantage Relief Road.

Safeguarding of land for strategic highway improvements within the South East Vale Sub-Area

5.99   The planning and funding of transport infrastructure can take a long time to prepare and it is therefore important that our plans are not compromised by inappropriate development occurring in the interim. **Core Policy 18** seeks to prevent development that may prejudice the delivery of the required schemes identified in the Science Vale Area Strategy.

> **Core Policy 18: Safeguarding of Land for Transport Schemes in the South East Vale Sub-Area**
>
> Land is safeguarded to support the delivery of the identified transport schemes listed by **Core Policies 17 and 19**.
>
> Any proposals for development that may reasonably be considered to impact the delivery of the identified transport schemes (as shown by the maps in Appendix E and the Adopted Policies Map)* should demonstrate the proposal would not harm their delivery.
>
> Planning permission will not be granted for development that would prejudice the construction or effective operation of the transport schemes listed.
>
> New development in these areas should be carefully designed having regard to matters such as building layout, noise insulation, landscaping, the historic environment and means of access. Where appropriate, further detail for these schemes will be set out in Local Plan 2031 Part 2.
>
> * the area shown on the Adopted Policies Map illustrates where **Core Policy 18** will apply. It does not seek to show a precise alignment for the transport schemes, which will need to be informed by detailed design work, carried out in consultation with Oxfordshire County Council and other relevant parties.

Rail services

Didcot

5.100   The Council is working with Oxfordshire County Council and other partners to examine how the rail network can be accessed more effectively and to deliver improvements to facilities at stations.

5.101   Whilst located within South Oxfordshire, Didcot Station is nonetheless an important transport hub for Vale residents, particularly for those commuting or travelling outside of the district and functions as an important gateway for Science Vale. For these reasons, Didcot Station is the focus for investment that will lead to a step change in the station's capacity for rail services, the delivery of an integrated transport hub with facilities for pedestrians, cyclists and bus users.

5.102 The Oxfordshire Strategic Economic Plan[68] identifies six discrete measures for improving Didcot Railway Station, which are:

- construction of a deck access car park on to the existing Foxhall Road car park to increase car parking capacity
- improved connectivity to enable four stopping trains an hour between Didcot and Oxford
- additional platform to enable north-south trains from Southampton and Birmingham to stop at Didcot
- construction of an underpass to provide access from the north into the station
- firm plans for direct access to Heathrow as part of the Western Rail Access to Heathrow project without changes at Reading, and
- rebuilding of Didcot Station to create an appropriate fit for purpose gateway to Science Vale.

Wantage and Grove

5.103 There are long-standing ambitions to re-open the railway station at Grove and the Council will continue to support this aim in accordance with **Core Policy 19**.

5.104 In 2009 the Association of Train Operating Companies (ATOC) published *Connecting Communities: Expanding Access to the Rail Network*[69]*,* which identified *the re-opening of* Grove Station as being within the top five best business cases for opening a new station across the whole of the UK.

5.105 Furthermore, wider initiatives already being brought forward to enhance the national rail network, may also help to enable the re-opening of Grove Station. Examples include:

- the electrification of the London to Bristol main line will increase capacity of the network, and
- the East West Rail link that will eventually connect Oxford and Cambridge may offer a longer term opportunity to connect Oxford with Swindon or Bristol.

> ## Core Policy 19: Re-opening of Grove Railway Station
>
> The Council will continue to support the re-opening of the railway station at Grove, ideally within the lifetime of this plan, and will work with rail operators, Oxfordshire County Council and other partners to develop and implement a strategy to re-open the station and ensure opportunities to do so are maximised.
>
> Planning permission will not be granted for development that would prejudice the construction or effective operation of the re-opening of Grove Railway Station in accordance with **Core Policy 18**.

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68 Oxfordshire Local Enterprise Partnership (LEP) (March 2014), *Strategic Economic Plan: Driving economic growth through innovation*, available at: http://www.oxfordshirelep.org.uk/sites/default/files/Oxford%20SEP_FINAL_March14_1_0.pdf
69 http://www.atoc.org/clientfiles/files/publicationsdocuments/ConnectingCommunitiesReport_S10.pdf

> **Protecting the environment and responding to climate change**

5.106   The Sub-Area contains many areas important for their environmental or landscape value. These include the Letcombe Brook, a green corridor, which provides informal recreation, amenity and wildlife value and is an important flood management feature. Other land between East Challow and Wantage, and Wantage and Grove helps to preserve the separate and unique identities of these communities and so it is important these areas are protected from development.

5.107   Wantage Market Place contains many historic buildings and groups of buildings that are important to the overall 'sense of place' and quality of the town centre. Future development should be of high quality design and well integrated with the existing built form and landscape setting of the town. Heritage assets and their respective settings should be conserved.

5.108   The conservation and enhancement of the North Wessex Downs AONB (as identified in **Figure 5.4**) together with its Management Plan will be supported (as required by the Countryside and Rights of Way (CROW) Act 2000).

5 Sub-Area Strategies
Western Vale

❯ Western Vale Sub-Area Strategy

Introduction

5.109   The Western Vale Sub-Area is predominantly rural in character and extends from the North Wessex Downs Area of Outstanding Natural Beauty (AONB) to the River Thames (**Figure 5.8**). The historic Market Town of Faringdon is the largest settlement within the Sub-Area and functions as the main service centre of the surrounding rural catchment.

5.110   The area contains many attractive villages, which range in size from small isolated hamlets to Larger Villages, such as East Challow, Shrivenham, Stanford-in-the-Vale, Uffington and Watchfield. Shrivenham and Watchfield are located approximately five miles east of Swindon and house the Shrivenham Hundred Business Park and the Defence Academy of the United Kingdom, which includes a campus of Cranfield University.

5.111   Significant growth is planned in the Eastern Villages area within the neighbouring borough of Swindon to the west of this Sub-Area. The Council is working positively with Swindon Borough Council, Oxfordshire County Council and other partners to ensure the growth in both areas is coordinated, particularly in relation to transport and the A420 corridor in accordance with an agreed Statement of Common Ground.

5.112   Our overall priority for the Western Vale Sub-Area is to ensure the service centre role of Faringdon is maintained and continues to meet the needs of the town and surrounding rural catchment. Future development should secure a housing and employment balance, thus helping to improve the self-sufficiency of the area. Development within the Sub-Area should also contribute towards upgrading the A420 to help reduce existing traffic congestion.

5.113   This section sets out:

- **how the Sub-Area will change by 2031, and**
- **our strategic policies to address the key challenges and opportunities identified in the Sub-Area in relation to our four thematic areas, along with other policy considerations:**

❯ Building healthy and sustainable communities
Core Policy 20: Spatial Strategy for the Western Vale Sub-Area
– which sets out our strategic site allocations for this area.

❯ Supporting economic prosperity
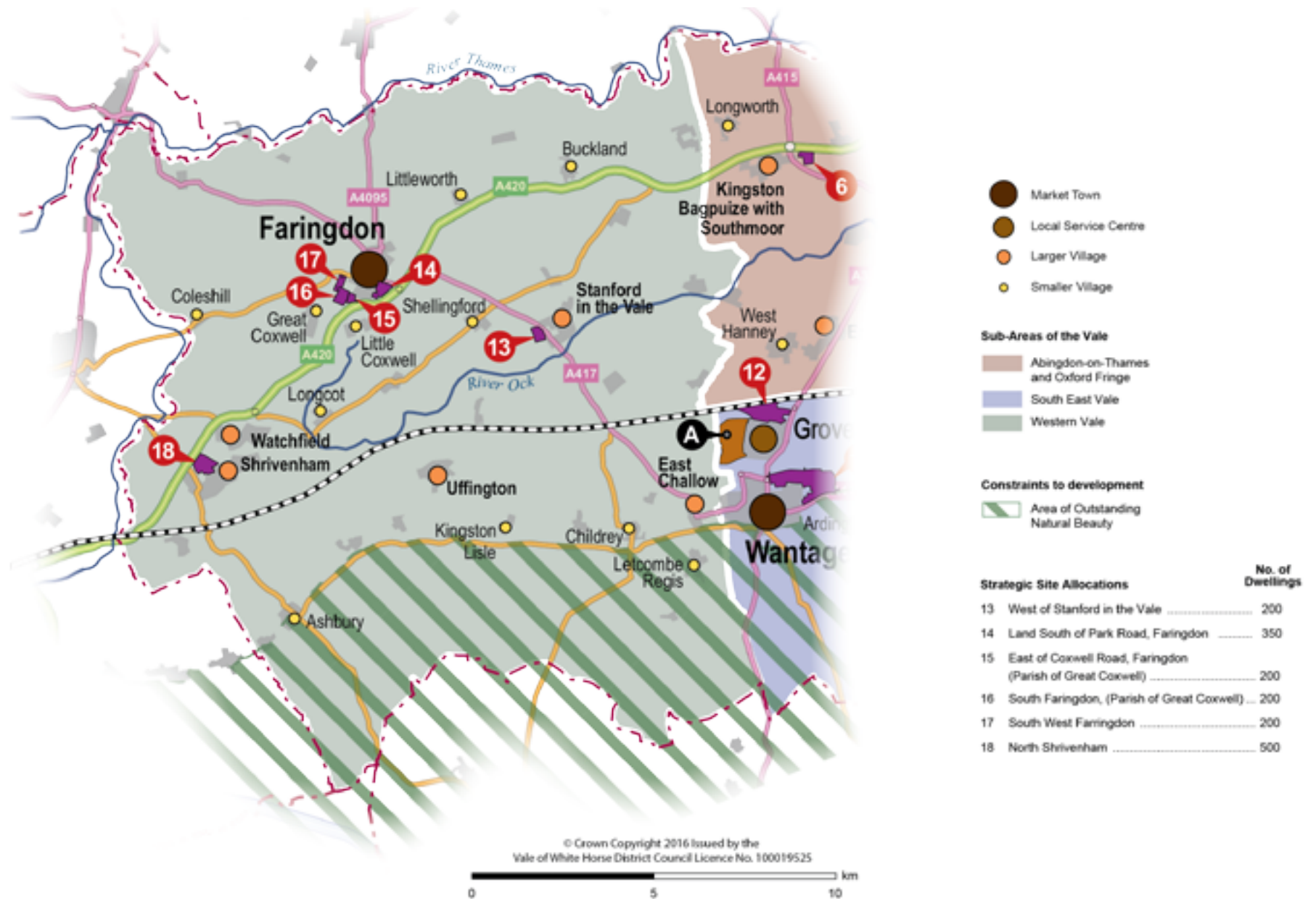
❯ Supporting sustainable transport and accessibility
Core Policy 21: Safeguarding of land for strategic highway improvements within the Western Vale Sub-Area

❯ Protecting the environment and responding to climate change

**Figure 5.8:
Western Vale
Sub-Area**

Market Town

Local Service Centre

Larger Village

Smaller Village

Sub-Areas of the Vale

Abingdon-on-Thames and Oxford Fringe

South East Vale

Western Vale

Constraints to development

Area of Outstanding Natural Beauty

Strategic Site Allocations	No. of Dwellings
13 West of Stanford in the Vale	200
14 Land South of Park Road, Faringdon	350
15 East of Coxwell Road, Faringdon (Parish of Great Coxwell)	200
16 South Faringdon, (Parish of Great Coxwell)	200
17 South West Faringdon	200
18 North Shrivenham	500

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5 Sub-Area Strategies
Western Vale

How the Western Vale Sub-Area will change by 2031

The Western Vale Sub-Area will continue to be an attractive and prosperous rural area. Development will have been focused at Faringdon with complementary growth in the Larger Villages, especially Shrivenham and Stanford-in-the-Vale. The quality of the rural environment will have been maintained.

Faringdon will continue to be a thriving Market Town providing an important service centre role for the surrounding rural catchment. Its historic character and attractive landscape setting will have been maintained. New development will have been successfully integrated with the town and will have been provided alongside additional employment, improving the self-sufficiency of the town. The high quality business park, at the junction of Park Road and the A420, will be thriving and provide an attractive entrance to the town.

The quality of the public area in the centre of Faringdon will have been improved, along with the revitalisation of the shopping and tourism offer. The town will attract residents and visitors alike, serving as a gateway to the Cotswolds. The landscape setting of Faringdon will have been preserved along with ongoing protection for the AONB and Great Western Community Forest.

The countryside and villages will have maintained, conserved and enhanced their distinctive character. The Larger Villages will have retained their services and provide for residents' day-to-day needs. New residents in the villages will be helping to sustain the services and social life of the rural communities.

Strategic policies and other planning considerations for the Western Vale Sub-Area

❯ **Building healthy and sustainable communities**

5.114   Faringdon is a sustainable Market Town that acts as a service centre for a large rural catchment to the west of the Vale. It has an excellent range of services and facilities and further development, adjoining Faringdon, including within Great Coxwell parish, will help to support the delivery of improvements to the town through developer contributions. These could include upgrades to the A420 Junction at Coxwell Road, provision of a new primary school, and increasing the frequency of public transport.

5.115   Land has been identified for strategic development on a number of sites at Faringdon. These are well related to the existing built form of

Faringdon and provide an opportunity to help strengthen community facilities.

5.116   Strategic housing development is also proposed at Shrivenham and Stanford-in-the-Vale. These are sustainable Larger Villages with good services and facilities and good access to employment. Development will ensure the vitality and viability of these rural communities are maintained and facilitate the delivery of new infrastructure.

5.117   The strategic sites will be designed to integrate successfully with the local community and to minimise any harmful effects. Appropriate infrastructure, such as open space, leisure provision and new services and facilities will all be delivered alongside the housing.

5.118   Our strategy for meeting our housing needs in this Sub-Area is set out in **Core Policy 20: Spatial**

Strategy for the Western Vale Sub-Area

5.119   This Sub-Area neighbours the borough of Swindon to the west where significant development is proposed close to the borders of the Vale. Vale of White Horse

District Council will continue to work positively with Swindon Borough Council, Oxfordshire County Council and the rural communities within the Western Vale Sub-Area to help ensure any planned growth to the east of Swindon does not adversely affect the west of the Vale and its rural villages to a significant extent[70].

70 A Statement of Common Ground was agreed between Swindon Borough Council, Oxfordshire County Council, Vale of White Horse District Council and the Western Vale Villages in April 2014.

5 Sub-Area Strategies
Western Vale

> ## Core Policy 20: Spatial Strategy for Western Vale Sub-Area

Our overarching priority for this Sub-Area is to protect the service centre role of Faringdon and deliver a balance of housing and employment to improve the self-sufficiency of the area and to protect the vitality and viability of our rural communities.

Development in the Western Vale Sub-Area should be in accordance with the Settlement Hierarchy set out in **Core Policy 3**:

Western Vale Sub-Area

Market Town:	Faringdon
Larger Villages:	East Challow, Shrivenham, Stanford-in-the-Vale, Uffington and Watchfield
Smaller Villages:	Ashbury, Buckland, Childrey, Coleshill, Great Coxwell, Kingston Lisle, Little Coxwell, Littleworth, Longcot, Letcombe Regis and Shellingford

Housing Delivery

At least 3,173 new homes will be delivered in the plan period between 2011 and 2031. 1,650 dwellings will be delivered through strategic allocations. 462 dwellings remain to be identified and will be allocated through the Local Plan 2031 Part 2 or Neighbourhood Development Plans or through the Development Management process. The contribution of all sources of housing supply within this Sub-Area are shown by the following table:

Category		Number of Dwellings
Housing requirement for the full plan period (Apr 2011 to Mar 2031)		3,173[a]
Housing Completions (Apr 2011 to Mar 2016)		860
Housing Supply (Apr 2016 to Mar 2031)	Known Commitments	732
	Local Plan 2031 Part 1 allocations	1,650
	Local Plan 2031 Part 2 allocations	222[b]
	Windfalls	240

[a] This target addresses needs arising in the Vale of White Horse. If or when required, needs arising elsewhere in the Housing Market Area, will be addressed in accordance with **Core Policy 2**.
[b] The Local Plan Part 2 allocation will be reduced where dwellings are allocated in Neighbourhood Developments Plans or come forward through the Development Management Process.

Strategic Allocations

Development will be supported at the strategic allocations through a masterplanning process involving the community, local planning authority, developer and other stakeholders where development meets the requirements set out within the Site Development Templates shown by **Appendix A** and are in accordance with the Development Plan taken as a whole. The following table shows how the level of housing required within this Sub-Area through strategic development sites will be distributed:

5 Sub-Area Strategies
Western Vale

> ## Core Policy 20: Spatial Strategy for Western Vale Sub-Area

Part 1 Allocations

Settlement/ Parish	Settlement Type	Site Name	Number of Dwellings
Faringdon	Market Town	Land South of Park Road, Faringdon[c]	350
		South-West of Faringdon	200
Great Coxwell Parish	Adjoining Faringdon Market Town	East of Coxwell Road, Faringdon[c]	200
		South of Faringdon	200
Shrivenham	Larger Villages	North of Shrivenham	500
Stanford-in-the-Vale		West of Stanford-in-the-Vale	200
Total			**1,650**

[c] These sites have 'Resolution to Grant' planning permission subject to completion of a legal agreement, as at Sept 2014.

Employment

7.38 hectares of employment land will be provided for business and employment growth in accordance with **Core Policy 6**. In addition, the following strategic employment sites will be safeguarded for employment use in line with **Core Policy 29**.

Strategic employment sites:

Faringdon Park Road Industrial Estate
Land adjacent to A420, Faringdon

5 Sub-Area Strategies
Western Vale

▶ Supporting economic prosperity

5.120   The provision of employment in Faringdon is a key priority for the Sub-Area; helping to improve the self-sufficiency of the town and reduce the need for out-commuting.

5.121   The employment development to be provided on the strategic allocation to the South of Park Road will complement the saved Local Plan 2011 allocation at the 4&20 Business Park of 4.2 hectares.

5.122   A number of employment allocations from the former Local Plan 2011 will also be saved. Some other smaller employment sites are no longer fit for purpose (for example, Pioneer Road / south of Willes Close and north of Park Road / south east of Volunteer Way) and it may be appropriate for these sites to be redeveloped in accordance with

Core Policy 29[71].

5.123   Faringdon town centre has a mix of shops and services that meet day-to-day and local shopping needs, but the range and choice of shops could be improved. However, the 2013 Retail Needs Assessment for the Vale of White Horse District indicates that the need for additional convenience floorspace in Faringdon in the foreseeable future can largely be met by the new food store on Park Road[72].

▶ Supporting sustainable transport and accessibility

Safeguarding of land for strategic highway improvements within the Western Vale Sub-Area

5.124   The Evaluation of Transport Impacts (ETI) Study[73] that has been prepared to inform the Vale Local Plan 2031 Part 1 has identified that

some capacity issues on the A420 are likely to occur later in the plan period. This impact is partly as a result of the development proposed in the Sub-Area and will particularly affect junctions accessing Faringdon and Shrivenham.

5.125   Oxfordshire County Council has worked with partners, including Vale of White Horse District Council and Swindon Borough Council to develop a Route Strategy for the A420 (between the A419 and A34) as part of the Local Transport Plan (LTP).

The strategy helps to ensure this important and strategic route continues to operate with minimal congestion and to avoid rat runs on minor roads.

5.126   The ETI has identified that revised junctions are needed on the A420 at both Faringdon and Shrivenham. For this reason, land is safeguarded at these locations to ensure these necessary upgrades can be delivered alongside the planned growth at these settlements in accordance with **Core Policy 21**.

71 http://www.whitehorsedc.gov.uk/evidence
72 Nathanial Lichfield & Partners (NLP) (2012) Retail and Town Centre Study – Vale of White Horse District Council, March 2013
73 www.whitehorsedc.gov.uk/evidence

5 Sub-Area Strategies

Western Vale

❯ Core Policy 21: Safeguarding of Land for Strategic Highway Improvements within the Western Vale Sub-Area

Land is safeguarded to support the delivery of the following identified transport schemes:

- junction enhancement on the A420 at Faringdon and Shrivenham

New development in these areas should be carefully designed, having regard to matters such as building layout, noise insulation, landscaping and means of access.

Any proposals for development that may reasonably be considered to impact the delivery of the identified schemes (as shown by maps in **Appendix E** and the **Adopted Policies Map**)* should demonstrate the proposal would not harm their delivery.

Planning permission will not be granted for development that would prejudice the construction or effective operation of the transport schemes listed above.

*the area shown on the Adopted Policies Map illustrates where policy CP21 will apply. It does not seek to show a precise alignment for the transport scheme, which will need to be informed by detailed design work, carried out in consultation with Oxfordshire County Council and other relevant parties.

❯ Protecting the environment and responding to climate change

5.127   The North Wessex Downs AONB extends across part of the Sub-Area and this area will continue to be protected because of its high quality landscape and setting in accordance with Core Policy 44.

5.128   The Great Western Community Forest covers an area of 168 square miles around Swindon and extends as far as Faringdon to the east. The project aims to produce long-term environmental improvements by promoting tree planting and woodland management and has supported the regeneration of woodland around Faringdon Folly. Development proposals in the forest area should demonstrate how they will contribute to the objectives of the project.

6 District Wide Policies

Overview

The Local Plan 2031 Part 1 establishes a strategic policy framework to guide development in the Vale up to 2031.

This chapter sets out those strategic policies necessary to complement the Spatial Strategy (**Chapter 4**) and Sub-Area Strategies (**Chapter 5**) to ensure planned growth is sustainable. The policies will apply across the Vale and provide greater detail to ensure a balance is met between addressing local housing needs, supporting economic growth and conserving and enhancing the Vale's high quality natural, historic and built environment, and the quality of life in existing settlements.

The policies in this chapter have been developed where national guidance alone is not sufficient to deliver the Council's vision. The policies therefore build on, rather than duplicate, national guidance.

Some of the policies set out in the Vale Local Plan 2011 will continue to be saved and relied upon (and used alongside new Local Plan policies) for day-to-day decision making on planning applications until they are reviewed as part of the Local Plan 2031 Part 2. The Council has published an assessment of the consistency of Saved Local Plan 2011 policies when compared with the National Planning Policy Framework (NPPF). This will be used to help ensure that the saved policies are applied appropriately alongside the NPPF.

The policies are structured into the four thematic areas, which are common throughout the plan:

- **building healthy and sustainable communities**
- **supporting economic prosperity**
- **supporting sustainable transport and accessibility, and**
- **protecting the environment and responding to climate change**

6 District Wide Policies

❯ Building healthy and sustainable communities

Introduction

6.1   The Local Plan 2031 Part 1 has a key role in helping to build sustainable communities in the Vale and helping to meet the diverse needs of the people living there. This will be achieved in part through the Spatial Strategy (set out in **Chapter 4**) that seeks to direct new development to the most sustainable locations and in communities with the best range of services and facilities. Furthermore, the Sub-Area Strategies (set out in **Chapter 5**), are focused on addressing more location-specific issues and the needs of different parts of the District.

6.2   **Chapter 2** of this plan identified a number of key challenges and opportunities facing this thematic area for achieving sustainable communities and these include the high cost of housing and the disparity between income levels and housing costs in the district. It showed the long-

term demographic trends towards an ageing population and a higher number of smaller sized households. For these reasons, our vision and objectives (**Chapter 3**) seek to increase the supply of new housing and ensure that the right size, type and tenure of housing is delivered to address the needs of existing and future residents. They also seek to address the specific needs of vulnerable groups (such as the elderly and those with disabilities).

6.3   We have set out a number of site specific proposals and policies relating to housing in our Sub-Area Strategies included within **Chapter 5**. This section includes policies that apply across the whole district. These are:

- **Core Policy 22: Housing Mix** – which seeks to ensure that the right mix of housing sizes, types and tenures are provided on all residential development sites.

- **Core Policy 23: Housing Density** – which seeks to ensure that residential dwellings are provided at an appropriate density to reflect the need to use land efficiently whilst also taking account of local circumstances.

- **Core Policy 24: Affordable Housing** – which sets out the Council's approach to the provision of affordable housing as part of new residential development.

- **Core Policy 25: Rural Exception Sites** – which identifies the circumstances in which affordable housing can be provided on 'exception sites' in the rural areas, where residential development would not normally be permitted.

- **Core Policy 26: Accommodating Current and Future Needs of An Ageing Population** – which sets out measures to ensure new

homes are well designed and easily adapted to the changing needs of residents throughout their lives.

- **Core Policy 27: Meeting the Housing Needs of Gypsies, Travellers and Travelling Showpeople** – which seeks to provide for the needs of gypsies, travellers and travelling showpeople.

6 District Wide Policies

Housing mix

6.4   It is important that housing provision across the district reflects the needs of an ageing population and growth in smaller households. The Strategic Housing Market Assessment (SHMA) provides details of the recommended mix of housing type and size. The assessment identifies that there is most need in the Open Market sector for 3-bed units with the lowest need for 1-bed units. For affordable housing, there is a greater need for 2-bed units with the lowest need for 4-bed units[74]. It is important that new housing addresses any imbalance within the existing stock and the impact of demographic and household change. It is also important to provide the type of housing needed to attract people to live and work locally and built to a size and standard that supports a good quality of life.

6.5   The SHMA acknowledges the longer-term objective to deliver a more balanced stock, which reflects the identified needs of the area, but this objective must be seen in the context of viability. As a result, **Core Policy 22** adopts a flexible approach to the implementation of housing mix.

6.6   Additional policy detail will be set out in the Local Plan 2031 Part 2 to determine the specific needs of housing types and sizes on strategic housing development sites within the Science Vale area.

> ## Core Policy 22:
> ## Housing Mix
>
> A mix of dwelling types and sizes to meet the needs of current and future households will be required on all new residential developments. This should be in accordance with the Council's current Strategic Housing Market Assessment unless an alternative approach can be demonstrated to be more appropriate through the Housing Register or where proven to be necessary due to viability constraints*.
>
> *Viability should be set out in an independent viability assessment on terms agreed by the relevant parties including the Council and funded by the developer. This will involve an open book approach.

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74   Strategic Housing Market Assessment (2014) Tables 65 and 66

6 District Wide Policies

Housing density

6.7   New housing should provide good quality, attractive and acceptable living environments. Density is an important consideration in delivering these high quality environments. Historically, some of the most successful settlements included high density development, such as medieval villages and town centres and Georgian, Victorian and Edwardian terraces. This is often the case in many of the District's market towns and village centres.

6.8   Land is a finite resource and should be used efficiently. Consideration is needed for local context of proposed development sites and new development should seek to achieve a target net[75] density of at least 30 dwellings per hectare. Higher or lower densities may be acceptable and the approach to density should be justified in the Design and Access Statement and relate to urban structure, legibility, landscape and townscape context and creating enclosure to streets and spaces.

> ## Core Policy 23: Housing Density
>
> On all new housing developments a minimum density of 30 dwellings per hectare (net) will be required unless specific local circumstances indicate that this would have an adverse effect on the character of the area, highway safety or the amenity of neighbours. Higher densities will be encouraged in locations where it will result in the optimum use of land, where there is good access to services and public transport routes, and where it would contribute to enhancing the character and legibility of a place.

75   Net Density excludes major elements of supporting uses such as open space, community facilities, infrastructure etc.

6 District Wide Policies

Affordable housing

6.9   Affordable housing is provided for rent or purchase on a subsidised basis to eligible households who cannot meet their needs on the open market[76]. There are currently three main types of affordable housing tenures: social rented, affordable rented and intermediate[77].

6.10   Securing new affordable housing on-site as part of new developments is the most effective way to provide new supply. The on-site provision of completed units by a developer is the Council's preferred approach and it is expected that the vast majority of residential developments will be capable of delivering affordable housing on the same site.

6.11   When a new application is submitted on a site with extant or lapsed planning permission for housing that did not need to contribute to affordable housing

under previous policy requirements, affordable housing contributions will be sought in accordance with the policies within the up-to-date Development Plan.

6.12   The Council's affordable housing policy gives consideration for how viability can affect the successful delivery of development and has been informed by a Viability Study. The Study demonstrates that a 35 % target for affordable housing brings more sites into viability than that with a higher rate. However, this matter should be considered on a case-by-case basis and give consideration to wider infrastructure requirements, as set out in the Council's Infrastructure Delivery Plan. A Community Infrastructure Levy (CIL) is also being prepared alongside the Local Plan 2031 to support the delivery of necessary infrastructure (see also **Core Policy 7**).

6.13   Additional details on the Council's approach to delivering affordable

housing will be set in out in the Affordable Housing Supplementary Planning Document (SPD). Furthermore, policy detail relating to the specific need for affordable housing on strategic housing development sites in the Science Vale area will be set out in the Local Plan 2031 Part 2.

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76   Eligibility for affordable housing is determined with regard to local incomes and house prices
77   This is a form of affordable housing that can include shared equity. For further details refer to glossary in the Appendix

6 District Wide Policies

> ## Core Policy 24:
> ## Affordable Housing

The Council will seek 35 % affordable housing on all sites capable of a net gain of eleven or more dwellings. There should be a 75:25 split for rented (either social or affordable) and intermediate housing respectively. In circumstances where it can be demonstrated that the level of affordable housing being sought would be unviable, alternative tenure mixes and levels of affordable housing provision, may be considered. Any difference in tenure mix or percentage of affordable housing to be delivered will need to be supported by a viability assessment*.

Any affordable housing provided should:

    i.   be of a size and type which meets the requirements of those in housing need, and

    ii.   be indistinguishable in appearance from the market housing on site and distributed evenly across the site

The Council's preference is for on-site affordable housing provision (with the exception of part units). Only in exceptional circumstances will any other scenario be considered. In such cases the following delivery hierarchy will be considered:

    iii.   mix of on-and off-site delivery with the level of affordable housing to be achieved to be 'broadly equivalent' to that which would have been delivered on-site

    iv.   full off-site delivery

    v.   part off-site delivery and part commuted sum

    vi.   commuted sum which shall be based on the open market value of units to be delivered on site in lieu of full-on or off-site delivery

In cases where the 35 % calculation provides a part unit, a financial contribution will be sought, equivalent to that part unit.

Off-site contributions and/or financial contributions for the provision of affordable housing in lieu of on-site provision will not be appropriate, unless it can be robustly justified that:

    vii.   it is not physically possible or feasible to provide affordable housing on the application site, or

    viii.   there is evidence that a separate site would more satisfactorily meet local housing need and contribute to the creation of sustainable mixed communities.

Planning permission will be refused for development proposals where it appears that a larger site has been sub-divided into smaller development parcels in order to avoid the requirements of the affordable housing policy.

*Viability should be set out in an independent viability assessment on terms agreed by the relevant parties including the Council and funded by the developer. This will involve an open book approach.

6 District Wide Policies

Rural exception sites

6.14   The 'rural exception site' policy is aimed at providing homes for local people, who are unable to rent or buy a property on the open market in rural locations.

6.15 Schemes should be supported in principle by the local community, as represented by the relevant parish council. To facilitate this approach, a detailed housing needs assessment must be carried out following a methodology agreed with the District and to include formal engagement with the local parish councils before a planning application is made. The housing needs assessment must include the following information:

- the present housing circumstances and income levels of those considered to be in need, related to local house prices and rent levels
- the connection of the likely occupants with the village or nearby village, and
- the type and size of dwellings that would meet their requirements.

6.16   Housing schemes approved under the Rural Exceptions Policy must be genuinely designed to meet a specific local need. The homes will be allocated in accordance with the Council's allocations policy with priority given to those households with the required local connection which is clearly set out in the policy. The Council's housing team may be able to give a preliminary indication of whether there is sufficient need in the village to pursue a scheme.

6.17   Early discussion with the Council will be essential to establish whether a particular site is likely to be suitable for a rural exception housing scheme.

6.18   Secure arrangements must be made to ensure that the scheme meets the local needs that have been identified and remains affordable, both initially and in respect of successive occupiers. The precise nature of these arrangements may vary but will most often be achieved through a legal agreement or planning

conditions. It will also be important to involve a registered provider or housing trust who can retain a long-term interest in the housing and thus control subsequent changes of ownership and occupation in accordance with the agreed criteria.

6 District Wide Policies

Core Policy 25:
Rural Exception Sites

Affordable housing schemes will be permitted on sites that would not otherwise be acceptable for housing development, providing the scheme would satisfy the following:

i. it meets a clearly established local need identified through a robust housing needs assessment in accordance with a methodology agreed with the District Council

ii. it is designed to meet the established need of a village (or its neighbouring village) in terms of dwelling numbers, types, sizes and affordability

iii. it includes secure arrangements to ensure that all the houses will be occupied by local people in need of affordable housing and that the benefits of the low cost provision will remain available to local people in the long term

iv. it is located within or on the edge of a village and would not harm the character, visual amenity or setting of settlements, particularly in Areas of Outstanding Natural Beauty. The design, layout and materials of new housing complements and enhances its surrounding natural and built environment

v. is consistent with Green Belt policy as set out in the National Planning Policy Framework and **Core Policy 13**

vi. it will not adversely impact upon designated heritage assets or their setting (i.e. Listed Buildings, Conservation Areas, Registered Parks and Gardens, Scheduled Monuments, and non-designated Heritage Assets)

vii. it is located in a sustainable location with good access to public transport, employment and local services/facilities, and

viii. is consistent with **Core Policy 42: Flood Risk.**

Where robust evidence establishes that viability issues* would prevent the delivery of an exception site, the minimum level of market housing required to make the development viable will be favourably considered where it would ensure the provision of significant additional affordable housing to meet local needs.

Any market housing included in a scheme (where considered necessary for reasons of viability) should be constructed to reflect the character of the affordable units and be sympathetic to the rural location.

*Viability should be set out in an independent viability assessment on terms agreed by the relevant parties including the Council and funded by the developer. This will involve an open book approach.

6 District Wide Policies

Accommodating current and future needs of the ageing population

6.19   The district has an ageing population. Over the plan period the 65+ age group is projected to increase by 58 % between 2010 and 2030 to represent 26 % of the district's total population by 2030[78]. The high level of growth in this age group is a key demographic driver and should be adequately addressed in the Local Plan 2031 to ensure that housing supply addresses the current and future needs of older people.

6.20   As the population of the district increases and ages, the level of disabilities and health issues amongst the older population is likely to increase significantly, along with the specialist housing to address their needs.

6.21   In delivering homes that will meet the current and future needs of the ageing population, it is important that new homes are adaptable to the changing needs of residents over time. The Council will consider a need to set out higher accessibility, adaptability and wheelchair housing standards through Local Plan Part 2, in accordance with the National Planning Practice Guidance in identifying optional technical standards.

6.22   There are a range of models that can play a part in providing specialist accommodation for the elderly. These include sheltered and enhanced sheltered housing, Extra Care housing, retirement villages, continuing care retirement communities and registered care homes both with and without nursing care. The Council's preference is for Extra Care housing or schemes which include an element of Extra Care provision within them, in accordance with the County Council's Extra Care Housing Strategy[79].

6.23   Specialist accommodation for the elderly should be provided on a mixed-tenure basis wherever

> ## Core Policy 26:
> ## Accommodating Current and Future Needs of the Ageing Population
>
> In order to meet the needs of current and future households in the context of an ageing population, the following requirements will be sought subject to the viability* of provision on each site:
>
> i.   residential dwelling houses designed for older people (with or without Extra Care) should be provided in the strategic site allocations in the Local Plan 2031 Part 1 and other suitable locations.
> ii. where possible, residential dwellings designed for older people should be located within close proximity to public transport routes, retail and other local facilities, including for health care.
> iii. where residential dwelling houses for older people (with or without Extra Care) are provided, wherever possible it should be on a mixed-tenure basis in accordance with the requirements of **Core Policy 24**: **Affordable Housing**.
> iv. where standards that would apply to general housing have been relaxed in response to the special needs of the occupiers of the scheme, the occupancy will be limited to accord with the nature of the scheme.
>
> *Viability should be set out in an independent viability assessment on terms agreed by the relevant parties including the Council and funded by the developer. This will involve an open book approach.

possible. Where the accommodation caters for mobile residents, it should be located on sites in or adjacent to the towns or within the Larger Villages[80]. Where any scheme providing specialist accommodation

for the elderly (with or without care) includes an affordable housing component, this can count towards the overall 35% affordable housing requirement if part of a wider development.

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78   2010-based sub national population projections available at http://www.oxford.gov.uk/districtdata/
79   OCC Extra Care Housing Strategy, January 2008
80   A Framework for an Oxfordshire Extra Care Housing Strategy, Oxfordshire County Council, January 2008

6 District Wide Policies

Meeting the needs of Gypsies and Travellers and Travelling Show People

6.24   The needs of the Gypsies, Travellers and Travelling Show People communities are important to us to ensure we develop a fair and effective strategy to meet these needs, particularly through the identification of land for pitches.

6.25   The Gypsy, Traveller and Travelling Show People Accommodation Needs Assessment (2013)[81], prepared jointly with Oxford City Council and South Oxfordshire District Council, assessed the housing needs for the Gypsy, Traveller and Travelling Show People communities within these areas.

6.26   For the Vale of White Horse District, the identified need is for 13 additional permanent Gypsy and Traveller pitches to be delivered during the plan period. For the Travelling Show People community, the assessment identified that no plots are needed within the district during this plan period.

> ## Core Policy 27:
> ## Meeting the housing needs of Gypsies, Travellers and Travelling Show People

The Council will enable or provide for at least 13 pitches for gypsies and travellers during the plan period to 2031. Existing sites will be safeguarded.

The identified need will be met by a combination of the following:
  - i.   implementation of extant planning permissions
  - ii.   extending existing sites where possible to meet the needs of existing residents and their families
  - iii.   allocating specific deliverable sites through Local Plan 2031 Part 2 to meet any remaining identified need.

Proposals to meet the identified need will be permitted where it has been demonstrated that the following criteria have been met:
  - iv.   the site is not located within the Oxford Green Belt
  - v.   the development will not harm the Area of Outstanding Natural Beauty, areas of high landscape or ecological value, or heritage assets and their setting
  - vi.   the development will not have an adverse impact on the character of the area, highway safety or the amenities of neighbouring properties
  - vii.   the site is located within a reasonable walking distance of key local services including a primary school, a local shop and a public transport service
  - viii. the site can be provided with safe vehicular and pedestrian access, electricity, mains drinking water, sewage connections and waste disposal facilities.

81   Oxford City, South Oxfordshire District and Vale of White Horse District Council's Gypsy, Traveller and Travelling Show People Accommodation Needs Assessment. Opinion Research Services 2013

6 District Wide Policies

Supporting economic prosperity

6.27   The Spatial Strategy set out in **Chapter 4** seeks to support economic prosperity in the Vale by focusing sustainable growth in the Science Vale area. The Spatial Strategy also seeks to reinforce the service centre roles of the main settlements across the district, including by directing new shops and facilities towards these settlements, and to promote thriving villages and rural communities.

6.28   The policies in this section complement the policies included in **Chapters 4 and 5** by setting out policies that will apply across the whole district to assist decision making and to support the delivery of our Strategic Objectives. They will help to support a strong and sustainable economy within the Vale's towns and rural areas and to maintain and enhance the vitality and viability of the Vale's town centres and local shopping centres to strengthen their service centre roles.

6.29   Any site or area specific policies are included in our Sub-Area Strategies (**Chapter 5**). This section sets out policies that apply across the district, these are:

- **Core Policy 28: New Employment Development on Unallocated Sites** – which sets out the Council's approach to assessing proposals for employment on sites not already allocated.

- **Core Policy 29: Change of Use of Existing Employment Land and Premises** – which sets out the Council's approach to assessing proposals for change of use.

- **Core Policy 30: Further and Higher Education** – which seeks to support enhanced provision to enhance access to skills across the district.

- **Core Policy 31: Development to Support the Visitor Economy** – which seeks to support the visitor and tourism sector across the district.

- **Core Policy 32: Retail Development and other Main Town Centre Uses** – which sets out the Council's approach to determining proposals for retail and town centre uses.

6 District Wide Policies

New employment development on unallocated sites

6.30   The Local Plan 2031 Part 1 sets out employment allocations within **Core Policy 6**. There is a strong focus on the Science Vale area, with a total of 157 hectares allocated to Milton Park and Harwell Campus, and 29 hectares to be provided at the Didcot A Power Station site. **Core Policy 28** complements these allocations by supporting appropriate B-Class employment development on unallocated sites across the district.

6.31   In the rural areas, outside the Market Towns, Local Service Centres and Larger and Smaller Villages, new employment activities can be accommodated with least impact on the landscape through the re-use, conversion or adaptation of suitable existing buildings. However, there is some flexibility for new employment buildings to come forward in the rural areas if there are no suitable existing buildings available for re-use, providing that the proposals meet the other criteria set out in the policy.

Core Policy 28: New Employment Development on Unallocated Sites

Proposals for new employment development (Use Classes B1, B2 or B8) will be supported on unallocated sites in or on the edge of, the built up area of Market Towns, Local Service Centres and Larger and Smaller Villages provided that the benefits are not outweighed by any harmful impacts, taking into account the following:

i.   the effect on the amenity of nearby residents and occupiers

ii.   the provision of safe site access for pedestrians and cyclists and for all types of vehicles likely to visit the sites, and measures to promote the use of sustainable modes of transport where possible, and

iii. the scale**,** nature and appearance of the employment development and its relationship with the local townscape and/ or landscape character

In the rural areas the re-use, conversion or adaptation of suitable existing buildings for employment will also be supported subject to criteria (i)-(iii) where applicable. Other rural proposals will be supported, provided that, in addition to criteria (i)-(iii) where applicable:

iv.   the proposal cannot reasonably be accommodated on employment land identified as vacant or developable, and

v.   it can be demonstrated that the proposal will benefit the local economy and will not undermine the delivery of the strategic employment allocations.

6 District Wide Policies

Change of use of existing employment land and premises

6.32   In addition to supporting appropriate new employment development, there is also a need to protect important existing employment sites in the Vale. This will help ensure the overall employment provision is increased over the Local Plan 2031 period. The Government has introduced new permitted development rights that impact upon existing employment uses in the district[82]. Vale of White Horse District Council will continue to monitor the impacts of these rights on the district. Should we consider them to potentially conflict with our Spatial Strategy, we will seek an Article 4 direction to maintain control of our strategic employment sites. **Core Policy 29** will apply to all proposals for changes of use of existing employment land and premises that are not covered by the new permitted development rights.

6.33   There are a number of key existing strategic employment sites, at the main settlements and in the Science Vale area, where retention of the existing employment uses will be particularly important to help deliver our overall Spatial Strategy. These strategic employment sites are listed in the Sub-Area Strategies in **Chapter 5**. **Core Policy 29** sets out the Council's intention to safeguard land and premises on these existing sites and on sites allocated for new employment development (also listed in the Sub-Area Strategies in **Chapter 5**), for employment uses.

6.34   There is an adopted Local Development Order (LDO) that covers the Milton Park site[83] for a period of 15 years from December 2012. The LDO permits an element of non-B class employment generating uses (specifically car dealership and private healthcare uses) and also allows for some other uses that will help support the sustainability and viability of the business park, such as small-scale shops and recreation facilities. **Core Policy 29** will apply to any applications for non B-class uses at Milton Park which are not permitted by the LDO.

6.35   There are also a number of rural employment sites that make an important contribution to the local economy and provide employment opportunities in rural locations across the district. These rural multi-user sites and large campus style sites (listed in **Appendix D**) are identified in the Local Plan 2011 and will be reviewed through the Local Plan 2031 Part 2.

6.36   Proposals for alternative uses on these rural employment sites and other employment land and premises in the district will need to demonstrate that at least one of the criteria set out in **Core Policy 29** will be met.

6.37   In seeking to demonstrate that a site has no reasonable prospect of being used for employment purposes, applicants will be expected to demonstrate that the site is no longer viable for its present, or any other realistic and suitable, employment use. They must demonstrate that the site has remained un-sold or un-let for at least 12 months. In addition, applicants will need to provide evidence relating to the marketing of the site for its present use for a minimum period of 12 months up to the date at which the planning application was lodged. This should demonstrate that despite genuine and sustained attempts to sell or let a site on reasonable terms for employment use, they have failed to do so.

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82   http://www.planningportal.gov.uk/permission/commonprojects/changeofuse/
83   Milton Park Local Development Order, December 2012, available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/milton-park-local-development-order

6 District Wide Policies

6.38   The site's potential contribution to the local and wider economy must be considered, both currently and in the long term, taking proper account of the economic cycle and the likely future needs of the economy. The Council will need to be satisfied that the change of use of the employment site would not jeopardise the provision of sufficient employment land across the district to meet the identified need.

6.39   Saved Policy E13 of the Local Plan 2011 sets out the circumstances in which ancillary uses will be permitted on employment sites. This policy will be reviewed through the Local Plan 2031 Part 2, and will continue to be used alongside the Local Plan 2031 Part 1 until such time as it is replaced.

> ## Core Policy 29:
> ## Change of Use of Existing Employment Land and Premises

The strategic employment sites, as listed in the Sub-Area Strategies, form part of the District's reserve for employment land to meet objectively assessed employment needs and will be safeguarded for employment uses. Alternative uses will be considered if they provide ancillary supporting services or meet a need identified through the Local Plan 2031 review process, or exceptionally where a reassessment of the district-wide 2013 Employment Land Review demonstrates that these sites are no longer needed over the full plan period.

Elsewhere in the District, where there is no reasonable prospect of land or premises being used for continued employment use, a mixed use enabling development which incorporates employment space should first be considered. If a mixed use scheme is not viable, the extent to which the proposed use generates new employment will be considered in determining the relevant planning application.

Proposals for alternative uses will need to demonstrate compliance with other relevant policies.

6 District Wide Policies

Further and higher education provision

6.40 Growth in the Science Vale area is expected to lead to an increase in the number of jobs in high tech and science-based industries in the Vale. **Core Policy 30** supports improvements to further and higher education facilities to help ensure local people have opportunities to gain the skills needed to access the jobs available and local employers have access to a suitably skilled local labour force.

6.41 **Core Policy 30** identifies the most appropriate locations for further and higher education facilities. The Council will support, where consistent with the other relevant policies in this plan, the development and expansion of higher education facilities at Oxford Brookes University Harcourt Hill Campus and at Cranfield University (Defence Academy) at Watchfield.

Core Policy 30: Further and Higher Education

The Council will support the development and enhancement of further and higher education facilities to help support the local economy and to ensure the local labour force is equipped to take advantage of the opportunities likely to arise in the future. The most appropriate locations for further and higher education provision are:

i. by the extension or more intensive use of existing education or other suitable community facilities

ii. within identified strategic employment locations, provided that the training offered is clearly relevant to meet the needs of businesses in that strategic employment location, and

iii. in the main settlements and other locations with good pedestrian and cycle access and well served by public transport connections between the proposed facility and its likely student catchment.

6 District Wide Policies

Development to support the visitor economy

6.42   The benefits of the visitor economy can include indirect impacts such as acting as a positive force for protecting and improving the environment, as well as the direct economic gains arising from visitor economy related expenditure. The Vale is well-placed to take advantage of this, being close to the visitor attractions of the city of Oxford and the River Thames, and with the Ridgeway National Trail passing through the south of the district.

6.43   A joint Hotel Needs Assessment has been prepared with South Oxfordshire District Council[84] and confirms the need for a significant increase in hotel supply in the Science Vale area. It has also identified the potential need for hotels in the Market Towns of Abingdon-on-Thames and Wantage and on the fringe of the city of Oxford at Botley.

6.44   **Core Policy 31** supports new development in the visitor economy, including hotels and guest houses. Development should be of an appropriate scale and character in relation to the location. Proposals for development relating to the visitor economy within the Oxford Green Belt or the North Wessex Downs AONB will need to be in accordance with the relevant Local Plan 2031 policies for these areas or in accordance with Saved Policies NE7, NE 8, NE9, NE10, NE11 and NE12 until these policies are updated through Local Plan Part 2.

> ## Core Policy 31:
> ## Development to Support the Visitor Economy
>
> The Council encourages new development to advance the visitor economy for leisure and business purposes. Proposals will be supported as follows:
>
> i.   within the built-up areas of the Market Towns and Local Service Centres - larger scale developments including conference facilities, museums, heritage centres, hotels, guest houses and associated facilities for visitors
> ii. within the built-up areas of the Larger and Smaller Villages - smaller and proportionately scaled developments that are in keeping with the character of the settlement, including museums, heritage centres, hotels, guest houses, self-catering accommodation and associated facilities for visitors
> iii. at Milton Park and Harwell Campus - ancillary business hotel and conference facilities, and
> iv. at service areas on the main transport corridors - hotel accommodation.
>
> Outside the above locations, small-scale development to support the visitor economy, including farm diversification and equine development, will be supported provided that proposals are in keeping with the scale and character of the locality and which would not adversely affect heritage assets or their setting. Larger developments will only be supported in exceptional circumstances, for example to sensitively re-use a historic building, or to proportionally support or enhance enjoyment of a significant and established visitor attraction where this cannot reasonably be achieved from a town or village location.

6 District Wide Policies

Retail development and main town centre uses

6.45 The Vale has good local shopping provision in the Market Towns and Local Service Centres. One of the Strategic Objectives of this Local Plan 2031 is to maintain and enhance the vitality and viability of the existing centres in these settlements.

6.46 It is important that existing centres remain active and vibrant in light of changing trends. Retail growth suffered nationally during the economic downturn between 2008 and 2012 and a number of important national operators failed during that period. In addition, shopping from home has grown rapidly since the late 1990s and with the continued expansion of superfast broadband to the more rural and remote areas of the District, it is predicted that this form of retail offering will continue to grow.

6.47 The focus for future retail development and other town centre uses[85] will continue to centre on the primary and secondary retail frontages and town centre policy areas as defined in the Local Plan 2011. Local shopping centres, also identified through the Adopted Policies Map, will maintain a healthy level of shopping facilities that serves the surrounding residential areas.

6.48 Consequently, we have saved a number of policies from the Local Plan 2011 and will review these as part of our Local Plan 2031 Part 2 or where amended through a Neighbourhood Development Plan. These saved policies are identified in **Appendix G**.

6.49 Specific proposals for the redevelopment of the Charter Area in Abingdon-on-Thames and the Botley Central Area are supported by **Core Policies 10 and 11** respectively in the Abingdon-on-Thames and Oxford Fringe Sub-Area Strategy.

6.50 The main retail warehouse provision in the Vale is at Fairacres Retail Park in Abingdon-on-Thames, the Limborough Road/Kings Park area in Wantage, and Seacourt Retail Park in Botley. The Fairacres Retail Park accommodates a high proportion of the total comparison retail floorspace in the district. Any proposals for retail warehouse development or redevelopment will need to follow the approach set out in **Core Policy 32**.

6.51 As well as the shopping centres at the Market Towns and Local Service Centres, there are also smaller shopping centres in the Larger Villages of Kennington, Kingston Bagpuize with Southmoor, Shrivenham, Watchfield, and Wootton, and at Harwell Campus. **Core Policy 32** supports the provision of retail development at these settlements, and also other Larger and Smaller Villages, where this meets the needs of the local community.

6.52 Local plan policies that support main town centre uses in other locations include **Core Policy 11: Botley Central Area**, **Core Policy 28: New Employment Development on Unallocated Sites** and **Core Policy 31: Development to support the Visitor Economy.**

6.53 The National Planning Policy Framework (NPPF) sets a default threshold of 2,500 square metres gross floorspace, above which all proposals for retail, leisure and office development outside town centres that are not in accordance with an up-to-date Local Plan, should be accompanied by an impact assessment[86]. The NPPF indicates that this default will apply where there is no threshold set locally. We consider that a 2,500 square metres gross threshold is inappropriate in the Vale, as this scale of development would represent a significant proportion of the overall retail need in the area. Development smaller than 2,500 square metres gross could have a significant

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85   As defined in Annex 2 of the NPPF. Main town centre uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities, the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

86   Paragraph 26 of the National Planning Policy Framework, Communities and Local Government, March 2012

6 District Wide Policies

adverse impact on the smaller town centres. **Core Policy 32** therefore sets local floorspace thresholds, based on recommendations in the 2013 Retail and Town Centre Study. Any proposals that exceed the local floorspace thresholds will need to be accompanied by an impact assessment based on a methodology and assumptions that have been agreed with the Council in advance.

6.54   In addition to supporting appropriate proposals for new retail and other main town centres uses, it will also be important to protect the Vale's existing local facilities and services. The Local Plan 2011 includes policies CF1: Protection of Existing Services and Facilities, CF5: Public Houses Outside the Five Main Towns and S14: Loss of Village and Other Local Shops. These policies will continue to be saved and will be used alongside the Local Plan 2031 Part 1 until such time as they are replaced or updated in the Local Plan 2031 Part 2 or a Neighbourhood Development Plan (**Appendix G**).

6 District Wide Policies

Core Policy 32:
Retail Development and other Main Town Centre Uses

The Market Towns and Local Service Centres defined in the Settlement Hierarchy (**Core Policy 3**) are the preferred locations for larger scale development or redevelopment for retailing and other main town centre uses.

For new retail proposals (Use Class A), first consideration should be given to areas designated as primary and secondary shopping frontages[1] and the redevelopment sites at the Charter area of Abingdon-on-Thames and the Botley Central Area.

For other town centre uses, first consideration should be given to opportunities within the designated town centre areas[1] that are well linked to the retail core by foot, including identified redevelopment sites, before more peripheral locations are considered. Proposals for new retail development or changes of use to retail or other main town centre uses will be supported elsewhere as follows:

i.   for development primarily intended to serve the day-to-day needs of the local community, within the Larger and Smaller Villages, and in the local shopping centres located within Abingdon-on-Thames, Faringdon, Grove and Wantage[1]

ii.   ancillary and proportionate food, drink and convenience retailing within and primarily servicing the users of designated employment areas, and

iii.   offices in employment locations where office use is identified elsewhere in this plan to be appropriate.

Proposals for retail or other main town centre uses that are on the edge of or outside the town or local shopping centres, and are not supported by Local Plan policies, will only be supported if it is demonstrated that the proposal satisfies the sequential approach to site selection, and, where the proposal exceeds the local floorspace thresholds set out below, an impact assessment confirms that there are no likely significant adverse impacts on the vitality and viability of nearby centres. The impact assessment methodology and assumptions are to be agreed with the Council in advance.

The local floorspace thresholds for impact assessment are as follows:

iv.   1,000 square metres gross retail floorspace for development likely to have an impact on Abingdon-on-Thames or Wantage town centres, and

v.   500 square metres gross retail floorspace elsewhere in the district.

[1] As defined by the Adopted Policies Map or where amended through an adopted Neighbourhood Development Plan

6 District Wide Policies

Supporting sustainable transport and accessibility

Introduction

6.55   Our approach seeks to encourage sustainable modes of transport and a reduction in the need to travel. These are key features of our vision and objectives set out in **Chapter 3**.

6.56   The Local Plan 2031 has been informed by national policy as well as the principles within Oxfordshire County Council's adopted and emerging Local Transport Plans (LTP)[87].

6.57   The main requirements of national policy relating to transport are to reduce the need to travel, promote more sustainable modes of travel and improve accessibility. The location of all forms of development is therefore very important and these principles have helped to inform our Spatial Strategy set out in **Chapter 4**.

6.58   The Oxfordshire Local Transport Plan 3 (2011-2030)[88] sets out transport policies and area transport strategies for the county up to 2030. It aims to deliver four local transport goals:

- to support the local economy and the growth and competitiveness of the county
- to make it easier to travel around the county and improve access to jobs and services for all by offering real choice
- to reduce the impact of transport on the environment and help tackle climate change, and
- to promote healthy, safe and sustainable travel.

6.59   We have set out a number of site-specific proposals and policies relating to transport in our Sub-Area Strategies included within **Chapter 5**. This section includes policies that apply across the whole district – these are:

- **Core Policy 33: Promoting Sustainable Transport and Accessibility** – which seeks to support key improvements to the transport network.

- **Core Policy 34: A34 Strategy** – which sets out the Council's support to the long-term strategic planning of the A34.

- **Core Policy 35: Promoting Public Transport, Cycling and Walking** – which seeks to support the provision of sustainable transport measures to promote the use of public transport, cycling and walking.

- **Core Policy 36: Electronic Communications** – which promotes electronic communications to help reduce the need to travel.

The local and strategic transport network

6.60   We have conducted a district wide assessment of how our strategy may impact on the transport network[89]. This has been prepared in partnership with Oxfordshire County Council and independent consultants. The work concludes that the impact of the proposed growth is acceptable, subject to the implementation of comprehensive highway infrastructure and public transport improvements, which are outlined in this plan.

6.61   The assessment does acknowledge that the proposed housing growth set out in the plan will place increased pressure on the road network at certain locations within the district. However, where congestion is expected to worsen, the level is forecast to be within acceptable tolerances in relation to the NPPF test[90]. For this reason, a number of measures are proposed to help

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87   https://www.oxfordshire.gov.uk/cms/public-site/connecting-oxfordshire
88   http://m.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ltp3/May2011CompleteApprovedLTP3.pdf   Work has started to prepare the LTP4. For more information please visit: https://www.oxfordshire.gov.uk/cms/public-site/connecting-oxfordshire
89   www.whitehorsedc.gov.uk/evidence
90   CLG (2012) National Planning Policy Framework (NPPF), paragraph 14

6 District Wide Policies

minimise the identified impacts. Where infrastructure is funded by development, we will seek the timely provision of infrastructure to ensure any short term impacts are within acceptable limits before they improve. The proposals include:

- the delivery of a comprehensive package of new highway infrastructure
- significant improvements to public transport and measures to encourage sustainable travel choices, and
- requiring Transport Assessments and Travel Plans to accompany planning applications for any major development[91] to ensure any local impacts are successfully mitigated.

6.62   Our main proposals for improving the transport network are located within the Science Vale area because this is where around 75 % of our strategic housing growth is located. This is explained in more detail in the South East Vale Sub-Area Strategy (see also **Figure 5.6a**).

6.63   However, the plan also proposes improvements to the highway network across the other parts of the district to ensure development in our other Sub-Areas is sustainable and to minimise any impacts on the highway network. These are set out in the Abingdon-on-Thames and Oxford Fringe Sub-Area and Western Vale Sub-Area Strategies.

6.64   The Infrastructure Delivery Plan (IDP) published alongside this strategy sets out the strategic transport measures that are planned or required to accommodate proposed development in the plan[92]. The IDP is a live document that will be updated as further requirements emerge and where additional resources are secured through the Local Plan 2031 and Local Transport Plan processes.

6.65   Vale of White Horse District Council, working with Oxfordshire County Council, has had some

> ## Core Policy 33:
> ## Promoting Sustainable Transport and Accessibility
>
> The Council will work with Oxfordshire County Council and others to:
>
> i.   actively seek to ensure that the impacts of new development on the strategic and local road network are minimised
> ii.   ensure that developments are designed in a way to promote sustainable transport access both within new sites, and linking with surrounding facilities and employment
> iii.   support measures identified in the Local Transport Plan for the district, including within the relevant local area strategies
> iv.   support improvements for accessing Oxford
> v.   ensure that transport improvements are designed to minimise any effects on the amenities, character and special qualities of the surrounding area, and
> vi.   promote and support improvements to the transport network that increase safety, improve air quality and/or make our towns and villages more attractive.

success in securing significant external funding towards strategic highway infrastructure (£26.1 million as at Sept 2014). The funds include monies contributed from the Oxfordshire and Oxford City Deal and Local Growth Fund, in addition to a commitment from the Oxfordshire Local Enterprise Partnership to contribute £40 million Enterprise Zone Business Rate income towards critical new highway infrastructure.

6.66   **Core Policy 33** sets out the Council's commitment to continue working with Oxfordshire County Council to promote sustainable transport and accessibility, for example, by supporting measures identified in the up-to-date Local Transport Plan.

91   Refer to Oxfordshire County Council Guidance for New Developments: Transport Assessments and Travel Plans (March 2014). https://www.oxfordshire.gov.uk/cms/public-site/transport-new-developments
92   www.whitehorsedc.gov.uk/evidence

6 District Wide Policies

A34 Strategy

6.67   The A34 has a dual role as a nationally important strategic route as well as being a vital part of the local road network in Oxfordshire, linking Didcot and Abingdon-on-Thames with Oxford and Bicester.

6.68   Highways England is currently preparing a Route Based Strategy for the A34 as part of the wider proposals for movement between the Midlands and the Solent. As part of this, a Baseline Statement was prepared by Oxfordshire County Council to assess the capacity and capability of the A34 in terms of its physical characteristics, traffic flow patterns, network performance and conditions.

6.69   The Baseline Statement examined a number of possible improvements to the A34 and its immediate feeder routes. It also identified that it was likely that by 2030, congestion along the route would take place more frequently, and that instances of network congestion outside of peak hours would increase and that they may occur at any time of the day, including weekends. The Statement suggested that congestion may occur through most weekdays and at weekend peak periods.

6.70   To ensure the A34 successfully functions as a major strategic route without impacting local routes, a number of traffic management options are under consideration and may form part of the Route Based Strategy. These include ramp metering, speed control, rationalisation of laybys and lorry services, measures to promote bus lanes for shorter journeys, widening of the current route and constructing alternative alignments for some of the route. The Solent to Midlands Route Based Strategy, which includes the A34, was finalised in April 2015.

6.71   **Core Policy 34** includes a commitment to monitor air quality to ensure we continue to have an up-to-date understanding of potential impacts on the Oxford Meadows Special Area of Conservation (SAC). This is important to inform joint working to ensure this SAC continues to be safeguarded.

6.72   The Council will continue to support the development and implementation of the A34 Route Based Strategy in accordance with **Core Policy 34**.

> ## Core Policy 34: A34 Strategy
>
> The Council will continue to work with Highways England, Oxfordshire County Council and other partners to develop and implement a Route Based Strategy for the A34, which enables it to function as a major strategic route, thereby reducing consequential congestion on the local road network.
>
> The Council will continue to work with Highways England, Oxfordshire County Council and other partners to develop an air quality monitoring framework associated with the A34 within the Vale of White Horse District to monitor any impact on the Oxford Meadows SAC.

6 District Wide Policies

Public transport, cycling and walking

6.73   New development should be designed to positively promote the use of public transport, walking, cycling and efficient car use and the location of development is therefore essential to encourage their use. However, this approach should also be complemented with the provision of new services and facilities.

6.74   For this reason, a package of improvements is proposed to upgrade existing public transport services, particularly between key routes, and to introduce new services to ensure the proposed housing growth is connected by public transport. **Figure 5.6c** shows the proposed new bus routes within the district.

6.75   However, the rural nature of the district does mean that some residents will continue to be dependent on car travel, for some or all of their journeys, and so we will also support improvements to travel choices in rural areas.

6.76   Transport Assessments are required to support any planning application for major development[94]. These will help us to determine the precise nature of local impacts associated with individual proposals and identify appropriate mitigation measures to compensate for such impacts. Where off-site mitigation is identified, the developments that result in the need for the mitigation will be required to make financial contributions through the appropriate mechanism. These include, for example, Section 106 and Section 278 agreements. The Community Infrastructure Levy (CIL) Regulation 123 list will contain some highway infrastructure projects to be funded by use of the levy.

6.77   Travel Plans will also be required for major development, to encourage the use of sustainable forms of travel[95]. These plans should

> ## Core Policy 35:
> ## Promoting Public Transport, Cycling and Walking
>
> The Council will work with Oxfordshire County Council and others to:
>
> i. encourage the use of sustainable modes of transport and support measures that enable a modal shift to public transport, cycling and walking in the district
>
> ii. ensure new development is located close to, or along, existing strategic public transport corridors, where bus services can then be strengthened in response to increases in demand for travel
>
> iii. ensure that new development is designed to encourage walking as the preferred means of transport, not only within the development, but also to nearby facilities and transport hubs
>
> iv. ensure that new development encourages and enables cycling not only through the internal design of the site, but also through the provision of cycle friendly infrastructure to link the new residents with nearby services, employment areas, educational facilities and public transport hubs where interchange can be provided for longer distance travel
>
> v. seek to support the provision of new cycling routes where the proposals are consistent with the other policies of this plan
>
> vi. ensure proposals for major development* are supported by a Transport Assessment and Travel Plan, in accordance with Oxfordshire County Council guidance**, and
>
> vii. ensure adequate parking is delivered on new developments in accordance with Oxfordshire County Council's published standards***.
>
> * as defined by Development Management Procedure Order 2010
> ** Transport for new developments (Oxfordshire County Council)
> *** Parking standards for new developments (Oxfordshire County Council)

94   As defined by Development Management Procedure Order 2010
95   Refer to Oxfordshire County Council Guidance for New Developments: Transport Assessments and Travel Plan (March 2014).
      https://www.oxfordshire.gov.uk/cms/public-site/transport-new-developments

set out a package of measures and initiatives with the aim of reducing the number of car journeys made by people travelling to and from the site by providing greater choice.

6.78 Cycling and walking can provide a healthier alternative to private modes of transport, especially for short trips. They may also form part of a more sustainable way of travel when combined with public transport.

6.79 Therefore, we will seek to promote cycling and walking by improving the existing network, in partnership with Oxfordshire County Council and other stakeholders. This will include the provision of new routes both generally and in association with new development and making available information on the routes and other measures to promote these forms of travel in accordance with **Core Policy 35**. An example includes improving provision for cycling along the A417 corridor, particularly between Wantage and Grove, and Harwell Campus and Didcot.

Electronic communications

6.80 The Internet provides an opportunity to reduce the need to travel. It means that location is increasingly less important for businesses and enables greater possibilities for home-working. The Local Plan 2031 therefore recognises the role of the Internet and seeks to promote it as a means of reducing the need to travel and supporting the economy.

6.81 **Core Policy 36** seeks to ensure the provision of superfast broadband connectivity to all new developments, and supports network enhancements including supporting infrastructure, to provide superfast broadband to all existing homes and businesses in the district. It is essential that the strategic site allocations set out in this plan provide appropriate infrastructure to ensure all properties can be connected to superfast broadband[96] without any further works post-development.

> ## Core Policy 36:
> ## Electronic communications
>
> The Council will work with Oxfordshire County Council and others to promote faster, more reliable and more comprehensive coverage of electronic communications and allow businesses and residents to access services and information more effectively, thereby helping to reduce the need to travel.
>
> Proposals for all new development should ensure appropriate infrastructure is provided during development, sufficient to enable all properties to be connected to superfast broadband without any post-development works.

96   Better Broadband for Oxfordshire, available at: http://www.betterbroadbandoxfordshire.org.uk/cms/

6 District Wide Policies

❯ Protecting the environment and responding to climate change

6.82   Protecting the environment and responding to climate change are important themes that form a key part of our vision and objectives as set out in **Chapter 3** and have informed our Spatial Strategy as set out in **Chapter 4**. Our approach ensures that protecting the environment and responding to climate change have also influenced the location of strategic growth (**Core Policy 4**).

6.83   This section of the plan includes strategic policies that help to maintain and achieve a high quality environment across the district. The policies set out how we will seek to respond to climate change and protect the Vale's historic, built, and natural environment.

6.84   Any site or area-specific policies are set out in our Sub-Area Strategies (**Chapter 5**). This section

sets out policies that apply across the district, these are:

- **Core Policy 37: Design and Local Distinctiveness** - which seeks to ensure that all development achieves high quality design standards.

- **Core Policy 38: Design Strategies for Strategic and Major Development Sites** – which sets out the requirement for Masterplans and Design and Access Statements to accompany strategic and major development proposals.

- **Core Policy 39: The Historic Environment** – which sets out the Council's approach to conserving historic assets across the district.

- **Core Policy 40: Sustainable Design and Construction** – which sets out the requirement for new development to incorporate climate change adaptation measures to ensure resilience to climate change.

- **Core Policy 41: Renewable Energy** – which sets out the Council's approach to supporting proposals for renewable energy.

- **Core Policy 42: Flood Risk** – which defines how flood risk should be addressed to support new development proposals.

- **Core Policy 43: Natural Resources** – which sets out the Council's approach to minimising environmental impacts associated with development proposals.

- **Core Policy 44: Landscape** – which sets out the Council's approach to protecting the important landscape setting of the Vale.

- **Core Policy 45: Green Infrastructure** – which seeks to ensure the appropriate provision of Green Infrastructure through new development.

- **Core Policy 46: Conservation and Improvement of Biodiversity** – which seeks to protect and enhance biodiversity across the district.

6 District Wide Policies

Design

6.85   The Government attaches great importance to the design of the built environment[97]. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making better places to live and work. New development should create a sense of place and distinct character where people will feel safe and be proud to live and work. Design quality and the historic environment are linked because the historic environment often includes characteristics we associate with high standards of design quality.

6.86   The Council has prepared a comprehensive Design Guide to support the design policies set out in the Local Plan 2031 (**Core Policies 37 and 38**). The Design Guide has been adopted as a Supplementary Planning Document (SPD) that ensures new development is provided to the high quality standards that are appropriate for the Vale. **Core Policy 37** and the SPD will apply to all development in the district, although not all of the requirements will apply in every case.

6.87   The Local Plan 2031 Part 1 makes provision for significant strategic growth, including a number of major urban extensions to our existing towns and villages. It is important the new developments are places where people will want to live in, and that new buildings also make a positive contribution to established settlements and the local environment.

6.88   The demonstration of good urban design principles through a masterplan approach for strategic and major applications[98] is required by **Core Policy 38**. The masterplan should set out the strategy for new development to help clarify site expectations, improve collaboration between stakeholders and should be prepared in accordance with the Site Development Templates (**Appendix A**). This approach should also optimise the potential of the site to:

- create and sustain an appropriate mix of uses (including open and other public spaces as part of developments)
- support existing services and amenities and facilitate delivery of housing, and
- tie the design process into the planning process by setting an overarching framework to achieve a cohesive development that integrates with the existing settlement.

6.89   The masterplans should be produced in consultation between Vale of White Horse District Council, the community and other stakeholders where appropriate (for example, Oxfordshire County Council and South Oxfordshire District Council) and may be subject to design review. The information provided should be proportionate to the scale, complexity and location of the application[99]. Applicants are recommended to contact the Local Planning Authority at an early stage to determine the extent of information required.

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97   NPPF, paragraph 56
98   As defined by the Development Management Procedure Order 2010
99   Additional design policies may be set out within Local Plan Part 2 for sites within this area

6 District Wide Policies

Core Policy 37:
Design and Local Distinctiveness

All proposals for new development will be required to be of high quality design that:

i. responds positively to the site and its surroundings, cultural diversity and history, conserves and enhances historic character and reinforces local identity or establishes a distinct identity whilst not preventing innovative responses to context

ii. creates a distinctive sense of place through high quality townscape and landscaping that physically and visually integrates with its surroundings

iii. provides a clear and permeable structure of streets, routes and spaces that are legible and easy to navigate through because of the use of street typology, views, landmarks, public art and focal points

iv. is well connected to provide safe and convenient ease of movement by all users, ensuring that the needs of vehicular traffic does not dominate at the expense of other modes of transport, including pedestrians and cyclists, or undermine the resulting quality of places

v. incorporates and/or links to high quality Green Infrastructure and landscaping to enhance biodiversity and meet recreational needs, including Public Rights of Way

vi. is built to last, functions well and is flexible to changing requirements of occupants and other circumstances

vii. addresses the needs of all in society by incorporating mixed uses and facilities as appropriate with good access to public transport and a wide range of house types and tenures

viii. is visually attractive and the scale, height, density, grain, massing, type, details and materials are appropriate for the site and surrounding area

ix. creates safe communities and reduces the likelihood and fear of crime

x. secures a high quality public realm with well managed and maintained public areas that are overlooked to promote greater community safety, with clearly defined private spaces

xi. ensures a sufficient level of well-integrated car and bicycle parking and external storage, and

xii. is sustainable and resilient to climate change by taking into account landform, layout, building orientation, massing and landscaping to minimise energy consumption and mitigate water run-off and flood risks.

6 District Wide Policies

> ## Core Policy 38:
> ## Design Strategies for Strategic and Major Development Sites

Proposals for housing allocations and major development* sites must be accompanied by a site-wide design strategy that includes the following:

1. a Masterplan which should:
   i. identify the Vision for the development, setting out a clear description of the type of place that could be created whilst building on the overall aims for the district
   ii. demonstrate a coherent and robust framework for development that clearly sets out: land uses proposed including amount, scale and density, movement and access arrangements and Green Infrastructure provision
   iii. show how the design requirements of the scheme work within the Vision and demonstrate how the Vision will be achieved
   iv. integrate with the surrounding built, historic and natural environments, in particular maximising existing and potential movement connections and accessibility to encourage walking, cycling and use of public transport
   v. provide community facilities and other amenities to meet the needs of all the community, including access to education and training facilities, health care, community leisure and recreation facilities as appropriate
   vi. define a hierarchy of routes and the integration of suitable infrastructure, including, for example, SUDS within the public realm
   vii. contain a Green Infrastructure framework to ensure that public and private open space standards are met, relate well to each other and to existing areas and that the new spaces are safe, convenient, accessible and functional, and
   viii. contain an indicative layout which illustrates a legible urban structure based on strategic urban design principles and identifies key elements of townscape such as main frontages, edges, landmark buildings and key building groups and character areas.

2. an accompanying Design and Access Statement, which should explain:
   i. the steps taken to appraise the context of the proposed development, and how the design of the development takes that context into account to create or reinforce local distinctiveness to achieve a positive sense of place and identity
   ii. the design principles and concepts that have been applied to the proposed development and how these principles will be used to inform subsequent phases or development parcels within the overall site
   iii. the mechanism for delivering the Vision at more detailed stages, for example through design coding
   iv. how sustainability and environmental matters will be addressed including the efficient use of resources both during construction and when the development is complete
   v. the delivery phasing and implementation strategies to be in place to ensure the timely delivery of infrastructure and services to the development when they are needed by new residents, and that new developments are built out in a logical manner
   vi. how the mix of housing types and tenures is integrated and supports a range of household sizes, ages and incomes to meet identified housing need, and
   vii. how consultation with the existing community has been incorporated.

* As defined by Development Management Procedure Order 2010

6 District Wide Policies

The Historic Environment

6.90   One of the greatest assets of the Vale is its rich and varied built heritage, which contributes greatly to the distinctive character and cherished identity of its towns, villages and countryside. The district displays a subtle range of building types and materials reflecting the underlying geology of the area. The historic landscape also plays an important role in shaping the varied character of the district as a heritage asset in itself. This will be further explored through Oxfordshire County Council's Historic Landscape Characterisation (funded by English Heritage), which is due to be completed in 2015. Some of this work has already been undertaken for the Vale district to inform the selection of the strategic sites. The importance of the heritage across the district is recognised by the designation of 52 Conservation Areas, over 2000 Listed Buildings, 8 Registered Parks and Gardens and 68 Scheduled Monuments.

6.91   The numerous features of architectural or historic interest mean that heritage is a key reason that draws people to want to live in the district's towns and villages and so it is important their character and heritage assets are retained, particularly in areas that face pressure from development. New development can often be informed by principles of good urban design through studying historic towns and villages and it is important these heritage assets are not lost.

6.92   The most effective protection for historic buildings is to maintain them in active use. In many cases the most appropriate use for a historic building is that for which it was originally constructed and this should, where possible, be retained. However, in many cases this use will no longer be practical or viable and a new use will have to be found. In such circumstances, the Council will consider appropriate alternative uses for historic buildings and

structures or, if necessary, enabling development to ensure that buildings and structures are conserved for the future. In particular, this will apply for buildings and structures on the Heritage at Risk Register[100], maintained by Historic England. However, the heritage asset most at risk of being lost has often been archaeology, through neglect, decay, or inappropriate development.

6.93   Proposals for new uses of historic assets should avoid the need to remove architectural or historic features, respect the integrity of the built form and quality of spaces within the buildings and avoid or minimise the introduction of new structural features. Any enabling development will be assessed in accordance with Historic England guidance[101], which recognises that such proposals should secure the future conservation of a heritage asset and that the benefits of such schemes should outweigh the dis-benefits of departing from the national and local policies.

6.94   The Council will improve its understanding of the historic environment in the district by continuing to produce Conservation Area Character Appraisals and Management Plans. The Council will also identify non-designated heritage assets through the preparation of Conservation Area Character Appraisals and Management Plans. All of these will be produced with the help of the local community, who often have a deep knowledge of, and passion for, their local heritage. The Council will support communities who would like to gather evidence about their Conservation Area to help them produce Character Appraisals and Management Plans.

6.95   The Historic Environment Record (HER), which is currently maintained by Oxfordshire County Council, shows where there are known archaeological sites and monuments within the county. The HER will be used to guide the application of national policy

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100 English Heritage, Heritage at Risk Register, available at: http://risk.english-heritage.org.uk/register.aspx
101 http://www.english-heritage.org.uk/publications/enabling-development-and-the-conservation-of-significant-places/

6   District Wide Policies

in relation to heritage assets of archaeological interest.

6.96   Applications relating to heritage assets should describe the significance of the asset, including any contribution made by their setting, with a proportionate level of detail relating to the likely impact the proposal could have on the asset's cultural, historic, architectural and archaeological interest.

6.97   Development proposals that would harm the significance of designated assets, such as Listed Buildings, Conservation Areas, Registered Parks and Gardens and Scheduled Monuments, and their settings will be strongly resisted in accordance with national guidance and **Core Policy 39**. Non-designated heritage assets, such as important archaeology, will be conserved, taking into account the scale of any harm or loss and the significance of the asset.

6.98   New development in Conservation Areas should make a positive contribution to, or better reveal, the significance of the setting within the Conservation Area, using an up-to-date Conservation Area Character Appraisal, where one is available.

Core Policy 39: The Historic Environment

The Council will work with landowners, developers, the community, Historic England and other stakeholders to:

   i.   ensure that new development conserves, and where possible enhances, designated heritage assets and non-designated heritage assets and their setting in accordance with national guidance and legislation[1]
   ii.   ensure that vacant historic buildings are appropriately re-used as soon as possible to prevent deterioration of condition
   iii. seek to reduce the number of buildings on the "Heritage at Risk" Register
   iv.   encourage better understanding of the significance of scheduled monuments on the "Heritage at Risk" Register and to aid in their protection
   v.   better understand the significance of Conservation Areas in the district through producing Conservation Area Character Appraisals and Management Plans
   vi.   identify criteria for assessing non designated heritage assets and maintaining a list of such assets as Locally Listed Buildings, and
   vii. encourage Heritage Partnership Agreements, particularly for Listed Buildings on any 'at risk' register.

[1] Planning (Listed Buildings and Conservation Areas) Act 1990

6 District Wide Policies

Responding to climate change

6.99 Responding to climate change is one of our Strategic Objectives and has informed our Spatial Strategy, the location of our strategic site allocations and many of the Local Plan policies. Through the planning process the Council is seeking to achieve a low carbon Vale by:

- locating housing development close to jobs and services to minimise the need to travel
- providing good access by public transport, cycling and walking to reduce the need to travel by car
- improving the energy efficiency of new and existing buildings
- promoting the development and use of decentralised renewable and low carbon energy, and
- promoting superfast broadband coverage to reduce the need to travel (**Core Policy 36**).

6.100 As well as seeking to reduce emissions of greenhouse gases, the Council also recognises that climate change is already happening and so it is important that new development is designed to be resilient to its effects. It is anticipated that the UK will experience warmer, wetter winters, hotter, drier summers and see an increased incidence of extreme weather[102].

6.101 The Housing Standards Review[103] has indicated that the Government will put less emphasis on the Code for Sustainable Homes and will instead set equivalent standards through Building Regulations. Therefore, the Council does not set policy standards for the Code for Sustainable Homes. However, Government policy does still allow Councils to choose to apply a local standard for water efficiency in advance of national standards. As the Vale is in an area of water stress[104], the Council is applying a higher standard for water efficiency, as recommended within the Water Cycle Study.

102 http://ukclimateprojections.defra.gov.uk/
103 https://www.gov.uk/government/consultations/housing-standards-review-consultation.
104 Thames Water (2014): Water Resources Management Plan 2015-2040 (July 2014)

> Core Policy 40: Sustainable Design and Construction

The Council encourages developers to incorporate climate change adaptation and design measures to combat the effects of changing weather patterns in all new development, which could include:

i.   planting, shading and advanced glazing systems to reduce solar heat gain during the summer
ii. using materials to prevent penetration of heat, including use of cool building materials, green roofs and walls and using flood resilient materials
iii. increasing natural ventilation and removing heat by using fresh air
iv. orientating windows of habitable rooms within 30 degrees of south and utilising southern slopes
v.   locating windows at heights that maximise heating from lower sub angles during the winter, and
vi. incorporating flood resilient measures such as raising floor levels, electrical fittings and rain-proofing and overhangs to prevent infiltration of heavy rain around doors and windows.

A sensitive approach will need to be taken to safeguard the special character of the heritage assets e.g. in a Conservation Area or where historic assets would be affected.

The Vale of White Horse is located within an area of water stress and is applying a higher standard for water efficiency*.

New developments are required to be designed to a water efficiency standard of 110 litres/head/day (l/h/d) for new homes.

* Vale of White Horse District Council Water Cycle Study: updated Phase 1 Study September 2015

6 District Wide Policies

Renewable energy

6.102 The Government has set a target of 15 % of the UK's energy to come from renewable sources by 2020[105]. To enable the Vale to contribute towards the government's target, the Council will support schemes for renewable energy where they are suitable in all other respects.

> ## Core Policy 41:
> ## Renewable Energy
> ## (excluding wind energy)
>
> The Council encourages schemes for renewable and low carbon energy generation. Planning applications for renewable and low carbon energy generation (excluding wind energy) will be supported, provided that they do not cause a significantly adverse effect to:
>
> i.   landscape, both designated AONB and locally valued
> ii.   biodiversity, including protected habitats and species and Conservation Target Areas
> iii. the historic environment, both designated and non-designated assets, including by development within their settings
> iv.   the visual amenity and openness of the Green Belt
> v.   local residential amenity, and
> vi.   the safe movement of traffic and pedestrians.

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105 Directive 2009/28/EC of the European Parliament and of the Council of 23 April 2009 on the promotion of the use of energy from renewable sources, available at: http://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32009L0028&from=EN

6 District Wide Policies

Flood Risk

6.103 **Core Policy 42** seeks to ensure that development provides appropriate measures for the management of surface water as an essential element of reducing future flood risk to both the site and its surroundings. Sustainable drainage methods, such as green roofs, ponds and permeable surfaces, will be encouraged, where technically possible. The drainage elements of new development must be designed to the principles set out in the Flood and Water Management Act 2010[106] and associated relevant design standards. Further information on sustainable drainage systems can be found in the Strategic Flood Risk Assessment (SFRA)[107] and from Oxfordshire County Council, who are the lead flood authority for Oxfordshire. Sustainable drainage systems should seek to enhance water quality and biodiversity in line with The Water Framework Directive (WFD)[108].

> ## Core Policy 42: Flood Risk

The risk and impact of flooding will be minimised through:

   i.   directing new development to areas with the lowest probability of flooding
   ii. ensuring that all new development addresses the effective management of all sources of flood risk
   iii. ensuring that development does not increase the risk of flooding elsewhere, and
   iv. ensuring wider environmental benefits of development in relation to flood risk.

The suitability of development proposed in flood zones will be strictly assessed using the Sequential Test, and, where necessary, the Exceptions Test. A sequential approach should be used at site level.

A site-specific flood risk assessment will be required for all developments of 1 hectare and greater in Flood Zone 1 and, for all proposals for new development, including minor development and change of use in Flood Zone 2 and 3 and, in Critical Drainage Areas, and also where proposed development or a change of use to a more vulnerable class that may be subject to other forms of flooding. Appropriate mitigation and management measures will be required to be implemented.

All development proposals must be assessed against the Vale of White Horse and South Oxfordshire Strategic Flood Risk Assessment and the Oxfordshire Local Flood Risk Management Strategy to address locally significant flooding. Appropriate mitigation and management measures must be implemented.

All development will be required to provide a drainage strategy. Developments will be expected to incorporate sustainable drainage systems and ensure that run-off rates are attenuated to greenfield run-off rates. Higher rates would need to be justified and the risks quantified. Developers should strive to reduce run-off rates for existing developed sites.

Sustainable drainage systems should seek to enhance water quality and biodiversity in line with the Water Framework Directive (WFD).

106 http://www.legislation.gov.uk/ukpga/2010/29/contents
107 http://www.whitehorsedc.gov.uk/evidence
108 http://www.legislation.gov.uk/uksi/2003/3242/contents/made

6   District Wide Policies

Efficient Use of Natural Resources

6.104   National planning policy underlines the importance of prudent use of natural resources, from using land effectively to encouraging the use of renewable resources. **Core Policy 43** incorporates all elements of natural resources, including land, water and air quality, to ensure they are protected from decline.

6.105   National policy states that policies should take account of the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas**.** There are three Air Quality Management Areas designated in the Vale. These are:

- those parts of Botley closest to the A34 have been declared an Air Quality Management Area (AQMA) due to the pollution generated by the heavy volume of traffic. The

Council will continue to monitor levels of nitrogen dioxide in this area

- central Abingdon-on-Thames was designated as an AQMA for nitrogen dioxide in 2006 and an Action Plan was approved in 2009. Abingdon's Integrated Transport Strategy (AbITS) was subsequently put in place to alter the flow of traffic within the town centre. Pollution levels in the town will continue to be monitored, and

- an AQMA was designated in Marcham in 2005 due to a highly constrained road layout and resultant traffic congestion and nitrogen dioxide pollution. The Council will continue to monitor pollution levels and work with stakeholders to identify a long-term solution.

6.106   The Water Framework Directive[109] requires that there is no deterioration in the status of water bodies and that they all achieve good ecological status by 2027. The

Thames River Basin Management Plan[110] sets out actions to help meet this obligation. Policies on Green Infrastructure, biodiversity and sustainable construction will also assist in achieving this objective by ensuring that surface water run-off is appropriately controlled.

6.107   Oxfordshire County Council is responsible for determining planning applications for minerals and waste development and producing the Minerals and Waste Local Plan[111], which will safeguard mineral resources, aggregate rail depots, sites for recycled and secondary aggregate supply, other minerals infrastructure sites and sites for waste management. These areas will be marked on this Plan's Adopted Policies Map for reference in future, following adoption by the County Council. Should the district receive a planning application in any of these areas, the County Council will be consulted on the development. Applicants are advised to review the

Minerals and Waste Local Plan prior to making a planning application.

109 http://www.legislation.gov.uk/uksi/2003/3242/contents/made
110 https://www.gov.uk/government/publications/thames-river-basin-management-plan
111 http://www.oxfordshire.gov.uk/cms/content/minerals-and-waste-core-strategy

6 District Wide Policies

> **Core Policy 43:**
> **Natural Resources**

The Council encourages developers to make provision for the effective use of natural resources where applicable, including:

i. minimising waste and making adequate provision for the recycling of waste on site

ii. using recycled and energy efficient materials

iii. maximising passive solar heating, lighting, natural ventilation, energy and water efficiency and re-use of materials

iv. making efficient use of water, for example through rainwater harvesting and grey water

v. causing no deterioration in, and where possible, achieving improvements in water quality

vi. takes account of, and if located within an AQMA, is consistent with, the Council's Air Quality Action Plan

vii. ensuring that the land is of a suitable quality for development and that remediation of contaminated land is undertaken where necessary

viii. avoiding the development of the best and most versatile agricultural land, unless it is demonstrated to be the most sustainable choice from reasonable alternatives, by first using areas of poorer quality land in preference to that of a higher quality, and

ix. re-using previously developed land, provided it is not of high environmental value.

Landscape

6.108 The Vale of White Horse occupies an attractive part of the Upper Thames Valley. From south to north the landscape features range from the rolling sweep of the chalk downs (designated as part of the North Wessex Downs Area of Outstanding Natural Beauty (AONB)), across the wide vistas of the lowland clay vale, then rising to the limestone Corallian ridge, before dropping to the floodplain of the River Thames.

6.109 The distinctive landscapes within the district have been classified by Natural England as falling within three distinct National Character Areas:

* NCA 108 Upper Thames Clay Vales
* NCA 109 Midvale Ridge
* NCA 116 Berkshire and Marlborough Downs

6.110 Within these national areas there are a number of smaller and more detailed landscapes that add to and enhance the local landscape character of the district.

6.111 The conservation of the intrinsic character and beauty of the countryside is a core planning principle of the NPPF, stating that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes.

6.112 Landscape encompasses all outdoor space. There are pressures on these landscapes as a result of changes in agricultural practice and the impact of new development for housing and employment. The distinctive landscape of the Vale needs to be enhanced and protected for the future. There will be opportunities to enhance the landscape particularly in growth areas around Science Vale and elsewhere in the district and the Green Infrastructure Strategy will identify further opportunities for landscape enhancement within the district.

6 District Wide Policies

6.113 **Core Policy 44** will be applied using the most up-to-date legislation[112] and landscape studies available from Natural England, the District and County Council, and from the North Wessex Downs AONB Board. These include: National Character Areas; Vale of White Horse Landscape Strategy 2006; the Oxfordshire Wildlife and Landscape Study; Oxfordshire Historic Landscape Characterisation; Oxford View Cones Study 2015 produced by Oxford City Council in association with Oxford Preservation Trust and Historic England; and documents produced by the North Wessex Downs AONB Board such as the AONB Landscape Character Assessment. Reference should also be made to the Council's Design Guide SPD.

6.114 Other studies may be forthcoming to support more detailed landscape policies in the Local Plan 2031 Part 2. The Council will also examine the necessity for an update to the district wide Landscape Character Assessment to support the Local Plan 2031 Part 2.

> ## Core Policy 44:
> ## Landscape

The key features that contribute to the nature and quality of the Vale of White Horse District's landscape will be protected from harmful development and where possible enhanced, in particular:

   i.   features such as trees, hedgerows, woodland, field boundaries, watercourses and water bodies
   ii.   important landscape settings of settlements
   iii.   topographical features
   iv.   areas or features of cultural and historic value
   v.   important views and visually sensitive skylines, and
   vi.   tranquillity and the need to protect against intrusion from light pollution, noise, and motion.

Where development is acceptable in principle, measures will be sought to integrate it into the landscape character and/or the townscape of the area. Proposals will need to demonstrate how they have responded to the above aspects of landscape character and will be expected to:

   vii.   incorporate appropriate landscape proposals that reflect the character of the area through appropriate design and management;
   viii.   preserve and promote local distinctiveness and diversity and, where practical, enhance damaged landscape areas.

High priority will be given to conservation and enhancement of the natural beauty of the North Wessex Downs AONB and planning decisions will have regard to its setting. Proposals that support the economy and social wellbeing of communities located in the AONB, including affordable housing schemes, will be encouraged, provided they do not conflict with the aims of conservation and enhancement.

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112 AONB Management Plan and CROW Act 2000

6 District Wide Policies

Green Infrastructure

6.115   Green Infrastructure relates to the active planning and management of substantial networks of multi-functional open space. Such networks need to be planned and managed to deliver the widest range of linked environmental and social benefits, including conserving and enhancing biodiversity as well as landscape, recreation, water management, and social and cultural benefits to underpin community health and well being.

6.116   The Council has produced a Green Infrastructure Audit that identifies the main Green Infrastructure assets within the Vale and assesses the provision of Green Infrastructure against an adapted version of nationally accepted standards. The Green Infrastructure Audit recommends that everyone, wherever they live, should have an accessible natural green space:

- at least one accessible 20 hectare site within two kilometres of home

- one accessible 100 hectare site within five kilometres of home, and
- one accessible 500 hectare site within ten kilometres of home.

6.117   The Council has commissioned a joint Green Infrastructure Strategy with South Oxfordshire District Council. This strategy will set out the main priorities, policies and standards for the delivery of new Green Infrastructure to meet the identified needs. The Strategy will need to take account of plans already in place to maintain and deliver new Green Infrastructure provision, such as the North Wessex Downs AONB Management Plan, and will also consider whether there are opportunities to enhance access to Green Infrastructure and recreation in the Oxford Green Belt.

6.118   When assessing planning applications, the Council will take into account the findings of the Green Infrastructure Audit, Green Infrastructure Strategy and the Habitat Regulations Assessment
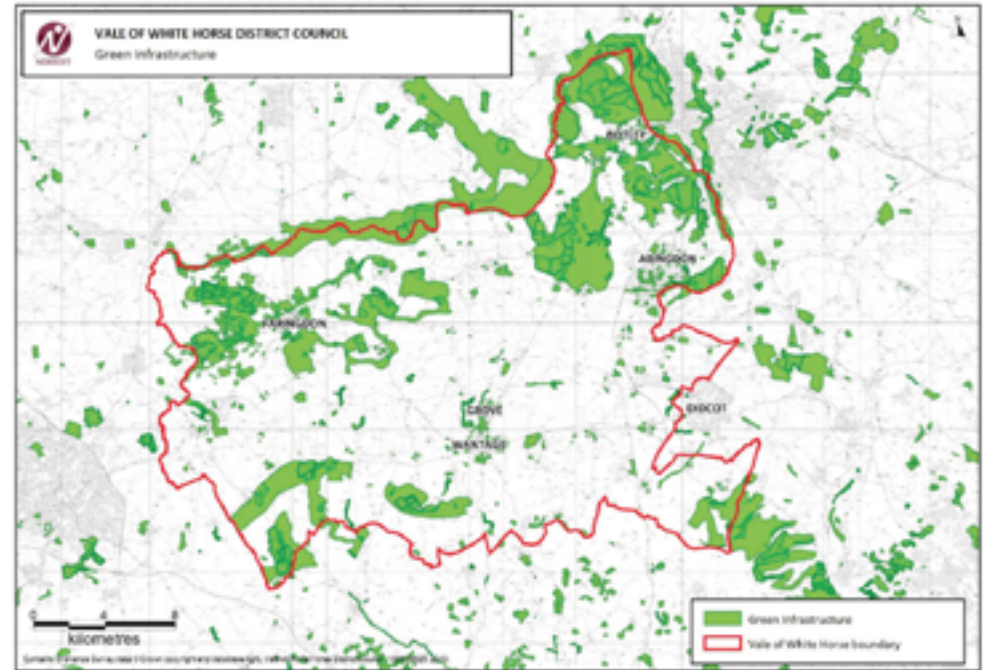
Figure 6.1: Vale of White Horse Green Infrastructure network

(HRA) to define what new Green Infrastructure will be required and how it should be delivered. Where there are justifiable reasons why Green Infrastructure cannot be delivered on site, the Council will seek a financial contribution, which will focus on improvements in Conservation Target Areas[113] and

areas of deficit as outlined in the Green Infrastructure Audit. Where new Green Infrastructure is identified as a mitigation requirement within the Habitats Regulations Assessment this will have to be delivered by the developer to meet the requirements of the HRA.

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113 Conservation Target Areas are ecological networks that promote the preservation, restoration and re-creation of priority habitats and the protection and recovery of populations of priority species. They represent the main components of the ecological networks across Oxfordshire.

6 District Wide Policies

> ## Core Policy 45:
> ## Green Infrastructure

A net gain in Green Infrastructure, including biodiversity, will be sought either through on-site provision or off-site contributions and the targeted use of other funding sources. A net loss of Green Infrastructure, including biodiversity, through development proposals, will be resisted.

Proposals for new development must provide adequate Green Infrastructure in line with the Green Infrastructure Strategy. All major applications must be accompanied by a statement demonstrating that they have taken into account the relationship of the proposed development to existing Green Infrastructure and how this will be retained and enhanced. Proposals will be required to contribute to the delivery of new Green Infrastructure and/or the improvement of existing assets including Conservation Target Areas in accordance with the standards in the Green Infrastructure Strategy and the Habitats Regulations Assessment.

Biodiversity

6.119   The district contains a rich variety of semi-natural habitats including woodlands, hedgerows, rivers, streams, and meadows. Together they help secure the survival of many species. There are a number of important nature conservation sites, which are protected at international, national and local level. These include:

- International:
  - Two Special Areas of Conservation (SAC)
- National:
  - One National Nature Reserve
  - 23 Sites of Special Scientific Interest (SSSI)
- Local:
  - 84 Local Wildlife Sites*
  - Five Local Nature Reserves
  - Nine Geologically Important Sites

* A current list of Local Wildlife Sites is available on the Thames Valley Environmental Records Centre website[114]. The list is updated periodically so should be referred to for the most up to date list of conservation sites.

6.120   In addition to these sites, there are numerous important natural habitats, including ancient woodlands and habitats of principal importance for the purpose of conserving biodiversity (under Section 41 of the Natural Environment and Rural Communities Act)[115]. Waterways and river corridors are also an important feature in the district, making a significant contribution to the character, biodiversity and landscape quality. There are also a wide variety of legally protected and priority species resident throughout the Vale.

6.121   Distinctions will be made between the hierarchy of international, national and locally designated sites, so that protection is commensurate with their status and gives weight to their importance and the contribution that they make to wider ecological networks.

6.122   Opportunities to incorporate biodiversity in and around

114 http://www.tverc.org/cms/
115 Natural Environment and Rural Communities Act 2006, available at: http://www.legislation.gov.uk/ukpga/2006/16/contents

developments will be encouraged. The Vale was the first Council in the UK to use biodiversity offsetting to provide compensation for the impacts of development. Biodiversity offsetting is a mechanism used to secure compensation for the impacts of development for the creation or restoration of important habitats elsewhere. Offsetting is used to ensure that development schemes do not result in a net loss in biodiversity, particularly where it is not possible to avoid or mitigate the impacts of a development proposal on-site. Biodiversity offsetting will be considered as a means of compensating for loss of biodiversity through **Core Policy 46**, but only where avoidance and on-site mitigation have been discounted as options.

Figure 6.2: Vale of White Horse Conservation Target Areas
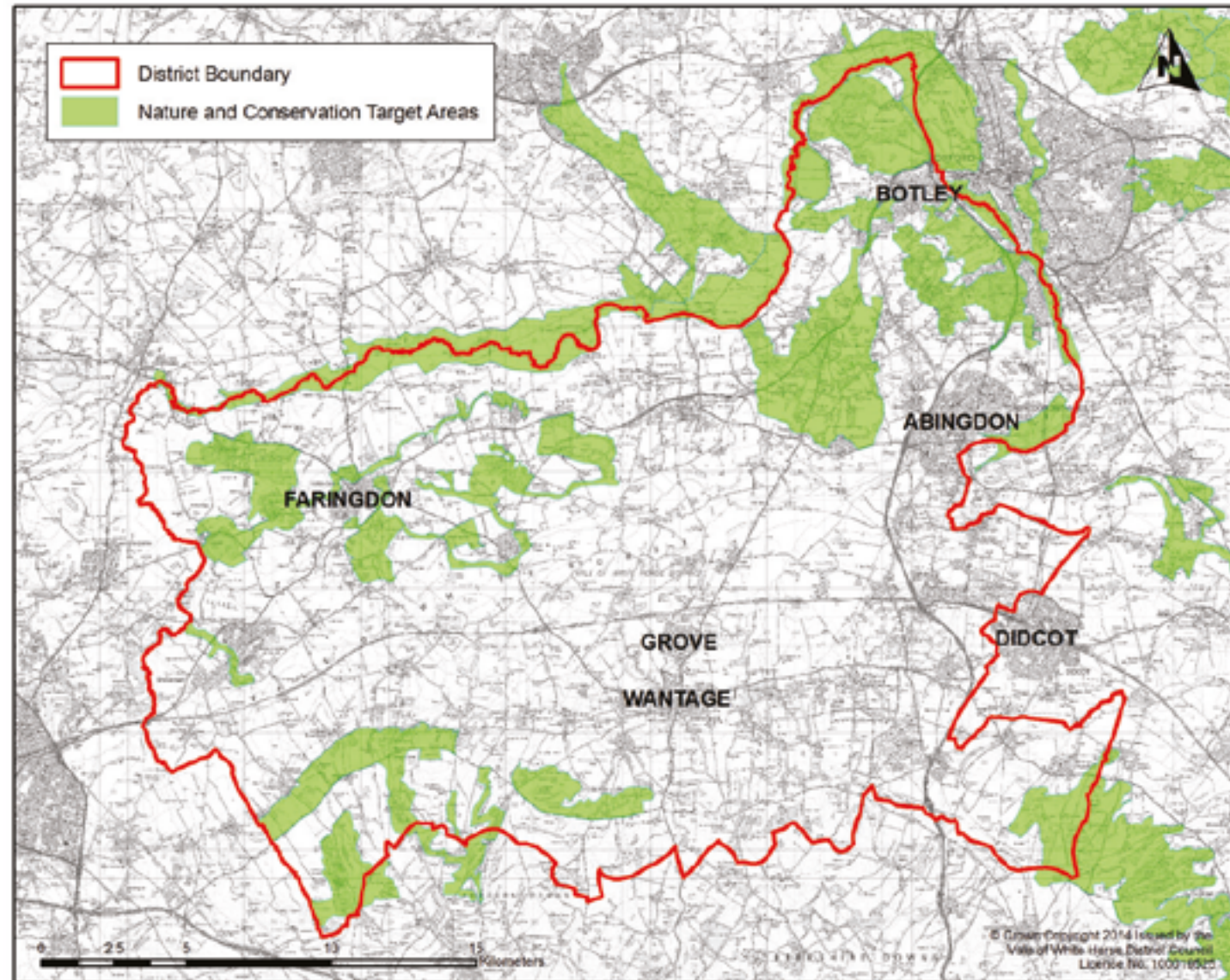
6 District Wide Policies

> ## Core Policy 46:
> ## Conservation and Improvement of Biodiversity

Development that will conserve, restore and enhance biodiversity in the district will be permitted. Opportunities for biodiversity gain, including the connection of sites, large-scale habitat restoration, enhancement and habitat re-creation will be actively sought, with a primary focus on delivery in the Conservation Target Areas. A net loss of biodiversity will be avoided.

The highest level of protection will be given to sites and species of international nature conservation importance (Special Areas of Conservation and European Protected Species). Development that is likely to result in a significant effect, either alone or in combination, on such sites and species will need to satisfy the requirements of the Habitat Regulations*.

Development likely to result in the loss, deterioration or harm to habitats or species of importance to biodiversity or of importance for geological conservation interests, either directly or indirectly, will not be permitted unless:

i. the need for, and benefits of, the development in the proposed location outweighs the adverse effect on the relevant biodiversity interest;

ii. it can be demonstrated that it could not reasonably be located on an alternative site that would result in less or no harm to the biodiversity interests; and

iii. measures can be provided (and are secured through planning conditions or legal agreements), that would avoid, mitigate against or, as a last resort, compensate for, the adverse effects likely to result from development.

The habitats and species of importance to biodiversity and sites of geological interest considered in relation to points i) to iii) comprise:

• Sites of Special Scientific Interest (SSSI)
• Local Wildlife Sites
• Local Nature Reserves
• Priority Habitats and species listed in the national and local Biodiversity Action Plan
• Ancient Woodland and veteran trees
• Legally Protected Species
• Locally Important Geological Sites

The level of protection and mitigation should be proportionate to the status of the habitat or species and its importance individually and as part of a wider network.

It is recognised that habitats/areas not considered above (i.e. Nationally or Locally designated and not priority habitats) can still have a significant biodiversity value within their local context, particularly where they are situated within a Conservation Target Area and/or they have good potential to be restored to priority habitat status or form/have good potential to form links between priority habitats or act as corridors for priority species. These habitats will be given due weight in the consideration of planning applications. If significant harm to these sites cannot be avoided (through locating on an alternative site with less harmful impacts) it will be expected that mitigation will be provided to avoid a net loss in biodiversity or, as a last resort, compensation will be required to offset the impacts and achieve a net gain in biodiversity.

* Habitats Directive 92/43/EEC of 21 May 1992.

6 District Wide Policies

Wilts and Berks Canal

6.123   The Wilts and Berks canal route extends from Melksham in Wiltshire, through Swindon and on towards Abingdon-on-Thames where it meets with the River Thames. There is a branch (the North Wiltshire Canal) from Swindon to the Thames and Severn Canal near Cricklade. The canal was formally abandoned by Act of Parliament in 1914. Unlike many other canals in the country, where the towpath and canal itself remained in public ownership, the Act of Parliament returned the Wilts and Berks Canal to the adjacent landowners and Local Authorities. Much of the route of the canal is in private ownership so the Wilts and Berks Canal Partnership will have to work closely with landowners if plans for its restoration are to go ahead.

6.124   The restoration of the Wilts and Berks Canal is currently focused on the sections in Wiltshire and Swindon, with only a few projects in the Vale. Further evidence is needed to understand the work required to restore the canal in the Vale before the Council can safeguard the route. Saved Local Plan 2011 Policies L14 and L15 will continue to be saved and will apply to any planning applications relating to the canal. The Local Plan 2031 Part 2 will provide the opportunity to update the policy relating to the Wilts and Berks Canal, which should be informed by the work that the Partnership and the Trust undertake in the meantime. This work should include:

- an overall viability study of the scheme to show that it is deliverable, including taking into account all infrastructure implications for the existing road and rail network
- investigating issues relating to the existing ecology**,** historic and natural environment, and identifying steps to mitigate these accordingly, and
- ensuring that all landowners affected by the proposals are consulted as part of the process.

Leisure

6.125   In planning for development, regard must be had to the Council's Leisure and Sports Facilities Strategy[116] and the Open Space, Sport and Recreation Future Provision SPD[117]. In doing so, development will be expected to make appropriate provision for open space and recreational facilities as outlined in these documents in accordance with **Core Policy 7** and in line with the Council's up-to-date Infrastructure Delivery Plan. This will ensure that communities have access to high quality open spaces and opportunities for sport and recreation, which makes an important contribution to their health and well-being. These documents will be reviewed and updated when appropriate.

6.126   Existing leisure facilities will be protected in line with saved policies in the Local Plan 2011, until such time as they are replaced by Local Plan 2031 Part 2. Existing leisure facilities include Public Rights of Way, as shown on the Oxfordshire County Council definitive map[118], and long-distance recreational paths such as The Ridgeway, the Thames Path and the d'Arcy Dalton Way.

116 www.whitehorsedc.gov.uk/evidence
117 Vale of White Horse District Council (2008) *Supplementary Planning Document: Open Space, Sport and Recreation, adopted July 2008*, available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/supplementary-
118 http://www.oxfordshire.gov.uk/cms/content/definitive-map-and-statement-online

7 Implementing the Plan

Overview

This chapter sets out a detailed monitoring framework to ensure the plan policies are delivered. It sets out:

- what will be delivered by each policy
- targets to monitor progress towards achieving our Strategic Objectives, and
- what action we will take if the policies do not deliver in accordance with the targets.

The implementation of the plan will be reported against the targets through the Authority's Monitoring Report.

7 Implementing the Plan

Introduction

7.1 Monitoring the Local Plan 2031 policies is important to ensure they are effectively being delivered, that they continue to be relevant to the local area, and meet the requirements of national planning policy.

7.2 This chapter sets out how we will implement the strategy and includes clear arrangements for the delivery, monitoring and review of the plan and its policies.

Delivery and Contingency

7.3 We will continue to work jointly with stakeholders to deliver Local Plan 2031 objectives. This will include partnership working with both public agencies and the private sector and is necessary to ensure development progresses in a manner consistent with the strategy identified in this plan.

7.4 To deliver the visions and objectives in this plan, the Council will work collaboratively with key partners and stakeholders involved.

This includes (and is not limited to) the Local Enterprise Partnership, neighbouring authorities, developers, infrastructure providers, local communities and interest groups and other organisations relating to the 'duty-to-cooperate'.

7.5 The Council will publish information at least annually to show progress with Local Plan implementation in its Authority Monitoring Report.

7.6 The Council has included a Monitoring Framework at **Appendix H**, which identifies how the Council will monitor the effectiveness and implementation of the Local Plan for each policy. The Council recognises that appropriate action will need to be taken if implementation of the plan is clearly off track.

7.7 The Council is also aware that the plan needs to be resilient to changing circumstances and be flexible and responsive if the plan is not delivering in accordance with the Monitoring Framework. **Core Policy**

47, **'Delivery and Contingency'**, sets out the Council's intended approach.

Core Policy 47: Delivery and Contingency

If the Local Plan 2031 policies are not delivered in accordance with the Monitoring Framework set out in **Appendix H,** the contingency measures identified in the monitoring framework will apply.

If the Authority's Monitoring Report shows that implementation of the plan, either in part or as a whole, is not taking place as envisaged, the Council, in conjunction with its partners, will investigate the reasons for the situation and will implement appropriate action which may include one or more of the following:

i. seeking alternative sources of funding if a lack of infrastructure is delaying development or causing significant problems as a result of new development;

ii. seeking to accelerate delivery on other permitted or allocated sites;

iii. identifying alternative deliverable sites that are in general accordance with the Spatial Strategy of the plan through the Local Plan 2031: Part 2 or other appropriate mechanism;

iv. undertaking a partial or full review of the Local Plan, if investigation indicates that its strategy, either in whole or in part, is no longer appropriate**.**

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Vale of White Horse
District Council

POSITIVE ABOUT · DISABLED PEOPLE

INVESTOR IN PEOPLE

Vale
of White Horse
District Council

Adopted
December 2016

Local Plan 2031
Part 1
Strategic Sites
and Policies

APPENDICES

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Western Vale Sub-Area

VALE OF WHITE HORSE LOCAL PLAN 2031

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DECEMBER 2016

APPENDIX A: SITE DEVELOPMENT TEMPLATES

1. INTRODUCTION

This section sets out the Site Development Templates for the sites allocated for strategic housing development in the Local Plan 2031 Part 1. The Site Development Templates identify key objectives for each site and set out requirements relating to issues such as infrastructure provision, urban design, landscaping, ecology, flood risk and drainage.

The Site Development Templates comprise two parts; general requirements (section two) and site specific details (section three). These parts highlight the issues that should be addressed in detail at the planning application stage and should be read together.

Core Policies 8 (Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area), 15 (Spatial Strategy for South East Vale Sub-Area) and **20 (Spatial Strategy for Western Vale Sub-Area)** explain that the strategic site allocations will be brought forward through a master planning process involving the community, Local Planning Authority and the developer. The Core Policies go on to state that the sites should meet any requirements set out in the Site Development Templates.

In bringing forward the strategic housing sites, the Council will expect to see high quality developments, in accordance with the National Planning Policy Framework and **Core Policies 37** and **38**, that are sustainable in the long term, and that integrate with and contribute to the existing settlement.

In order to achieve this we will expect every application for the strategic sites to be accompanied by:

- a Masterplan which identifies the vision for the development and sets out a clear description of the type of place that will be created
- a detailed Design and Access Statement that sets out the vision for the site

and demonstrates a commitment to creating a successful place, with well-designed new homes and supporting infrastructure
- an Infrastructure Schedule that sets out the planned infrastructure for the scheme and how it will be delivered
- a Development Delivery Agreement which shows the proposed programme of house building, and demonstrates the number of homes the development will contribute to the district's five year housing land supply, and
- a Statement of Community Involvement that sets out how the Parish Council and other local organisations have been involved in the master planning process.

The Council has prepared a Design Guide Supplementary Planning Document (SPD) for the Vale which looks specifically at enhancing local distinctiveness as well as ensuring high quality development. The design guidelines will be treated as a material consideration in the assessment of all future planning schemes.

In all housing development areas, community involvement and consultation is key to ensuring that the appropriate facilities are identified and designed to meet the needs of those who will use them. Community engagement and involvement is essential for ensuring that new communities integrate with existing communities.

Where there is agreement between the local community and site promoters, the Council will seek to be flexible in how the sites are delivered, providing the strategic housing requirement is met and urban design principles and infrastructure provision is not compromised.

Development must comply with all relevant policies in the Local Plan 2031, unless material considerations indicate otherwise. The Site Development Templates highlight some of the key requirements for development at each site at the time of writing and do not preclude other requirements being

identified at a later date. The Infrastructure Delivery Plan (IDP) captures this detail and is a live document that should be read in conjunction with the site templates. Where there is conflict, the IDP will be taken to set out the most up-to-date requirements.

Oxfordshire County Council has responsibility for some of the infrastructure or services identified, such as schools and transport. Detailed requirements for these elements will need to be investigated and agreed with the County Council.

2. GENERAL REQUIREMENTS FOR ALL HOUSING SITE ALLOCATIONS

Subject to viability testing, development will be required to meet the following:

Key objectives:
- Contribute towards provision of necessary education services and facilities.
- Contribute to the delivery of strategic transport infrastructure measures, where required.
- Provide 35% affordable housing and a suitable mix of housing in line with **Core Policies 24** and **22**.
- Have regard to, and contribute towards, the aims and objectives of any adopted Neighbourhood Development Plans.

Utilities:
- Liaise with Thames Water, gas and electricity providers to ensure that appropriate works are carried out if needed.
- Proposals will need to demonstrate that there is adequate water supply capacity and/or waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure. Developers should enter into discussion with Thames Water as early as possible to agree a way forward.

Access and highways:
- Create a permeable road network within the site with clearly defined route hierarchies.
- Contribute towards public transport.
- Connect to existing footpaths, cycleways and Public Rights of Way (PRoW) wherever possible to enhance pedestrian permeability and connectivity.
- Safeguard PRoW.
- A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for any harmful transport impacts **(Core Policy 35)**.

Social and community:
- Contribute towards education capacity (early years, special education needs, primary and secondary).
- Provide public open space and recreational facilities in accordance with the requirements of the Infrastructure Delivery Plan (IDP).
- Contribute towards health care and leisure provision, where appropriate, in accordance with the requirements of the IDP.

Urban design principles:
- Design of development should enable a high degree of integration and connectivity between new and existing communities.
- Housing should be designed to a density that is appropriate for the location.
- Development should make a positive contribution towards local character and distinctiveness.

Environmental health:
- Investigate potential noise and air pollution impacts and ensure that the land is safe and suitable for the intended use.

Biodiversity:
- Habitat and species surveys should be carried out in accordance with the Guidelines for Ecological Impact Assessment produced by the Chartered Institute of Ecology and Environmental Management and relevant best practice guidance.
- Important ecological assets should be retained where possible. If loss is unavoidable then appropriate mitigation or, as a last resort, compensation measures should be provided.
- Development should achieve a net gain in biodiversity, for example, by incorporating new natural habitats into development and designing buildings with integral bat boxes and bird nesting opportunities, in appropriate circumstances.

Landscape considerations:
- Landscape and visual impact assessment or appraisal (LVIA) will need to be undertaken. The LVIA should inform the site design, layout, capacity and mitigation requirements.
- A Landscape Strategy should be submitted with a planning application **(Core Policy 44)**.

Flood risk and drainage:
- A Flood Risk Assessment/surface water drainage strategy, based on information available in the Council's Strategic Flood Risk Assessment and liaison with the Environment Agency will need to support a planning application **(Core Policy 42)**.
- Sustainable Urban Drainage (SUDs) principles and methods should be used to drain the surface water from the development. SUDs features should be designed and managed to provide an ecological and water quality enhancement.

Historic environment and cultural heritage:
- Predetermination evaluation of potential archaeological features on the site should be undertaken prior to any planning application being determined, unless it can be demonstrated that such an evaluation is not appropriate for this site. Appropriate mitigation may be required depending on the outcome of that evaluation.
- Development should respect listed buildings, conservation areas, scheduled monuments, registered parks and gardens and their settings and look for opportunities to enhance or better reveal their significance.
- Heritage assets should be conserved and enhanced, where appropriate.
- Environmental Impact Assessments, Heritage Statements, Impact Assessments and Conservation Area Appraisals should be undertaken to establish the local character and distinctiveness, and the significance of heritage assets and their settings.

Key to site template map symbols

|		
Strategic housing site	Great Western Community Forest	Local Nature Reserves
Listed buildings	Green Belt	National Nature Reserves
District Outline	SSSI	Protected Species
Local Wildlife Sites	Scheduled Monuments	Special Areas of Conservation
Conservation Areas	Registered Parks and Gardens	Public Rights of Way
AONB	Ancient Woodland	Flood Zone 2
		Flood Zone 3

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

North West of Abingdon-on-Thames (12.6 ha)
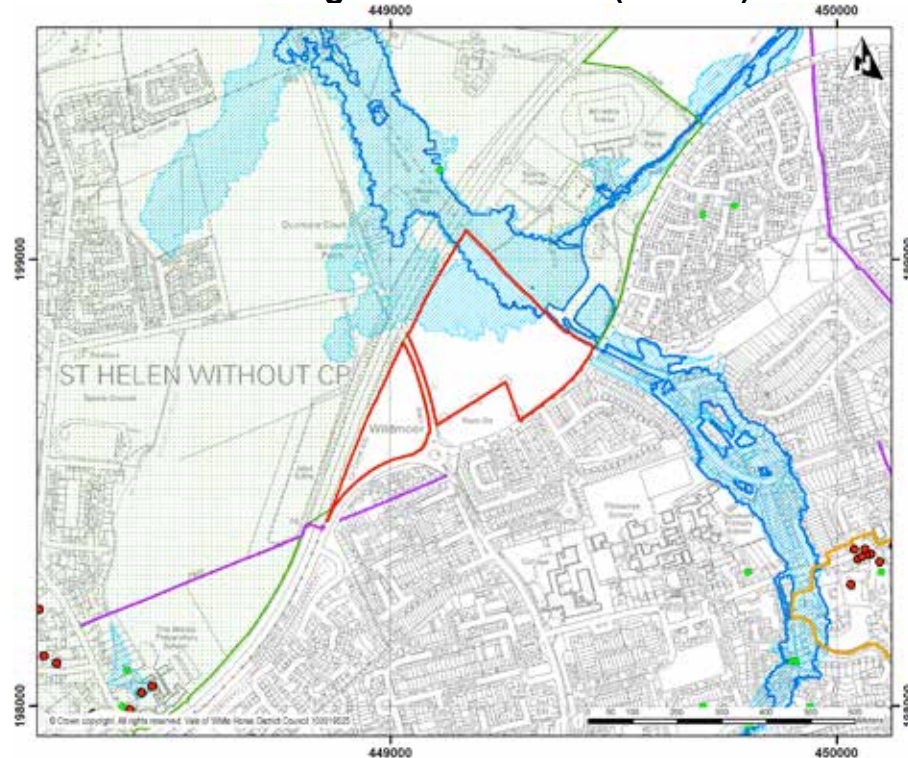
Use: Around 200 homes, subject to detailed masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Abingdon-on-Thames which is integrated with Abingdon-on-Thames so residents can access existing facilities in the town.

Urban design principles:

- Provide appropriate setbacks from all physical barriers along the boundaries of the site.
- Provide access to the adjacent recreational ground.

Access and highways:

- Contribute towards delivery of south facing slips on A34 at Lodge Hill.
- Access should be provided from Copenhagen Drive and Dunmore Road. Implications of access arrangements on residential road junctions and potential congestion along Dunmore Road will need to be investigated. Junction improvements at Dunmore Road/A4183 may be required.
- Contribute towards future strategic infrastructure improvements to Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- Improve or make financial contributions towards improved bus services (e.g. bus stops, pedestrian crossing, shelters and real time information displays) in Abingdon-on-Thames, including on the B4017 to the north of Wildmoor Roundabout, along Copenhagen Drive and Dunmore Road, as appropriate.
- Contribute to the cost of an hourly bus service between Abingdon and Cumnor (extending to Oxford), which would be routed along the Wootton Road through the development site.
- Development should include appropriate provision for pedestrians to cross Dunmore Road.

Social and community:

- Contribute towards a new 'one and a half form entry' primary school on the North Abingdon-on-Thames site.

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3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- Contribute towards expanding secondary school capacity in Abingdon-on-Thames.

Environmental health:
- Investigate potential noise and air pollution impacts from the A34, Copenhagen Drive, Dunmore Road, and the B4017 and mitigate (if required) to offset any adverse impacts.
- Consider potential impact on Abingdon-on-Thames Air Quality Management Area (AQMA) and mitigate (if necessary).

Landscape considerations:
- Provide a wide recreational landscape corridor along the southern boundary to Dunmore Road to link the playing fields with the Sports Centre.
- Reinforce stream side vegetation along the eastern boundary.
- Plant a woodland belt and copse along Wootton Road to prevent visual intrusion on views through the A34 bridge in the approach from Wootton.
- Improve tree cover along the A34 boundary to screen the road and mitigate noise.
- Protect and enhance existing boundary features.
- Include appropriate landscape mitigation measures within design to minimise the visual impact of the development on the Green Belt.

Flood risk and drainage:
- Locate development outside of Flood Zones 2 and 3.
- The south west corner of the site is susceptible to surface water flooding; investigate and mitigate (if necessary).
- Site is considered a high risk to groundwater; mitigation measures may be required to prevent any detrimental impact on groundwater quality.

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3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

North of Abingdon-on-Thames (50.65 ha)
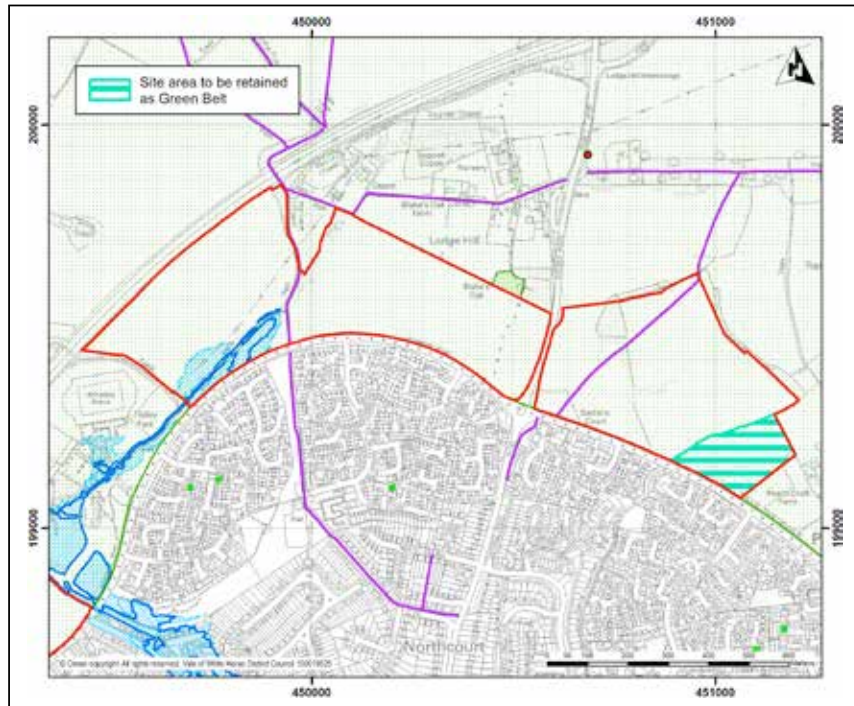
Use: Around 800 homes, subject to detailed masterplanning.

Key objectives:
- To deliver a high quality, sustainable urban extension to Abingdon-on-Thames integrated with Abingdon-on-Thames so residents can access existing facilities in the town.

Urban design principles:
- Prepare a Green Infrastructure (GI) strategy for the entirety of the site to set the framework for development. Development should:
    - contribute to GI provision around the northern edge of Abingdon-on-Thames, linking to Radley Park and the Sports Centre;
    - create a substantive GI corridor linking the Sports Centre Grounds to Lodge Hill along the line of the stream; and
    - enhance GI between the site and Lodge Hill.
- Development should include links from the east to the west of the site, from the site to the ring road and beyond into the development to the south of the ring road. A pedestrian crossing will need to be provided along this route to connect development sites to the north and south of the ring road. This will need to be undertaken in consultation with Oxfordshire County Council.
- Adopt a permeable, perimeter block layout within the site to optimise connectivity within and beyond the site.
- Create a sense of place around the River Stert, e.g. by providing a linear walkway whilst taking advantage of any existing paths and public rights of way.
- Houses will need to front onto the ring road but the treatment of the area between the ring road and the housing line will need to be carefully considered. Create an attractive area at this location along the ring road with particular consideration being given to soft and hard landscaping for the benefit of both pedestrians and cyclists.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A34) and market housing.

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Utilities:
- Overhead power lines traversing the western part of the western portion of the site will need to be considered as part of an overall masterplan for this site.
- Upgrade the sewer network.

Access and highways:
- Contribute towards delivery of south facing slips on A34 at Lodge Hill.
- Access for the western portion of the site to be provided off Dunmore Road (not Oxford Road). Implications of access arrangements on residential road junctions and potential congestion along Dunmore Road will need to be investigated. Junction improvements at Dunmore Road/A4183 may be required.
- Access arrangements for the eastern portion of the site will need to be investigated.
- Contribute towards future strategic infrastructure improvements to Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- Improve or make financial contributions towards improved bus services (e.g. bus stops, pedestrian crossing, shelters and real time information displays) in Abingdon-on-Thames, including on the A4183 to the north of Peachcroft Roundabout, along Copenhagen Drive and Dunmore Road, as appropriate.
- Contribute towards additional buses from north Abingdon-on-Thames towards Didcot and other Science Vale destinations to reduce the number of car journeys in this direction at peak times.
- Include appropriate provision for pedestrians to cross Dunmore Road and Twelve Acre Drive.

Social and community:
- A new 'one and a half form entry' primary school will be required on the site. This should be on a 2.22 ha site to allow for future growth.
- Contribute towards expanding secondary school capacity in Abingdon-on-Thames.
- Police presence will need to be provided on site either through a neighbourhood office or as part of a community hub.

Environmental health:
- Investigate potential noise and air pollution impacts from the A34, A4183, Dunmore Road and Twelve Acre Drive and mitigate (if required) to offset any adverse impacts.
- Consider potential impact on Abingdon-on-Thames Air Quality Management Area (AQMA) and mitigate (if necessary).

Landscape considerations:
- Limit development to those parts of the site identified in the Landscape Capacity Study (2014) and east of Oxford Road Landscape and Visual Impact Assessment (LVIA) as being suitable for development.
- Retain existing trees and hedgerows.
- Plant additional trees along the A34, the ring road and along Twelve Acre Drive.
- Further woodland planting south of Lodge Hill.
- Limit development to the lower slopes of Lodge Hill.
- Consider potential impacts on the North Vale Corallian Ridge.
- Design of the development should include appropriate

3. Abingdon-on-Thames and Oxford Fringe Sub-Area
<u>In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.</u>

       landscape mitigation measures to minimise the visual impact
       of the development on the Green Belt.
- Ensure that any development within the Oxford Green Belt only consists of compatible uses.

Biodiversity and green infrastructure:
- Incorporate an appropriate buffer along either side of the River Stert into the overall development.

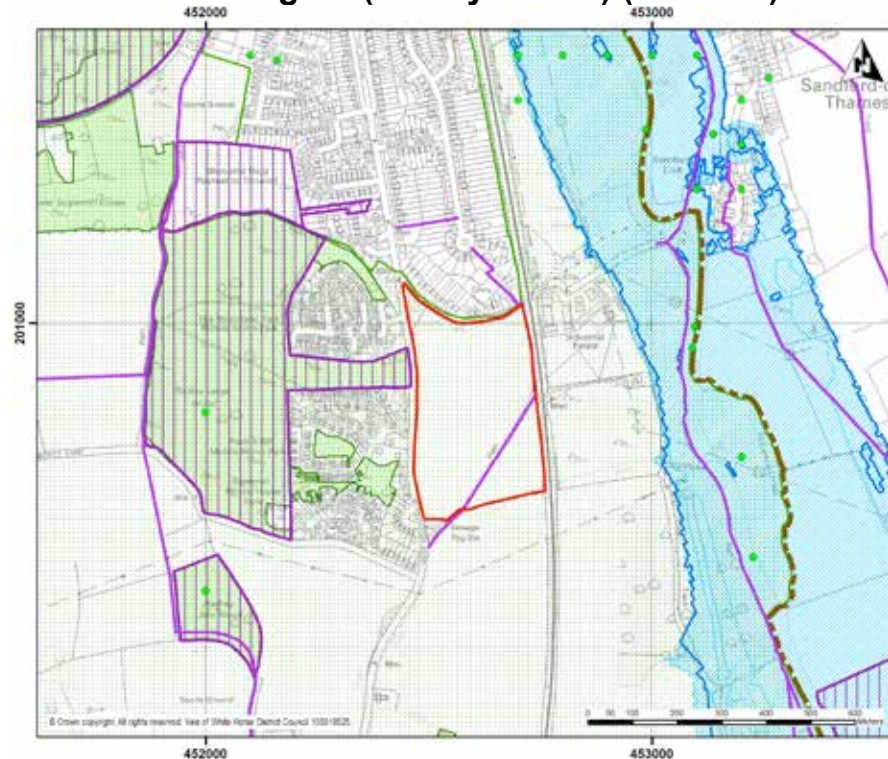**Flood risk and drainage:**
- Mitigate any detrimental impact on groundwater quality (if required).

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

South of Kennington (Radley Parish) (11.79 ha)

Use: Around 270 homes, subject to masterplanning.

Key objectives:
- To deliver a high quality and sustainable urban extension to Kennington which is integrated with Kennington so residents can access existing facilities in the village.

Urban design principles:
- Include links to Radley Large Wood, adjacent housing and

nearby facilities and services (where possible and appropriate).
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. the railway line) and market housing.

Utilities:
- Overhead power lines traversing the southern part of the site will need to be considered as part of an overall masterplan for this site.
- Upgrade the sewer network.

Access and highways:
- Contribute towards delivery of south facing slips on the A34 at Lodge Hill.
- Access from Sandford Lane is not likely to be acceptable; principle access for the site should be obtained from Kennington Road via a suitable junction.
- Local mitigation (e.g. footways, crossing points, traffic management etc) may be required within Kennington and beyond.
- Contribute towards future strategic infrastructure improvements to Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Contribute towards the cost of enhancing the Abingdon-on-Thames-Kennington-Oxford premium bus route, with particular emphasis on the reliability and frequency of the peak hour service.
- Provide new footpaths to connect directly with the Pebble Hill Premium Route bus stops.

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3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Social and community:
- Contribute towards education provision

Environmental health:
- Site is located adjacent to the historic landfill site at Sandford Lane. Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.
- Mitigate noise pollution from the rail-line.

Landscape considerations:
- Sensitively design the layout to take account of the gradient of the site, particularly to the south and views in and out of the site.
- Create a new village edge on the southern side of the development with planting.
- A buffer should reduce the impact of the railway.
- Retain existing mature tree belts surrounding the north, western and southern boundaries of the site.
- Retain existing small copse and infill gaps in tree cover.
- Provide a wooded link between the copse and Radley Large Wood.
- Consider potential impacts on the North Vale Corallian Ridge.
- Include appropriate landscape mitigation measures within the design to minimise the visual impact of the development on the Green Belt.

Biodiversity and green infrastructure:
- Development should contribute towards management of the adjacent Local Wildlife Site.

Flood risk and drainage:
- Investigate the flooding potential of the stream which passes through the site and propose appropriate mitigation measures (if necessary).

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3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

North West of Radley (12.15 ha)
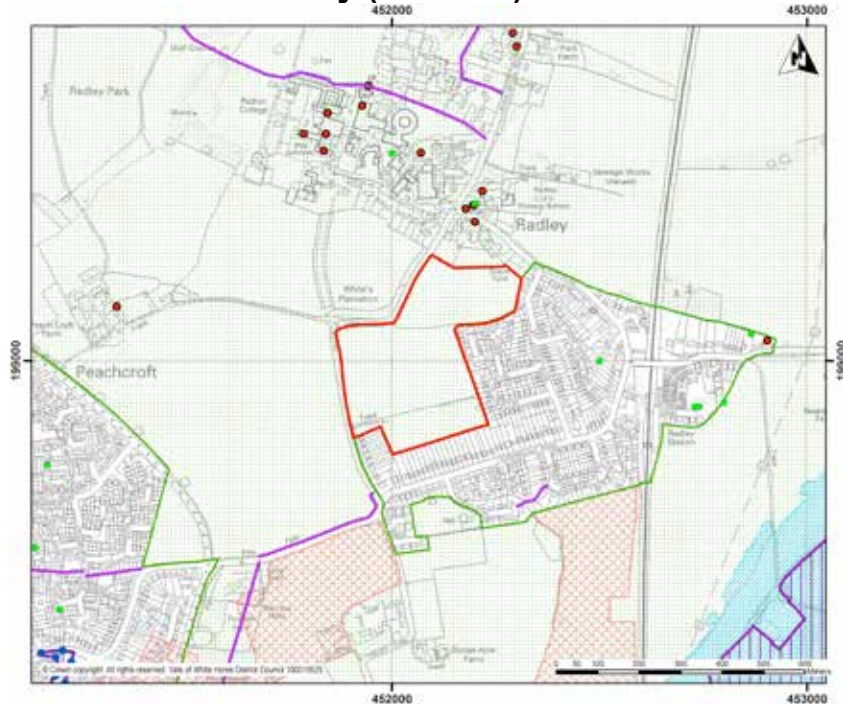
Use: Around 240 homes, subject to masterplanning.

Key objectives:
- To deliver a high quality and sustainable urban extension to Radley which is integrated with Radley so residents can access existing facilities in the village.
- To protect the landscape setting of the village.

Urban design principles:
- Include linkages (where possible and appropriate) between the site, the adjacent housing developments and nearby facilities and services.
- Preserve the setting of Radley College, including views to and from the College as well as the parkland setting of the College.

Utilities:
- Overhead power line that traverses the southern part of the site will need to be considered as part of an overall masterplan for this site.
- Upgrade the sewer network.

Access and highways:
- Contribute towards delivery of south facing slips on the A34 at Lodge Hill.
- Access to be provided from White's Lane which has poor alignment; a highway improvement scheme will be required to remove sub-standard bends.
- Local mitigation (e.g. footways, crossing points, traffic management etc) may be required within Radley and beyond.
- Contribute towards future strategic infrastructure improvements to Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Contribute towards the cost of enhancing the Abingdon-on-Thames-Kennington-Oxford premium bus route, with particular emphasis on the reliability and frequency of the peak hour service.
- Improvements to existing bus stops (Gooseacre and Radley Church) and walking access routes to these and the rail station may also be required.

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Social and community:
- Contribute towards the expansion of Radley Primary School and expansion of secondary school capacity in Abingdon-on-Thames.

Environmental health:
- Consider potential impact on Abingdon-on-Thames Air Quality Management Area (AQMA) and mitigate (if necessary).
- The site lies partly over the footprint of Whites Lane landfill. Undertake adequate contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Landscape considerations:
- Carefully design the interface between the existing settlement of Radley and the new development with improved footpath linkages.
- Reinforce the landscape approach to Radley along White's Lane with planting.
- Retain existing trees and hedgerows (where possible).
- Consider potential impacts on the North Vale Corallian Ridge.
- Conserve and enhance the semi-rural setting of the historic core of Radley.

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3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

East of Kingston Bagpuize with Southmoor (11.85 ha)
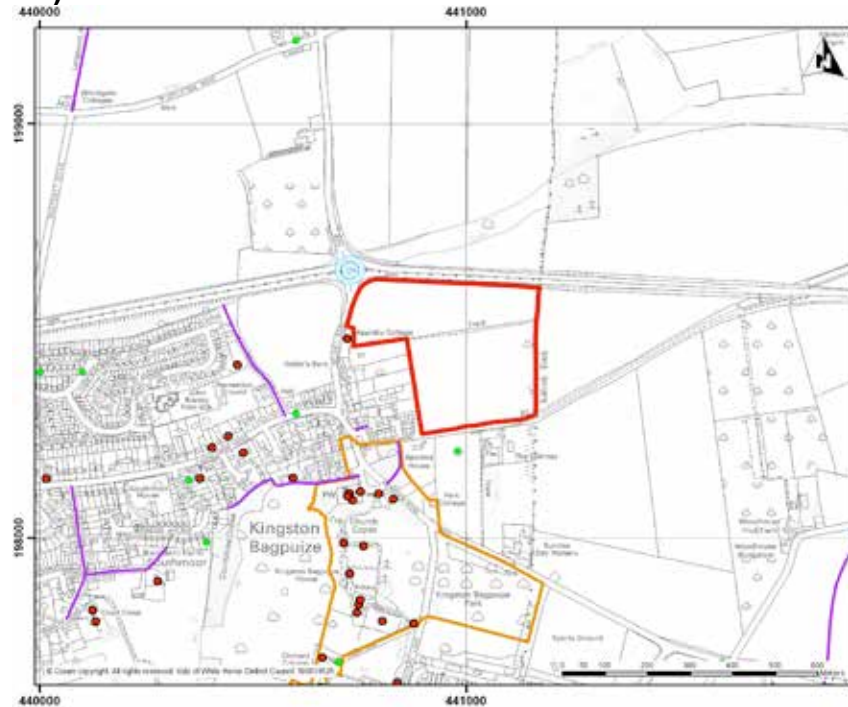
Use: Around 280 homes, subject to masterplanning.

Key objectives:
- To deliver a high quality and sustainable urban extension to Kingston Bagpuize with Southmoor which is integrated with Kingston Bagpuize with Southmoor so residents can access existing facilities in the village.

Urban design principles:
- Adopt a permeable, perimeter block layout within the site to optimise connectivity within and beyond the site.
- Sensitively design development to minimise any impact on the setting of the conservation area to the south west of the site.
- Respect the setting of Appleby Cottage, a Grade II listed building to the north west of the site.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A420) and market housing.

Utilities:
- Overhead power lines traversing the site will need to be considered as part of an overall masterplan for the site.

Access and highways:
- Investigate access arrangements. Potential for two access points and an opportunity to provide a new gateway into the village. Full direct site access onto A420 will not be acceptable, although a scheme to permit egress from the site could be possible. Development access to land to the west of A415 Witney Road may be satisfactory but will be difficult to achieve without substantial highway works being carried out.
- Contribute towards future strategic infrastructure improvement on the A420, A415 and any necessary mitigation measures identified through the site Transport Assessment.
- Contribute towards increasing the frequency of buses on route 66 from Swindon to Oxford.

3. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Social and community:
- Contribute towards increasing capacity at John Blandy Primary School and secondary school capacity.
- Consider possible loss of recreational amenity as development is liable to impact the public right of way network.

Environmental health:
- Investigate potential noise and air pollution impacts from the A420 and A415 and mitigate (if required) to offset any adverse impacts.
- Buffers shall not be counted towards recreational space.

Landscape considerations:
- Retain existing trees and hedgerows.
- Mass and scale of the built form should be designed to avoid being visually intrusive to sensitive views from the surrounding countryside, North Vale Corallian Ridge, A420, A415 and public rights of way.
- Retain and respect the eastern edge of the site marked by Aelfrith's Dyke, an early medieval boundary ditch, part of the Anglo Saxon landscape.

Biodiversity and Green Infrastructure:
- Include Green Infrastructure to retain a mosaic of habitats and linear features to ensure that structural diversity and habitat connectivity through the site is maintained.
- Implement a sensitive directional lighting scheme to ensure that additional lighting does not impact on the retained green corridors across the site.
- Great Crested Newts have been recorded in ponds adjacent to this site. Any future development should enhance the connectivity of the ponds and include areas of new Great Crested Newts habitat.
- Include biodiversity enhancements such as SUDS, hedgerow and tree planting, creation of ponds, creation of habitat for bats in buildings and bird boxes, creation of hibernacula for reptiles and amphibians, log piles for invertebrates, hedgehog domes and creation of wildflower grasslands in the development design in line with planning policy and the Natural Environment and Rural Communities Act (NERC) 2006 (which places a duty on local authorities to enhance biodiversity). Provision should be made for the long term management of these areas.

Flood risk and drainage:
- Opportunities to incorporate Green Infrastructure within SUDs to improve biodiversity and water quality are encouraged.
- The east boundary has early medieval boundary ditches which should be retained for drainage and/or archaeological value with a suitable buffer zone from any development.
- Mitigation measures may be required to prevent any detrimental impact on groundwater quality.

Minerals:
- Site may contain sand deposits which may form part of a potentially workable resource. Further assessment may be required to establish whether the site contains a mineral resource that should either be safeguarded or extracted in advance of built development.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

East of Sutton Courtenay (8.83 ha)
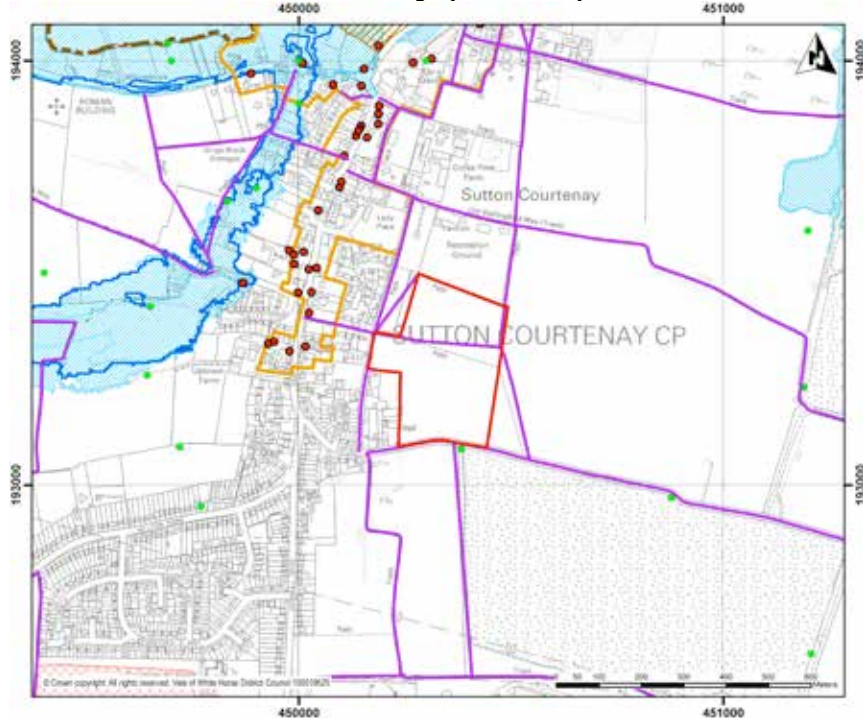
Use: Around 220 homes, subject to masterplanning.

Key objectives:
- To deliver a high quality and sustainable urban extension to Sutton Courtenay which is integrated with Sutton Courtenay so residents can access existing facilities in the village.

Urban design principles:
- Create a Green Infrastructure link to the recreation ground

located to the north of the site.
- Sensitively design development to minimise any impact on the setting of Sutton Courtenay Conservation Area, which lies in close proximity to the site to the west.
- An appropriate settlement edge should be incorporated into the design of the eastern boundary.

Utilities:
- Overhead power line which crosses a small section of the site to the west will need to be considered as part of an overall masterplan for the site.
- Upgrade the sewer network.

Access and highways:
- Investigate access arrangements. Contribution and/or onsite mitigation towards countryside access will be sought from the development.
- Contribute towards future strategic infrastructure improvements to Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Relocate existing bus stops at High Street Garage closer to the junction of the High Street with Frilsham Street, along with improved infrastructure (e.g. shelters) and footways.
- Contribute towards the cost of an enhanced frequency of bus service (route 32) between Didcot and Abingdon-on-Thames via Sutton Courtenay.

Social and community:
- Contribute towards education provision.

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4. South East Vale Sub-Area

<u>In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.</u>

Environmental health:
- Investigate potential noise and odour impacts from the nearby landfill operations and mitigate (if required) to offset any adverse impacts.
- Site is in proximity to the Hobbyhorse Lane North and South landfill uses. Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Landscape considerations:
- Retain and enhance existing vegetation to boundaries.
- Create a new landscape structure, building on existing landscape features, to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy, Policy NE11 (areas for landscape enhancement) of the Local Plan 2011 and any updates to this policy set out in the Local Plan 2031 Part 2.

Biodiversity and green infrastructure:
- Integrate existing hedges.
- Contribute towards redressing the identified partial Green Infrastructure deficit in Sutton Courtenay.

Flood risk and drainage:
- Parts of the site are susceptible to surface water flooding (particularly in the north east and south east of the site); investigate and mitigate (if necessary).

Minerals:
- Site is underlain by deposits of sand and gravel. Surrounding land uses limit amount of commercially workable mineral resource and consequently Oxfordshire County Council has no justification for an objection to housing development on this site on minerals safeguarding policy grounds.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Milton Heights, Milton Parish west of the A34 (25 ha)
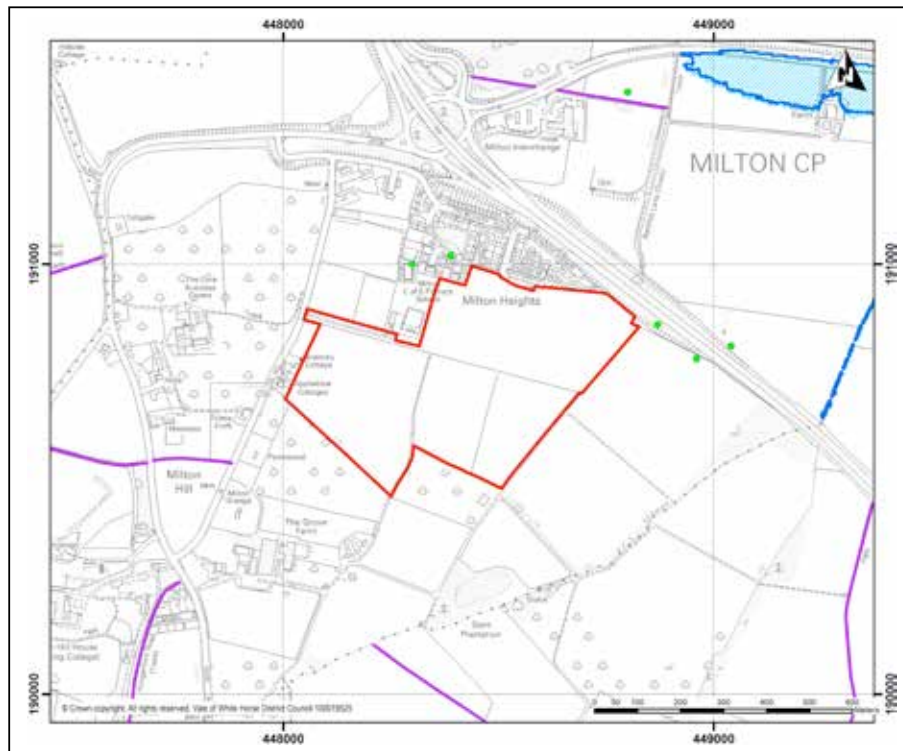
Use: Around 400 homes, subject to masterplanning.

Key objectives:
- The development of this site shall take into account the design and layout of nearby strategic housing sites, including Valley Park and North West Valley Park, with respect to each of the following:

  - Pedestrian and vehicular access routes, including public rights of way (PRoW).
  - The location of facilities and services and the creation of desire lines in the direction of these.
  - Green Infrastructure.
  - Areas of open space.
- To deliver an exemplar, sustainable development and community that is integrated with the existing settlement of Milton Heights.
- To contribute towards infrastructure in the Science Vale Area Strategy as set out in the Oxfordshire Local Transport Plan.

Urban design principles:
- Masterplanning should take into account the strategy for growth in this area and ensure that development positively contributes to the wider objectives of Science Vale; a vital area for UK economic growth.
- Mitigate the visual impact of the site, particularly from the A4130. Design site roads to permit the operation of bus routes through the site from Didcot centre to Milton Park and Harwell Campus.
- The site is adjacent to St. Blaise Primary School. Development must not prevent the school from expanding its facilities on-site due to proximity of buildings or overlooking / child protection issues. Therefore, any development must be set back from the shared boundaries.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A34) and market housing.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Utilities:
- Upgrade the sewer network.

Access and highways:
- Investigate access arrangements. Access may be provided from the A4130 Milton Hill. A major upgrade of Milton Hill will be required between the access point and Milton interchange.
- Local mitigation (e.g. footways, crossing points, traffic management etc) will be required.
- Contribute towards future strategic infrastructure improvement for Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Contribute to general bus network enhancement. Provision of a new bus stop should be considered.
- Opportunity to link pedestrian and cycle routes from this site to the North West Valley Park site allocation over A34.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- The site is adjacent to St. Blaise Primary School. Any development must ensure that future traffic and access arrangements at the site do not give rise to a greater risk to vehicular / pedestrian / cyclist safety arising as a result of the potential for conflict between school children walking / cycling to school and commuter traffic leaving / arriving at the proposed development site.

Social and community:
- Contribute towards increasing the capacity of St. Blaise Primary School. Land for the expansion of the school will need to be identified.
- Contribute to a new secondary school at Great Western Park or Didcot North East.
- Provide public open space and recreational facilities in accordance with the Vale's emerging playing pitch strategy.
- Contribute towards additional community facilities and services.

Environmental health:
- Investigate potential noise and air pollution impacts from the A34, A4130 and railway; mitigate (if required) to offset any adverse impacts.
- Site is considered a high risk to groundwater; mitigation measures may be required to prevent any detrimental impact on groundwater quality.

Landscape considerations:
- Retain and enhance existing boundary vegetation, tree belts and orchards.
- Protect distant views from the higher ground to the north (Corallian Ridge) and the North Wessex Downs to the south.
- Create linkages with the existing village.
- Plant a new woodland edge to the south and eastern boundaries to create a strong countryside edge and link with the existing and new Green Infrastructure.
- Create a new landscape structure using existing or former field boundaries, tree belts and woodland to sub-divide the

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

site and meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy.

Biodiversity and Green Infrastructure:
- Assess the ecological value of the two ponds within 500 metres of the southern site boundary.
- Retain and enhance the settings of tree belts.

Flood risk and drainage:
- Investigate areas that are susceptible to flooding and mitigate (if necessary).

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Valley Park, Harwell and Milton Parishes east of the A34 adjoining Didcot Town (186 ha)
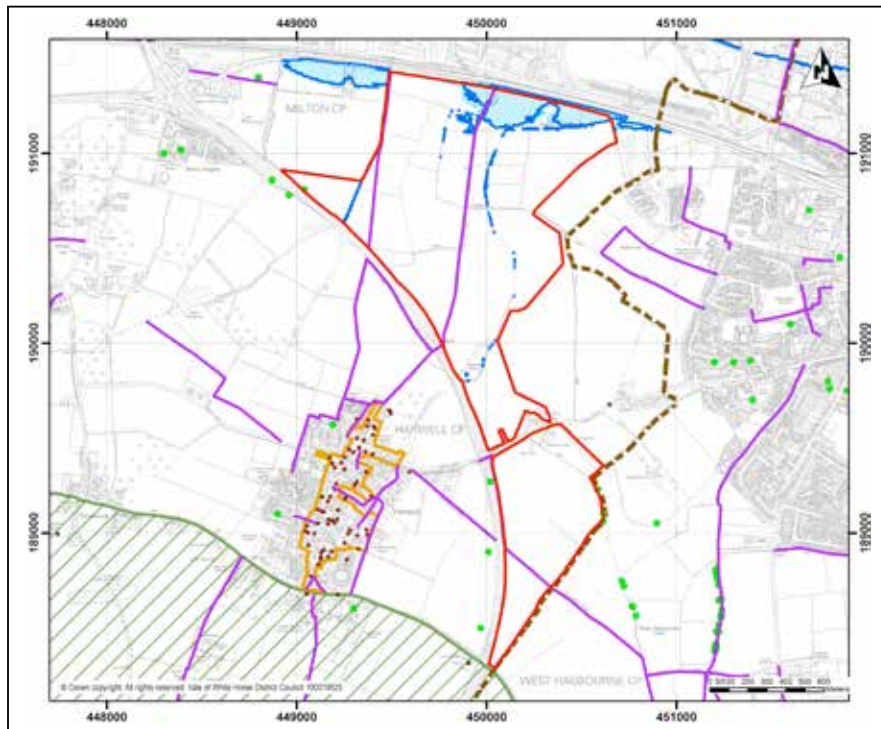
Use: At least 2,550 homes, subject to masterplanning.

Key objectives:
- The development of this site shall take into account the

design and layout of nearby strategic housing sites, including North West Valley Park, Milton Heights and the existing site at Great Western Park (which is partly located in South Oxfordshire), with respect to each of the following:
  - o   Pedestrian and vehicular access routes, including public rights of way (PRoW).
  - o   The location of facilities and services and the creation of desire lines in the direction of these.
  - o   Green Infrastructure.
  - o   Areas of open space.
- To deliver an exemplar, sustainable and mixed use urban extension.
- To create a sustainable community that is integrated with Didcot, Great Western Park and the Milton Park Enterprise Zone so residents can access existing services and facilities in these locations.
- To contribute to balanced employment and housing growth in Science Vale.
- To contribute towards infrastructure in the Science Vale Area Strategy as set out in the Oxfordshire Local Transport Plan.

Urban design principles:
- The site will be brought forward with a masterplan showing a comprehensive phasing programme for development.
- Valley Park and North West Valley Park should be planned together, preferably as a joint plan or as a minimum through closely aligned masterplans taking an integrated approach to the joint site area.
- Masterplanning should take into account the strategy for growth in this area and ensure that development positively

4. South East Vale Sub-Area

<u>In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.</u>

contributes to the wider objectives of Science Vale; a vital area for UK economic growth.

- The Design and Access Statement for the site will need to consider the distinctive character areas within the site.
- Site is a gateway to Didcot and development should carefully consider the uses on the frontage of the A4130.
- The development must be designed having regard to the layout of the North-West Valley Park development to the west and the Great Western Park development to the east.
- Design of the development should enable a high degree of integration and connectivity between new and existing communities, particularly the Great Western Park development and North-West Valley Park development.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A34) and market housing.
- Careful consideration of street frontages should ensure that an appropriate building line is established and incorporation of active frontages.
- A layout that maximises the potential for sustainable journeys within the neighbourhood, on foot or by bicycle, with a legible hierarchy of routes, will be particularly encouraged.
- Spatial layout of site should provide good permeability by the bus, so this mode of transport can operate efficiently on direct routes, with stops linked to concentrations of population.
- Provide public open space that will form a well connected network of green areas suitable for both formal and informal recreation.
- The primary schools and neighbourhood centre will need to be centrally located and on key nodes/legible routes to

ensure that these are accessible to all of the community.

Utilities:
- Contribute to a new gas supply.
- Contribute to new electrical substations.
- Retain the 11,000 volt power lines that cross the site.
- Install cable networks.
- Connect to local water mains.
- Upgrade the sewer network.

Access and highways:
- Provide the proposed Harwell Link Road (Core Policy 17).
- Investigate access arrangements. Vehicular access to be provided onto A4130 and through Valley Park to the B4493 to the A417. Access on the A4130 will need to take into account the Science Bridge and enable its delivery.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- Connect footpaths, cycle tracks, roads and bus routes to:
  - o local services and facilities on the site;
  - o secondary school and district centre at Great Western Park;
  - o Didcot Railway Station;
  - o Didcot Town Centre;
  - o Harwell Campus; and
  - o Milton Park (via an improved footpath and cycle access under the railway at Backhill Lane).
- The northern corridor of the site will accommodate the landing of the Science Bridge and associated transport works, including duelling of the A130. This land should help

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

frame the gateway to Didcot and have a positive impact on the transformation. A footpath and cycleway from Great Western Park and the existing local centre to Milton Park should be provided along this corridor to offer a more attractive approach to the town from the A34. A boulevard type approach will be encouraged.

- Contribute towards new high-quality bus services to Didcot town centre/railway station and to the major employment sites at Milton Park and Harwell Campus, until such a time as these services can be operated on a fully-commercial basis.
- Design site roads to permit the operation of bus routes through the site from Didcot centre to Milton Park and Harwell Campus.
- Contribute towards any necessary mitigation measures identified through the site Transport Assessment.

Social and community:
- Three new primary schools are required in respect of the two sites. One new primary school will be required on the North West Valley Park site and two other new primary schools will be required on the Valley Park site.
- Contribute to a new secondary school at Great Western Park or Didcot North East.
- Provide land (1.6 ha) and contribute towards a 100 pupil special needs school.
- Provide a neighbourhood centre of approximately 500 sqm, to include local shops and other community facilities to serve the development.
- Provide a community centre of approximately 1400 sqm.
- Provide public open space and improved recreational

facilities in Didcot in accordance with the Vale's emerging playing pitch strategy.
- Public open space should be dispersed throughout the site to create a network of interlinked spaces.
- Playing pitches will need to be provided and should be delivered in a way that maximizes permeability and legibility throughout the site.
- Contribute towards the Didcot Leisure Centre.
- Police presence will need to be provided on site either through a neighbourhood office or as part of a community hub.

Environmental health:
- Investigate potential noise and air pollution impacts from the A34, A4130 and railway; mitigate (if required) to offset any adverse impacts.
- Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Landscape considerations:
- The boundary between the development areas and Harwell village must be carefully treated in order to protect the separate identities of Valley Park and Harwell.
- Sensitively plan development to the south of the site to avoid any adverse impact on the setting of the North Wessex Downs AONB. Landscaping and design features should be used to minimise any noise and light pollution impacts on the AONB.
- Retain and enhance the footpath to the south of the site (the Driftway).

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- Retain parkland trees within the site and retain and enhance existing boundary vegetation.
- Create a new landscape structure building on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy with a masterplan which coordinates with the adjacent Great Western Park to provide linkages.

Biodiversity and Green Infrastructure:
- A site-wide mitigation strategy will be required and a suitable receptor site/nature reserve identified.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Didcot, link into other strategies for the area (e.g. the emerging GI strategy for Science Vale) and provide attractive green pathways through and around the proposed development areas e.g. use of Harwell Cow Lane bridge into Harwell Village, use of Driftway as an historic green road. This may be delivered by providing sufficient Green Infrastructure on-site or through a financial contribution for off-site provision.

Flood risk and drainage:
- Drainage Strategy should set out the sewerage infrastructure provision. The sewer route through the site will be protected by an easement. The site will be connected to the sewage treatment works located to the north of Great Western Park.
- No development will be permitted within Flood Zones 2 and 3.
- Areas to the north of the site are susceptible to surface water flooding; investigate and mitigate (if necessary).

- Site is considered high risk to groundwater; mitigation measures may be required to prevent any detrimental impact on groundwater quality.
- Contribute to attenuation features for surface water draining into the sewers.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

North West of Valley Park (33.25 ha)

Use: At least 800 homes, subject to masterplanning.

Key objectives:
- The development of this site shall take into account the design and layout of nearby strategic housing sites, including Valley Park and Milton Heights with respect to each of the following:

  - o Pedestrian and vehicular access routes, including public rights of way (PRoW).
  - o The location of facilities and services and the creation of desire lines in the direction of these.
  - o Green Infrastructure.
  - o Areas of open space.
- To deliver an exemplar, sustainable and mixed use urban extension.
- To create a sustainable community that is integrated with Didcot, Great Western Park and the Milton Park Enterprise Zone.
- To contribute to balanced employment and housing growth in Science Vale.
- To contribute towards infrastructure in the Science Vale Area Strategy as set out in the Oxfordshire Local Transport Plan.

Urban design principles:
- The site will be brought forward with a masterplan showing a comprehensive phasing programme for development.
- Valley Park and North West Valley Park should be planned together, preferably as a joint plan or as a minimum through closely aligned masterplans taking an integrated approach to the joint site area.
- Masterplanning should take into account the strategy for growth in this area and ensure that development positively contributes to the wider objectives of Science Vale; a vital area for UK economic growth.
- The Design and Access Statement for the site will need to consider the distinctive character areas within the site.
- Site is a gateway to Didcot and development should carefully

4. South East Vale Sub-Area

<u>In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.</u>

consider the uses on the frontage of the A4130.

- Design of development must consider the layout of the Valley Park development to the east and future development of the Milton Interchange Services to the east.
- Design of the development should enable a high degree of integration and connectivity between new and existing communities, particularly the Great Western Park development.
- Careful consideration of street frontages should ensure that an appropriate building line is established and incorporation of active frontages.
- A layout that maximises the potential for sustainable journeys within the neighbourhood, on foot or by bicycle, with a legible hierarchy of routes will be particularly encouraged.
- Spatial layout of the site should provide good penetration by the bus, so this mode of transport can operate efficiently on direct routes, with stops linked to concentrations of population.
- Provide public open space that will form a well-connected network of green areas suitable for both formal and informal recreation.

Utilities:
- Contribute to a new gas supply.
- Contribute to new electrical substations.
- Retain the 11,000 volt power lines that cross the site.
- Install cable networks.
- Connect to local water mains.
- Upgrade the sewer network.

Access and highways:
- Create east-west movements through this site in the direction of Didcot town to link with access roads in Valley Park and Great Western Park.
- Provide land for widening of the A4130.
- Investigate access arrangements. Access should be possible onto A4130 and through Valley Park.
- Provide a landscaped corridor along the northern edge of the site. This should provide a footpath and cycleway from the adjacent Valley Park development to Milton Park and offer a more attractive approach to the town from the A34. Care must be taken to ensure these are not unmanaged areas of green space.
- Opportunity to link pedestrian and cycle routes from this site to the Milton Heights site allocation over A34.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- Contribute towards new high-quality bus services to Didcot town centre/railway station and to the major employment sites at Milton Park and Harwell Campus, until such a time as these services can be operated on a fully-commercial basis.
- Design roads to permit the operation of bus routes through the site from Didcot centre to Milton Park and Harwell Campus.
- Contribute towards any necessary mitigation measures identified through the site Transport Assessment.
- Should access to the site be provided from the A4130 via Milton Interchange Services, any necessary improvements would be facilitated by promoters/developers of the

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

allocation.

Social and community:
- The following will need to be provided across this site and/or the adjacent Valley Park site, with appropriate pro-rata contributions:
  - Three new primary schools are required in respect of the two sites. One new primary school will be required on the North West Valley Park site and two other new primary schools will be required on the Valley Park site.
  - Provide land (1.6 ha) and contribute towards a 100
  - pupil special needs school.
    Contribute to a new secondary school at Great
  - Western Park or Didcot North East.
    Provide a neighbourhood centre of approximately 500 sqm, to include local shops and other community facilities to serve the development.
  - Provide community centre of approximately 1400 sqm.
- Provide public open space and recreational facilities in locations that are accessible for this site and the adjacent Valley Park site, in accordance with the Vale's emerging playing pitch strategy.
- Police presence will need to be provided on site either through a neighbourhood office or as part of a community hub.
- Contribute towards the Didcot Leisure Centre.

Environmental health:
- Investigate potential noise and air pollution impacts from the A34, the A4130 and the railway; mitigate (if required) to offse

any adverse impacts.
- Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Landscape considerations:
- Retain parkland trees within the site and retain and enhance existing boundary vegetation.
- Create a new landscape structure building on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy with a masterplan which coordinates with the Valley Park development and Great Western Park to the east to provide linkages.

Biodiversity and green infrastructure:
- A site wide mitigation strategy will be required and a suitable receptor site/nature reserve identified.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Didcot and link to other strategies for the area (e.g. the emerging GI strategy for Science Vale).
- Contribute towards enlargement of the secondary school at Great Western Park, Didcot.

Flood risk and drainage:
- A Drainage Strategy should set out the sewerage infrastructure provision. The sewer route through the site will be protected by an easement. The site will be connected to the sewage treatment works located to the north of Great Western Park.

4. South East Vale Sub-Area

<u>In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.</u>

- No development will be permitted within Flood Zones 2 and 3, other than essential infrastructure.
- Areas in the northern part of the site are susceptible to surface water flooding; investigate and mitigate (if necessary).
- Site is considered high risk to groundwater; mitigation measures may be required to prevent any detrimental impact on groundwater quality.
- Contribute to attenuation features for surface water draining into the sewers will be required.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.
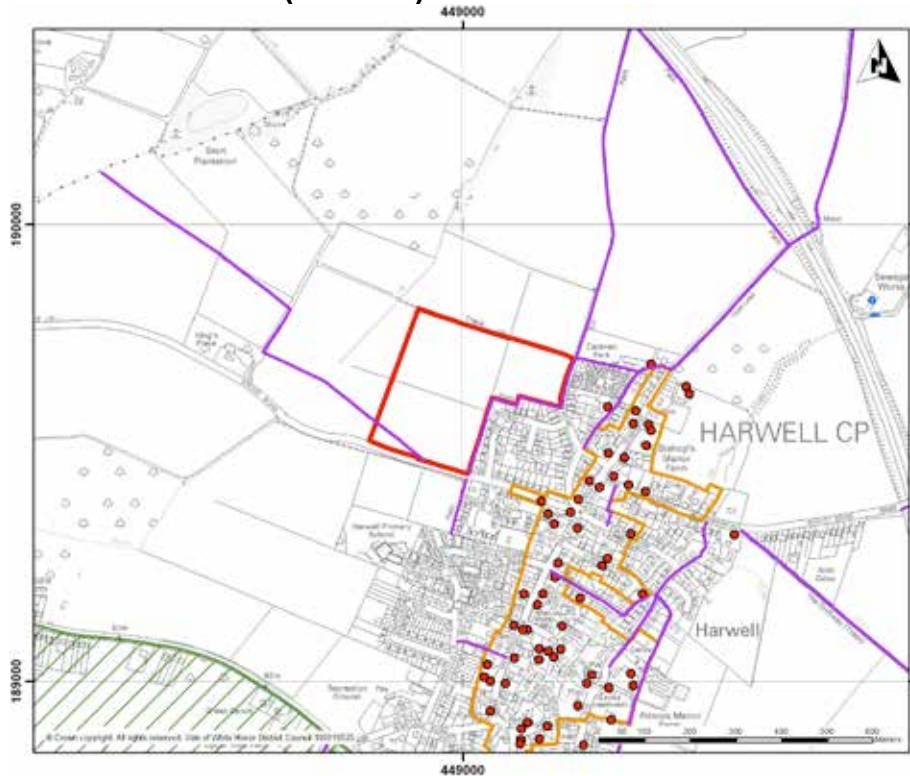
West of Harwell (8.57 ha)

Use: Around 200 homes, subject to masterplanning.

Key objectives:
- To deliver a high quality and sustainable urban extension to Harwell which is integrated with Harwell so residents can access existing facilities in the village.

- To contribute towards infrastructure in the Science Vale Area Strategy as set out in the Oxfordshire Local Transport Plan.

Urban design principles:
- The layout and design of development should be sensitive to the topography of the site.
- An appropriate settlement edge and gateway feature should be incorporated into the design for the western boundary.

Utilities:
- Upgrade the sewer network.
- A detailed water supply strategy will be required.

Access and highways:
- Access can be taken from Grove Road but this and its junction with A4130 will need to be improved (Grove Road has a width restriction).
- Local mitigation (e.g. footways, crossing points, traffic management etc) will be required.
- Contribute towards any necessary mitigation measures identified through the site Transport Assessment.
- Contribute towards improved frequency and hours of service on the strategic bus route between Wantage, Harwell and Didcot.

Social and community:
- Contribute towards increasing primary school capacity.
- Contribute to a new secondary school at Great Western Park or Didcot North East.

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4. South East Vale Sub-Area

<u>In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.</u>

Landscape considerations:
- Mitigation to minimise impacts on:
  - the site's landscape setting, including the approach to Harwell village;
  - the aims of Policy NE9 of the Local Plan 2011 (i.e. protecting distant views from the high ground of the Corallian Ridge and the North Wessex Downs AONB); and
  - the purposes and special qualities, including the setting, of the North Wessex Downs AONB.
- The mass and scale of the built form should be designed to avoid being visually intrusive in sensitive views from the surrounding countryside and particularly the AONB.
- Retain the historic field pattern within the site, utilising tree belts and hedgerows as a framework for the subdivision of the site into development land parcels.
- Retain and protect the rural character of Grove Road and the approach to Harwell village e.g. by minimising loss of the existing mature hedgerow.
- Layout and design should allow for some long distance views to be retained.
- Existing boundary vegetation should be retained.
- Create a new landscape structure (including new tree / hedgerow planting) to contain the new housing. The landscape structure should build on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy.
- Retain and enhance the existing footpath.
- Plant a woodland edge along the western boundary.

Biodiversity and Green Infrastructure:
- Contribute towards redressing the identified Green Infrastructure deficit in Harwell.

Flood risk and drainage:
- Parts of the site may be susceptible to surface water flooding; investigate and mitigate (if necessary).
- The site is considered high risk to groundwater and mitigation measures may be required to prevent any detrimental impact on groundwater quality.
- An intrusive ground investigation and remediation strategy may be required to understand levels of contamination on site to ensure there will be no detrimental impact on groundwater quality.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Crab Hill, Wantage (98.71 ha)
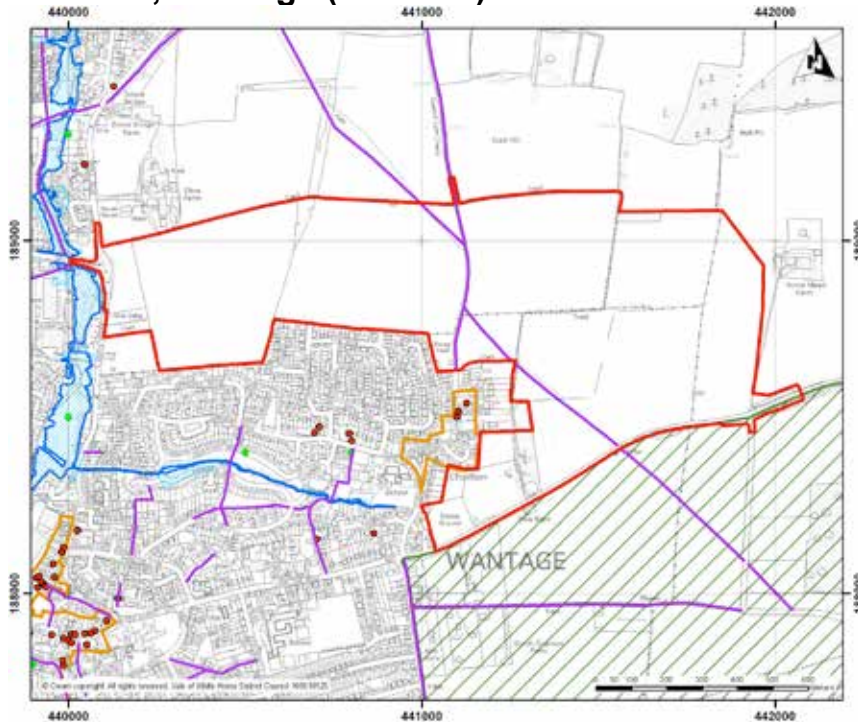
Use: Around 1500 homes, subject to masterplanning.

Key objectives:
- To deliver a high quality, sustainable urban extension which is integrated with Wantage so residents can access existing facilities in the town.
- To contribute to balanced employment and housing growth in Science Vale.

Urban design principles:
- Development densities should generally be lower towards the outer limits of the site to help create a successful transition to the countryside.
- Adopt a permeable, perimeter block layout within the site to optimise connectivity.
- Use public open spaces in the design to form a well connected network of green areas suitable for formal and informal recreation.
- Suitably locate the new primary school to ensure accessibility to all of the community.
- A maximum building height of three storeys should apply and should be limited to areas of greater density, such as the neighbourhood centre, or to create landmark features or points of interest to provide legibility and generate variety.

Utilities:
- Upgrade the sewer network.

Access and highways:
- Investigate access arrangements.
- Provide the eastern and western extents of the Wantage Eastern Link Road (WELR) at the A417 and A338 for direct access. The full WELR will be supported by other developer contributions within the Wantage and Grove area.
- Contribute towards any necessary mitigation measures identified through the site Transport Assessment.

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4. South East Vale Sub-Area

<u>In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.</u>

- Improve pedestrian and cycle links to Wantage town centre, secondary schools and to the Science Vale area.
- Retain or appropriately divert existing public footpaths and byways unless otherwise specifically agreed.
- Agree appropriate treatment of Byway Open to All Traffic (BOAT) with Oxfordshire County Council.

Social and community:
- A new 'two form entry' primary school will be required on site. This will need to be provided on 2.22ha of land and as part of Phase 1 of development.
- Contribute towards a new secondary school at Grove Airfield.
- Contribute to improvements to, or replacement of, the Wantage Leisure Centre.

Environmental health:
- Investigate potential noise and air pollution impacts along the edge of the site where it adjoins the A417 and the Wantage Eastern Link Road (WELR).
- Remediate any contamination from the electricity sub-station on the site and telecoms mast north of the site.
- An electromagnetic field survey of the telecoms mast on site.

Landscape considerations:
- This is a prominent and visible site. Development must be sensitively designed to minimise any impact on the AONB and the wider Lowland Vale landscape.
- Design of development needs to consider the views into and out of the development, including the screening and/or framing of views to reduce the impact on this sensitive landscape.

- Shelterbelt planting should be used to minimise any impact upon the landscape.
- Sensitive design of the Wantage Eastern Link Road to minimise the visual impact of the proposals due to the levels changes east of the A338.
- Retain, where possible, existing trees, woodland and hedges, particularly those along the edges of the site.

Biodiversity and Green Infrastructure:
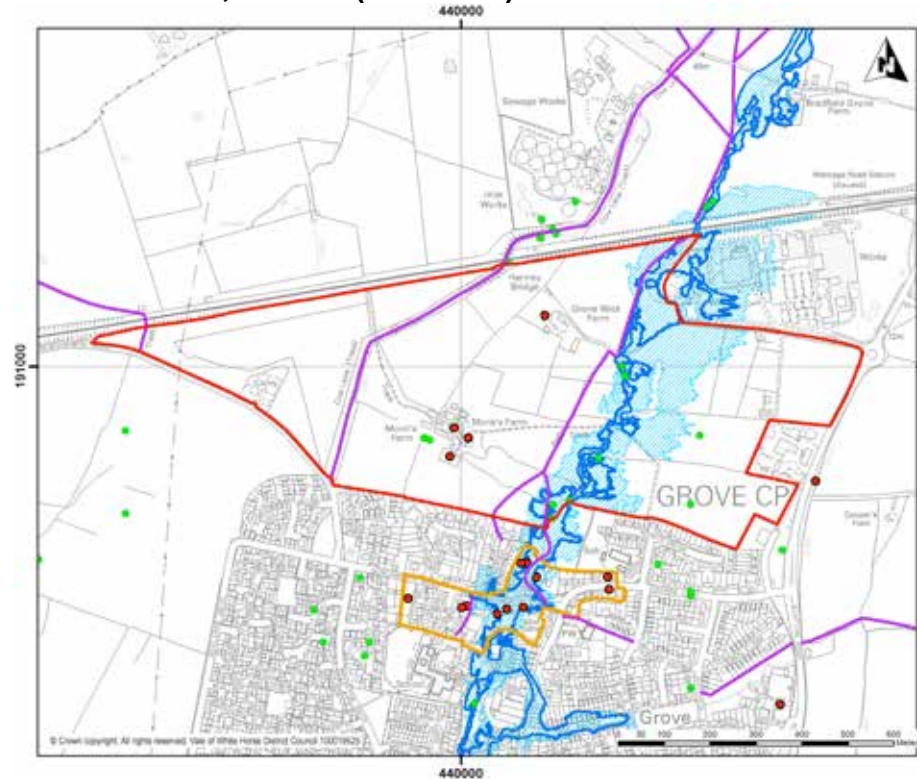- Contribute towards the identified Green Infrastructure deficit in the area surrounding Wantage.

4. South East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Monks Farm, Grove (60.63 ha)

Use: Around 885 homes and circa 6 ha of employment land, subject to masterplanning.

Key objectives:
- To deliver a high quality, sustainable and mixed use urban extension which is integrated with Grove so residents can access existing facilities in the village.
- To contribute to balanced employment and housing growth in Science Vale.
- To contribute towards infrastructure in the Science Vale Area Strategy.

Urban design principles:
- Adopt a permeable, perimeter block layout within the site to optimise connectivity.
- Carefully consider street frontages in order to create an appropriate building line and incorporate active frontages, particularly along the Grove Northern Link Road (GNLR).
- Use public open spaces in the design to form a well connected network of green areas suitable for formal and informal recreation.
- Buildings should be predominantly two storey, although some 2 ½ storey may be acceptable as urban design 'features'.
- 'Undevelopable' land around Letcombe Brook and land used for noise and odour buffers shall not be counted towards recreational space.
- Submit a Heritage Statement to show how the listed buildings on Monks Farm and Grove Wick Farm, together with their setting, have been sensitively considered.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable areas of the site (e.g. A338) and market housing.

4. South East Vale Sub-Area

<u>In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.</u>

Utilities:
- Upgrade the sewer network.

Access and highways:
- Investigate access arrangements. Proposals should seek to deliver site access arrangements which enable Monks Farm to connect to the A338.
- Contribute towards A417 and A338 site access and A338 corridor improvements, including Frilford junction.
- Deliver the Grove Northern Link Road (GNLR) required for access to the Grove Airfield development with site boundary.
- Contribute towards the Wantage Eastern Link Road and any necessary mitigation measures identified through the site Transport Assessment.
- Provide a network of safe and attractive footpaths and cycle tracks connecting with Grove village centre and the Science Vale area.

Social and community:
- Contribute towards expanding Grove Church of England Primary School or provide a new school within the Monks Farm site.
- Contribute towards a new secondary school at Grove Airfield.
- Contributions towards improvements to, or replacement of the Wantage Leisure Centre.

Environmental health:
- Investigate potential noise impacts from the railway line (abutting the northern boundary) and the William's F1 site

and garage (adjacent to the north eastern part of the site). Mitigation measures will be required to offset any adverse impacts.
- An odour buffer around the sewage works to the north of the site. Development shall not take place in the odour buffer.

Landscape considerations:
- Create a new landscape structure to contain the new housing and limit the impact on the wider landscape. The landscape structure should build on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy and coordinate with the Grove Airfield development and existing Grove.
- The Letcombe Brook and its flood plain is a positive asset within the landscape and care should be taken with the siting of any development along its boundary.
- Retain, enhance and sensitively integrate existing rights of way into the development.
- Retain trees and hedgerows, particularly along the western verge, provided they are in good condition and make a positive contribution to the landscape.

Biodiversity and Green Infrastructure:
- A maximum of three crossings over the Brook will be allowed to reduce the impact on ecology.
- The main road bridge over the Letcombe Brook will need to be designed so that the bridge does not compromise the functioning of the ecological corridor. Enhancements to the Letcombe Brook and its corridor should include restoration of the channel and surrounding habitats.

4. South East Vale Sub-Area

<u>In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.</u>

- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Wantage and Grove.

Flood risk and drainage:
- No development should take place within Flood Zones 2 and 3 (with the exception of the Grove Northern Link Road).
- No development should take place within Letcombe Brook corridor and flood zones (other than Grove Northern Link Road, see SFRA for further details).
- Investigate potential impacts of foul water discharge into the Letcombe Brook from Wantage Sewerage Treatment Works. Some mitigation of flows from the sewerage works can be made by a reduction in the surface water runoff. If appropriate, mitigation or compensation measures should be provided to offset any negative impacts on the Brook.
- Run-off less than Greenfield run-off rates for surface water for the development should be discussed and agreed with the Council's ecologist, flood engineer and the Environment Agency.

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

West of Stanford-in-the-Vale (11.62 ha)
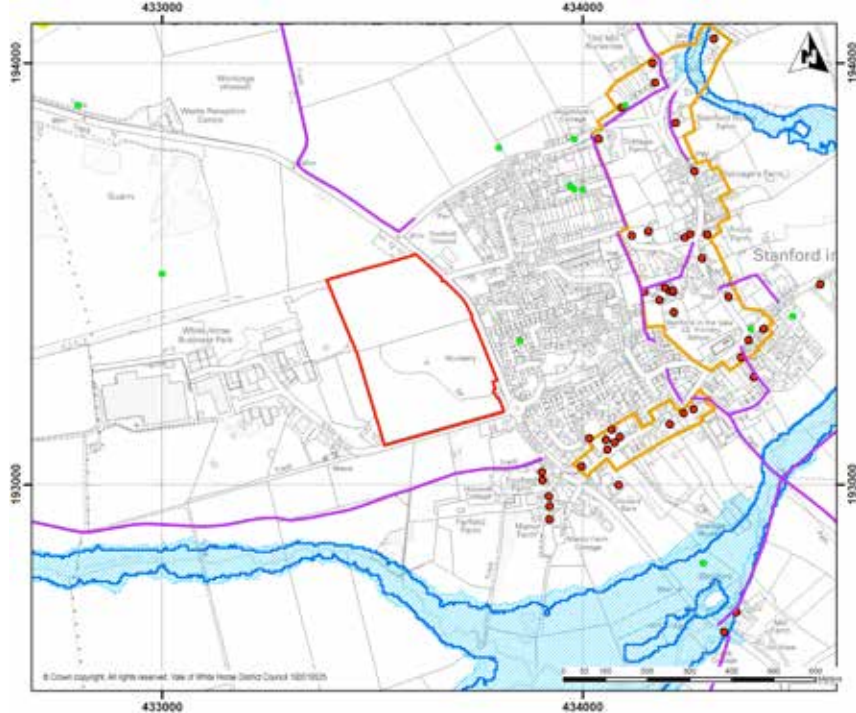
Use: Around 200 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Stanford-in-the-Vale which is well integrated with Stanford-in-the-Vale, so residents can access existing facilities in the village.

Urban design principles:

- Include linkages between the site and adjacent housing developments and nearby facilities and services where possible and appropriate.
- Design of the development should include appropriate landscape mitigation measures to minimise the visual impact of the development on the countryside.

Utilities:

- Upgrade the sewer network.

Access and highways:

- Access can be taken from the A417 Faringdon Road.
- A crossing facility on A417 will be required.
- Local mitigation (e.g. footways, crossing points, traffic management, PRoW etc) will be required.
- Contribute towards any necessary mitigation measures identified through the site Transport Assessment.
- Contribute towards improving the Faringdon-Wantage bus service 67 passing the site. Additional bus stops will be required near the junction of Cottage Road and Faringdon Road, along with a high-quality footpath connecting to the development site.
- Contribute towards wider improvements along the A420 corridor.

Social and community:

- Contribute towards increasing nearby primary school capacity and secondary school capacity serving the area at Faringdon Community College.

5. Western Vale Sub-Area

<u>In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.</u>

Environmental health:
- Investigate potential noise and air pollution impacts from the A417, the industrial estate and the quarry; mitigation measures may be required to offset any adverse impacts.
- Site is near to Shellingford Quarry landfill; liaise with the Environment Agency regarding perimeter gas monitoring from the site.
- Part of site formerly utilised for general quarrying; undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Landscape considerations:
- Create a new landscape structure to contain the new housing and limit the impact on the wider landscape. The landscape structure should build on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy.
- Additional tree planting along the A417 and in existing hedgerows along northern boundary of the site.
- Create a link with the recreation ground east of the A417.
- Landscape Strategy should contribute to the aims of the Great Western Community Forest, including provisions for the creation of a diverse woodland environment.

Biodiversity and Green Infrastructure:
- Undertake a hedgerows analysis to determine any hedgerows that are worthy of retention.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding West Stanford-in-the-Vale.

Flood risk and damage:
- A small part of the site (in the south east) is susceptible to surface water flooding; investigate and mitigate (if necessary).

Minerals
- Sand and limestone deposits within the site are constrained by existing adjacent housing and other development. Consequently, Oxfordshire County Council has no justification for an objection to housing development on this site on minerals safeguarding policy grounds.

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5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

South Faringdon, (Great Coxwell Parish) (18.35 ha)

Use: Around 200 homes, subject to masterplanning.

Key objectives:
- To deliver a high quality and sustainable urban extension to Faringdon which is integrated with Faringdon so residents can access existing facilities in the town.

- To protect the landscape setting of Great Coxwell and retain an open gap between the village and the proposed development in Faringdon.

Urban design principles:
- Include linkages to the existing and planned facilities and services on site and to the adjacent site allocations (South West of Faringdon and East of Coxwell Road, Faringdon).
- Housing will need to front the public realm, including roads and areas of public open space.

Utilities:
- Upgrade the sewer network.

Access and highways:
- Access should be provided from Coxwell Road. A major upgrade of A420/Great Coxwell Road junction will be required.
- Contribute to bus stops, frequency and infrastructure improvements along the strategic 66 bus route.
- Contribute towards wider improvements along the A420 corridor and any necessary mitigation measures identified through the site Transport Assessment.
- Provide adequate pedestrian and cycle links to Fernham Road and Coxwell Road.

Social and community:
- Contribute towards increasing primary school capacity in Faringdon and increasing secondary school capacity at Faringdon College.

5. Western Vale Sub-Area

<u>In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.</u>

Environmental health:
- Investigate potential noise and air pollution impacts from the A420 and mitigate (if required) to offset any adverse impacts.
- Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Landscape considerations:
- Create a landscape buffer on the southern and western part of the site to soften the interface with the higher ground to the west and to prevent coalescence with Great Coxwell.
- Create a new landscape structure, building on existing landscape features, to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy and contribute to the aims of the Great Western Community Forest.
- Integrate existing trees and hedges into the development.
- Landscape Strategy should contribute to the aims of the Great Western Community Forest, including provisions for the creation of a diverse woodland environment.

Biodiversity and green infrastructure:
- Plant new trees and hedgerows along the southern edge of the site.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Faringdon.

Flood risk and damage:
- A Flood Risk Assessment/surface water drainage strategy should include consideration of any areas of the site which are susceptible to surface water flooding. Appropriate mitigation measures will need to be implemented (if necessary).

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5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

South West of Faringdon (10.47 ha)
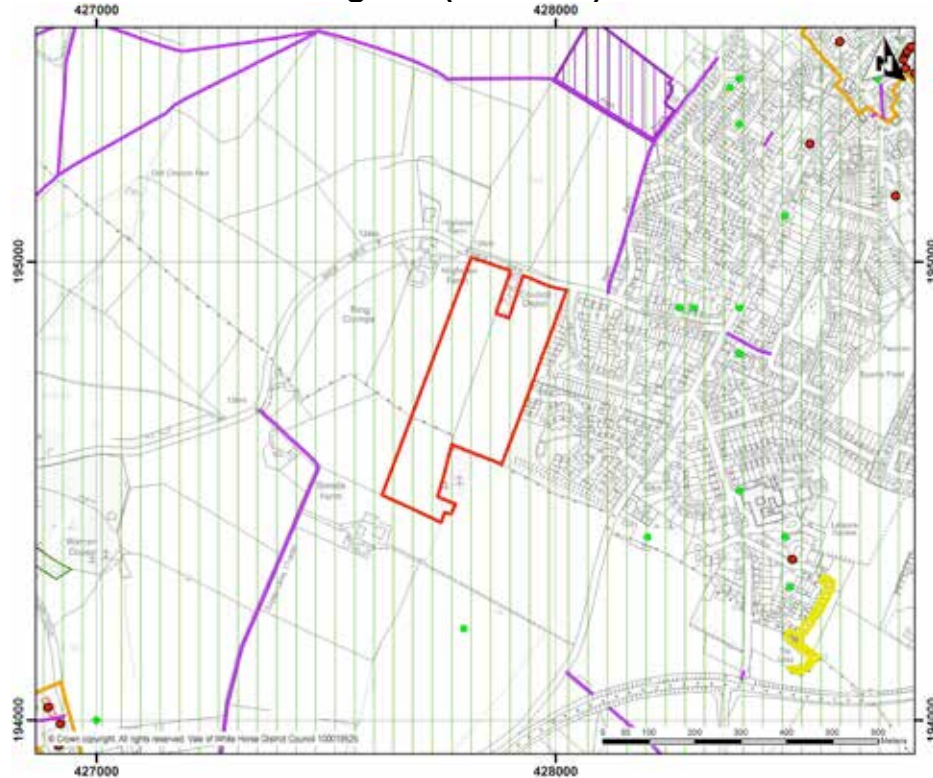
Use: Around 200 homes, subject to masterplanning.

Key objectives:
- To deliver a high quality and sustainable urban extension to Faringdon which is integrated with Faringdon so residents can access existing facilities in the town.

- To protect the landscape setting of Faringdon and the wider area.

Urban design principles:
- Include linkages to the existing and planned facilities and services, including the adjacent public open space and to the adjacent site allocation (Great Coxwell Parish, South Faringdon).
- The layout and design of the scheme should be sensitive to the topography of the site and avoid being visually obtrusive when viewed from the surrounding countryside.

Utilities:
- Overhead power line that crosses a small section of the site (in the south western corner) will need to be considered as part of an overall masterplan for the site.
- Upgrade the sewer network.

Access and highways:
- Access can be taken from B4019 Highworth Road.
- Local mitigation (e.g. footways, crossing points, traffic management etc.) will be required.
- Contribute towards wider improvements along the A420 corridor and any necessary mitigation measures identified through the site Transport Assessment.
- Consider funding the relocation of existing bus stops on Coxwell Road nearer to the Highworth Road junction to reduce walking distances (currently at least 500 meters) and redesign these stops to deter car parking.

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- Contribute to the route 66 strategy of improved bus service frequency between Swindon, Faringdon and Oxford, and associated infrastructure improvements.
- The site allocation wraps around the Faze youth club and former highway depot on Highworth Road. Careful consideration must be given to how the site is accessed in relation to the need to ensure the safety of users of the youth club (pedestrian and vehicular).

Social and community:
- Contribute towards increasing nearby primary school capacity and capacity at Faringdon Community College.
- Development must not prevent Oxfordshire County Council from fully utilising the adjacent former highway depot and youth club site.
- Development must be set back from shared boundaries to avoid giving rise to complaints due to noise / lighting etc. arising from the adjacent uses.

Environmental health:
- Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Landscape considerations:
- The mass and scale of the built form should be designed to avoid being visually intrusive in sensitive views from the surrounding countryside.
- The site includes a visually prominent hill with a tree clump. The impact of introducing buildings on the rising ground which is part of the landform should be assessed to avoid adverse impacts on the distinctive clump feature.
- Create a new landscape structure (including new tree / hedgerow planting) to contain the new housing. The landscape structure should build on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy.
- Retain and enhance existing hedgerows on the boundary.
- Protect views towards the site from Faringdon, Badbury Hill and the Thames Valley.
- Sensitively design the new access and junction from the B4019 to avoid harm to the rural character of the road and minimise loss of the existing mature hedgerow.
- Retain the historic field pattern within the site, utilising tree belts and hedgerows as a framework for the subdivision of the site into development land parcels.
- Plant new native woodland belt along the western and southern boundaries to link existing woodland belts and create a strong, vegetated edge to the settlement and backdrop to views of the clump from Badbury Hill.
- The Landscape Strategy for the site should contribute to the aims of the Great Western Community Forest, including provisions for the creation of a diverse woodland environment.

Biodiversity and Green Infrastructure:
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Faringdon.

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

East of Coxwell Road, Faringdon (Great Coxwell Parish) (8 ha)
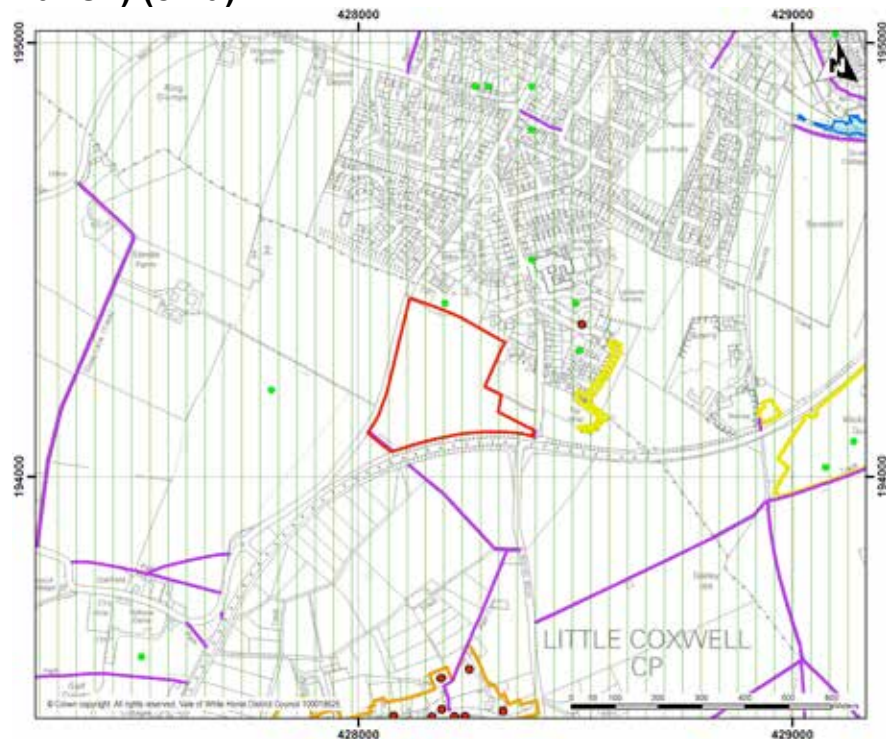
Use: Around 200 homes, subject to masterplanning.

Key objectives:
- To deliver a high quality and sustainable urban extension to Faringdon which is integrated with Faringdon so residents can access existing facilities in the town.

- To protect the landscape setting of Great Coxwell and retain an open gap between the village and the proposed development in Faringdon.

Urban design principles:
- Include linkages to the existing and planned facilities and services on site and to the adjacent site allocation (Great Coxwell Parish, South Faringdon).
- Provide adequate pedestrian and cycle links to Fernham Road and Coxwell Road.
- Housing will need to front the public realm including roads and areas of public open space.
- The layout should incorporate an appropriate visual amenity response to the A420.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A420) and market housing.

Utilities:
- Upgrade the sewer network.

Access and highways:
- Access should be provided from Coxwell Road. A major upgrade of A420/Great Coxwell Road junction will be required.
- Contribute to bus stops, frequency and infrastructure improvements along the strategic 66 bus route.
- Contribute towards any necessary mitigation measures identified through the site Transport Assessment.

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Social and community:
- Contribute towards increasing primary school capacity in Faringdon and increasing secondary school capacity at Faringdon Community College.

Environmental health:
- Investigate potential noise and air pollution impacts from the A420 and mitigate (if required) to offset any adverse impacts.
- Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Landscape considerations:
- Protect and integrate existing trees and hedges into the development, where possible.
- Landscape Strategy should contribute to the aims of the Great Western Community Forest, including provisions for the creation of a diverse woodland and environment.

Biodiversity and green infrastructure:
- Plant new trees and hedgerows along the southern edge of the site.
- The layout of the development should allow badgers to pass through the site to reach foraging areas and to provide access to areas where activity has previously been recorded.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Faringdon.

Flood risk and damage:
- A Flood Risk Assessment/surface water drainage strategy should include consideration of any areas of the site which are susceptible to surface water flooding. Appropriate mitigation measures will need to be implemented (if necessary).

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5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Land south of Park Road, Faringdon (27.85 ha)
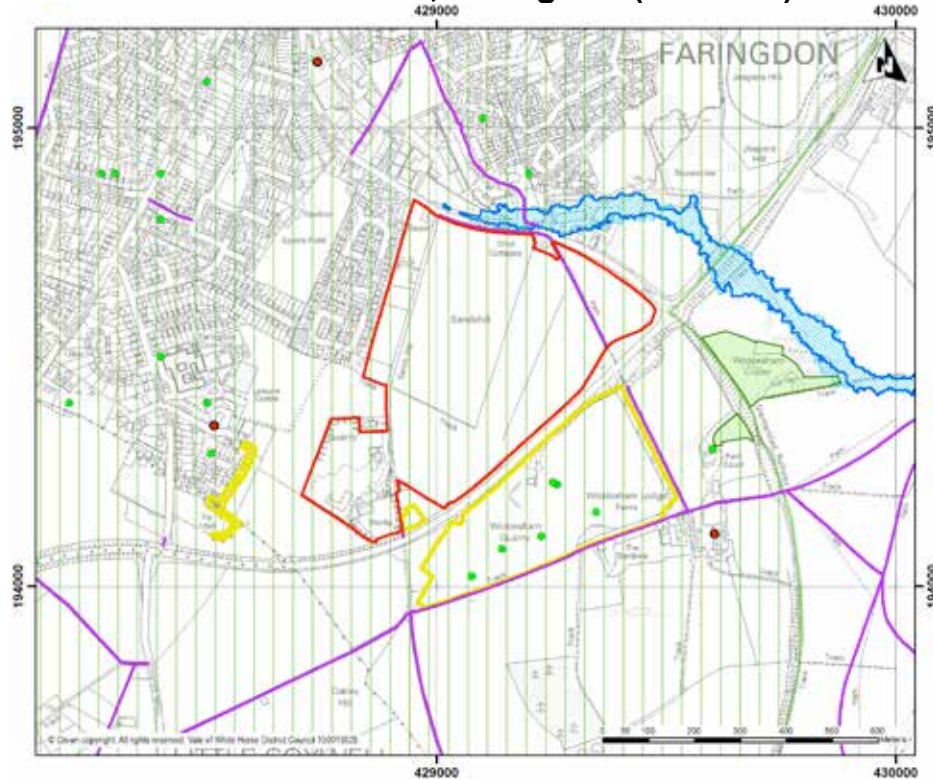
Use: Around 350 homes and up to 3 ha of business development compatible with neighbouring uses, subject to masterplanning.

Key objectives:

- To deliver a high quality, sustainable and mixed use urban

extension which is integrated with the existing development in Faringdon so residents can access existing facilities in the village.

Urban design principles:

- Adopt a permeable, perimeter block layout within the site to optimise connectivity.
- Carefully consider street frontages in order to create an appropriate building line and incorporate active frontages.
- Use public open spaces in the design to form a well connected network of green areas suitable for formal and informal recreation.
- The primary school should be located in a suitable position to allow for connectivity between it and Faringdon Community College.
- Buildings should be predominantly two storey, with potential for some 2 ½ storey along the northern edge.
- The built form should incorporate appropriate visual and amenity mitigation measures to address the proximity of the A420.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A420) and market housing.

Utilities:

- Upgrade the sewer network.

Access and highways:

- Investigate access arrangements. Access via Park Road will require improvements (e.g. widening). A417/A420 junction

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

should be improved. Ensure footpaths and cycle ways connect to Faringdon centre and other areas where infrastructure and services are located, including to the secondary school.
- Retain Sandshill Lane.
- Proposals should include a road through the site of a suitable standard to serve the employment development in the south western corner.

Social and community:
- A new 'two form entry' primary school will be required on the site. This should be 2.22 ha to allow for future growth.
- Contributions towards extending and improving Faringdon Community College will be required.

Environmental health:
- Investigate potential noise and air pollution impacts from the A420 and mitigate (if required) to offset any adverse impacts.
- Address any issues of contaminated land arising from quarrying by undertaking a contaminated land investigation to ensure that the land is safe and suitable for the intended use.

Landscape considerations:
- This is a sensitive site which contributes to the landscape setting of Faringdon and The Folly. Views from the A420 and the south east are particularly important. Careful siting of development and extensive landscaping will be required to mitigate the impact on the landscape.
- The Landscape Strategy should contribute to the Great

Western Community Forest, including provisions for the creation of a diverse woodland environment.
- Integrate existing trees and hedges into the development.

Biodiversity and Green Infrastructure:
- Incorporate measures to protect the SSSI on the edge of the site.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Faringdon.

Historic environment and cultural heritage:
- An archaeological field evaluation of the site has shown evidence suggesting activity between the late 1st and early 4th centuries AD. A programme of archaeological work, prior to commencement of development, is recommended including:
    - o organising and implementing an archaeological investigation; and
    - o following the approval of the Written Scheme of Investigation, a staged programme of archaeological investigation carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work should include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which should be submitted to the Local Planning Authority.

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

North of Shrivenham (31.47 ha)
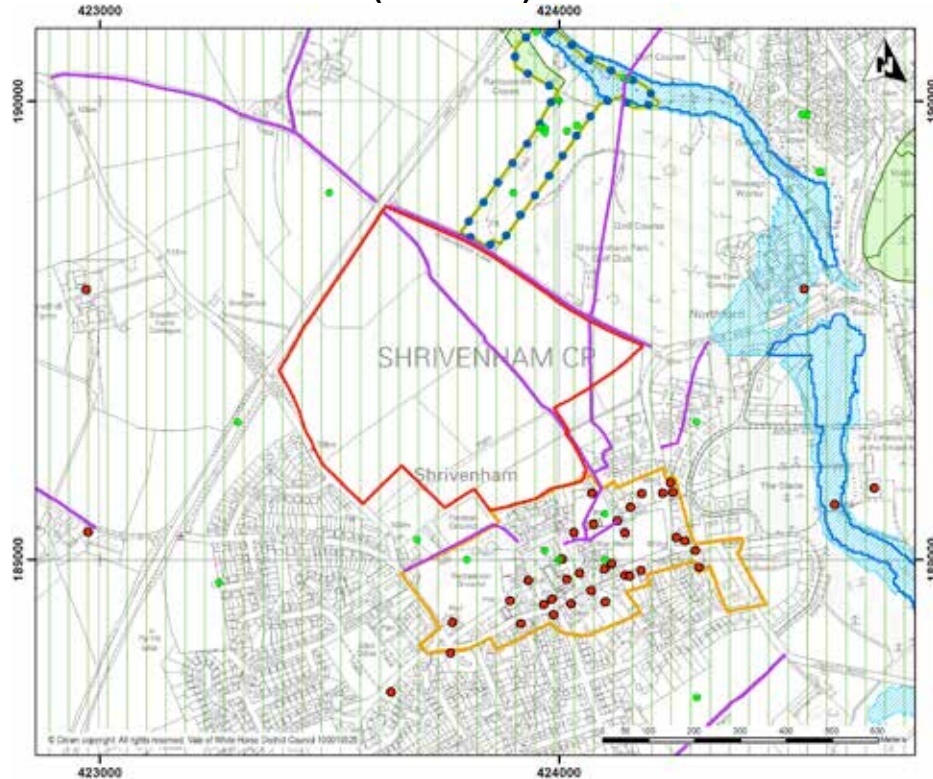
Use: Around 500 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Shrivenham which is integrated with Shrivenham so residents can access existing facilities in the village.

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- To have regard to the Shrivenham Community Survey.

Urban design principles:

- Site will require a masterplan showing a comprehensive phasing programme for development.
- Provide areas of public open space in appropriate locations so that these areas enhance the overall appearance of the site.
- Create clear and well designed links and connections between the existing movement network, housing and areas of open space.
- The layout of any development scheme must take account of important views in this area.
- Development should be sensitively designed to conserve and enhance the setting of Shrivenham conservation area, which adjoins the site to the south east.

Utilities:

- Upgrade the sewer network.
- A detailed water supply strategy will be required.

Access and highways:

- Access can be taken from B4000 Highworth Road.
- A strategic junction improvement on the A420 at Shrivenham, in the form of a roundabout, will be required in the vicinity of Highworth Road to directly access the site.
- Local mitigation (e.g. footways, crossing points, traffic management etc) will be required.
- Contribute towards wider improvements along the A420 corridor and any necessary mitigation measures identified through the site Transport Assessment.

5. Western Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- Developer should fund a new pair of bus stops and connecting footpath on Faringdon Road near the junction with Pennyhooks Lane.
- Contribute to the route 66 strategy of improved bus service frequency between Swindon, Faringdon and Oxford, and associated infrastructure improvements.

Social and community:
- Contribute towards increasing primary school capacity in Shrivenham, including the potential expansion or relocation of Shrivenham Primary School.
- Contribute towards increasing secondary school capacity at Faringdon Community College.

Landscape considerations:
- Plant woodland along the northern boundary to create a new strong edge of settlement.
- Include landscaping measures to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy, the aims of Policy NE12 (Great Western Community Forest) of the Local Plan 2011 and any updates to this policy set out in the Local Plan 2031 Part 2.
- Undertake detailed assessment of the impact on the setting of the Conservation Area.
- Retain part of the south of the site (the area closest to Shrivenham Conservation Area) to preserve the existing character of the conservation area.
- Views across the site to the listed church (St. Andrews) should be accommodated in the site layout.

- Enhance existing footpath routes and create new links, especially east/west across the site.
- Retain existing trees and hedgerows.

Environmental health:
- Investigate potential noise and air pollution impacts from the A420 and mitigate (if required) to offset any adverse impacts.

Biodiversity and Green Infrastructure:
- Undertake a tree survey to establish which trees should be retained.
- Demonstrate that development will not affect the hydrological systems which feed into the Tuckmill Meadows Site of Special Scientific Interest (SSSI), which is located in close proximity to the site to the north east.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Shrivenham. In this regard land adjacent to the site to the north could contribute towards the Green Infrastructure provision.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Shrivenham, and ensure there is no recreational impact on Tuckmill Meadows SSSI.

Appendix B: Existing Strategic Employment Sites

The maps below show the areas identified as existing strategic employment sites. These sites will be safeguarded for employment uses in accordance with **Core Policy 29: Change of use of existing employment land and premises.**

Maps of Milton Park and Harwell Campus are provided in **Appendix C**, and hence are not included below.

Abingdon-on-Thames
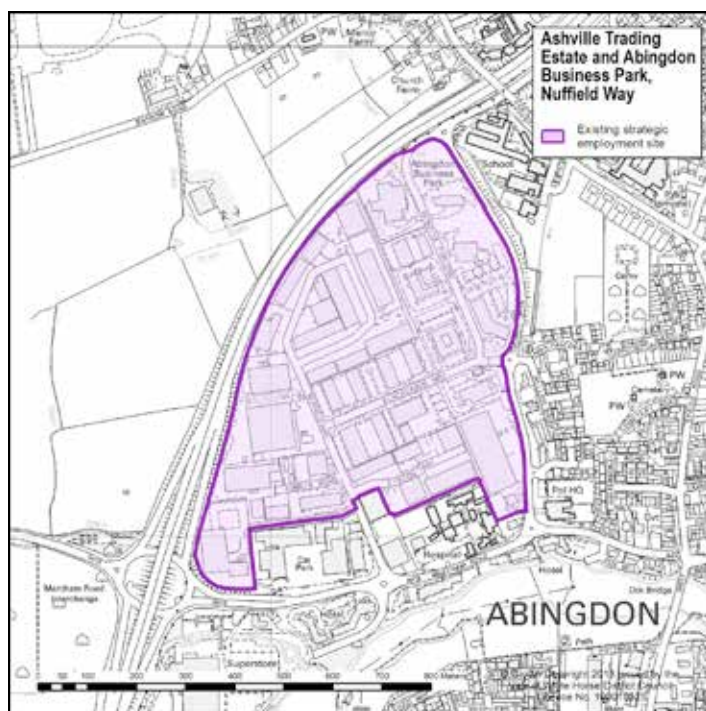
B1

B2

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Fitzharris Trading Estate, Abingdon

Existing strategic employment site

B3

Abingdon Science Park

Existing strategic employment site
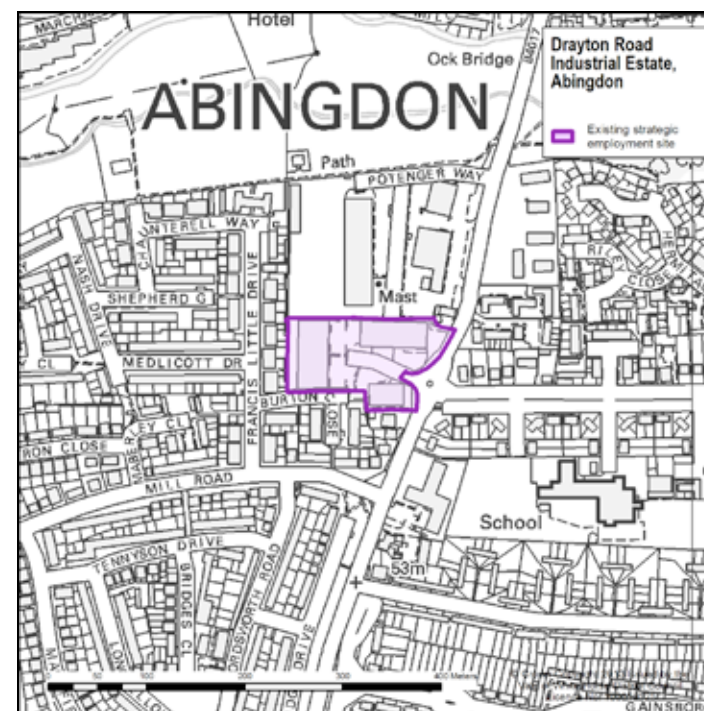
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B5

B6

Wantage and Grove

Grove Technology Park

Existing strategic employment site

B7

Grove Road, Wantage

Existing strategic employment site

B8

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Downsview Road, Grove

Existing strategic employment site

B9

Station Road, Grove

Existing strategic employment site
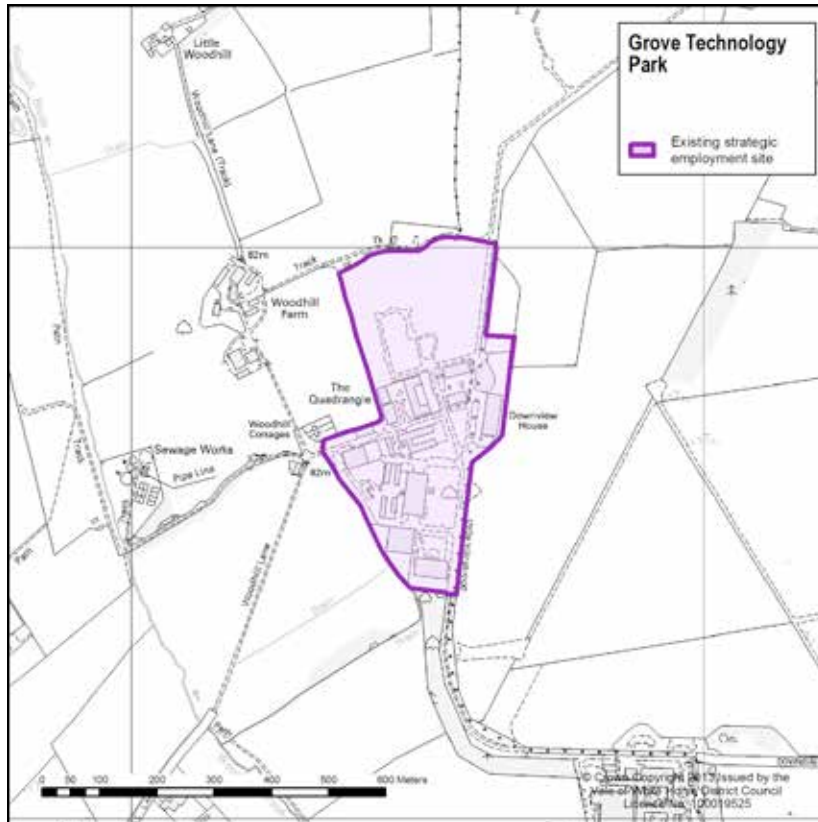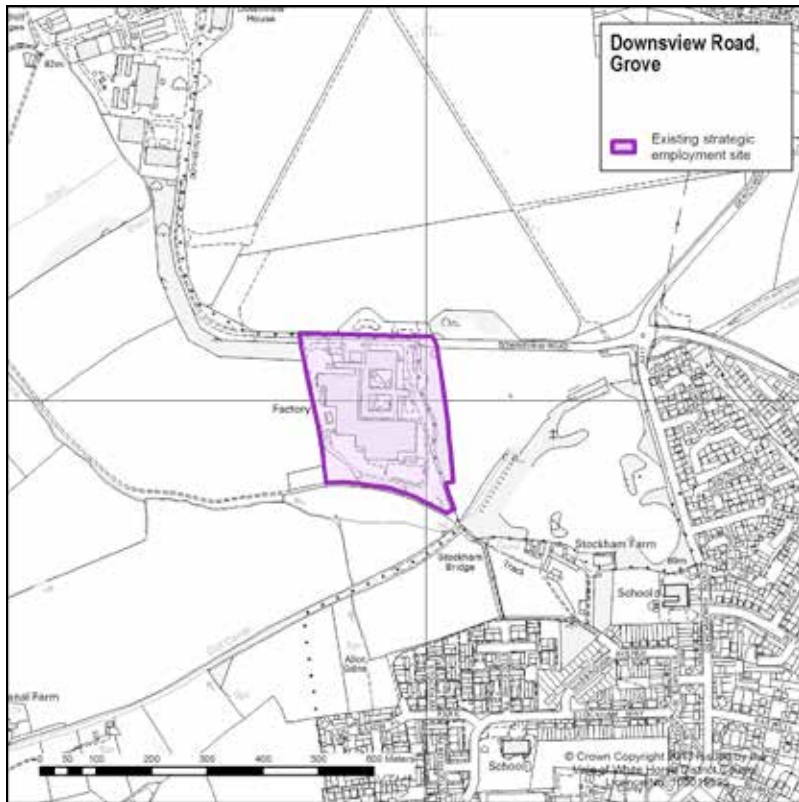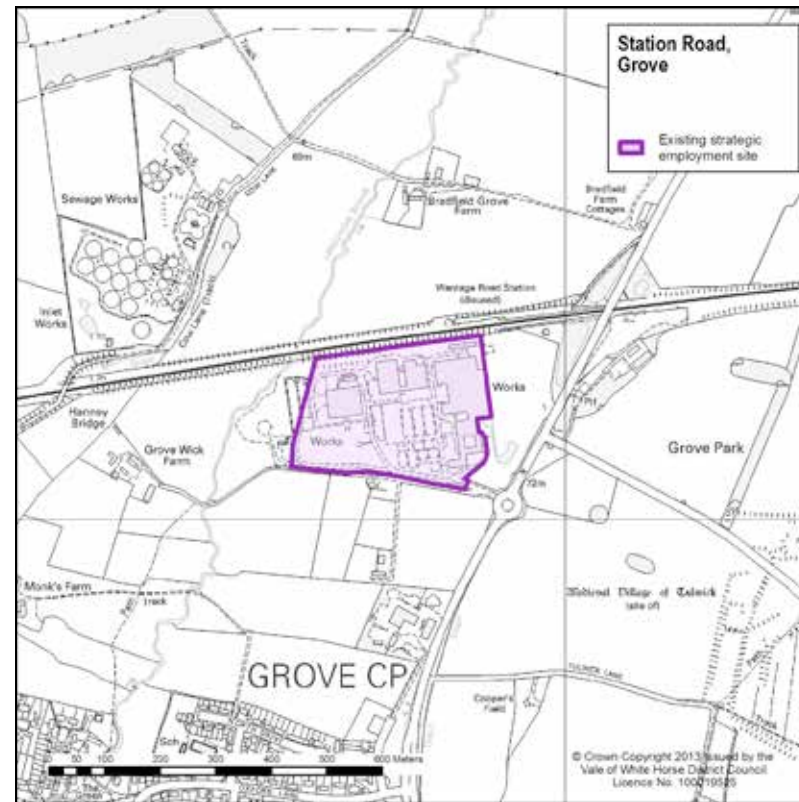
B10

Didcot area

B11

Faringdon

Park Road industrial estate, Faringdon

Existing strategic employment site

B12

Land adjacent to A420, Faringdon

Existing strategic employment site

B16

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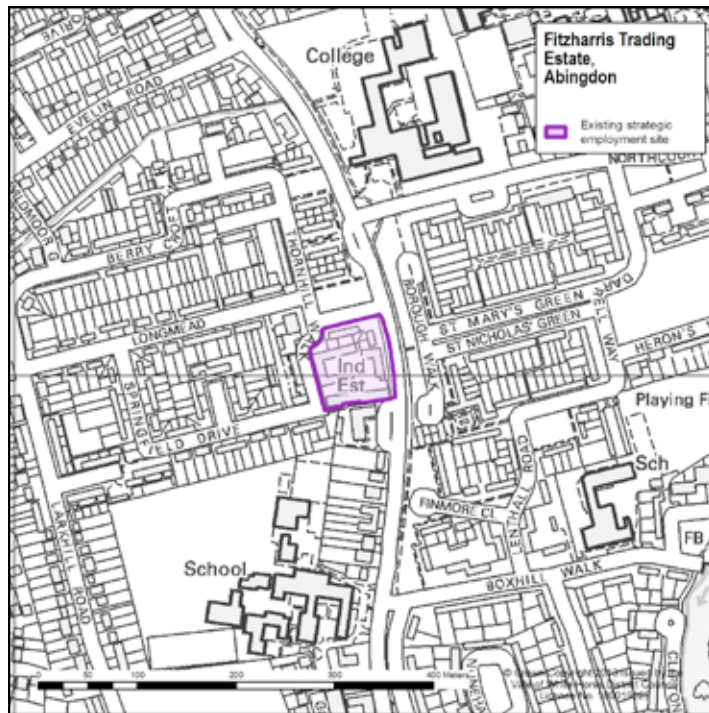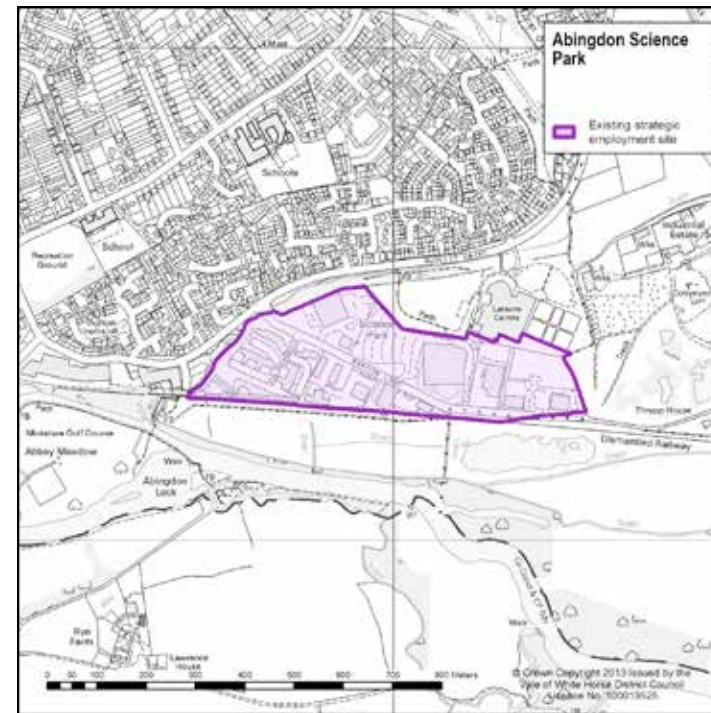December 2016

Botley

B13

B14

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Seacourt Tower, Botley

Existing strategic employment site
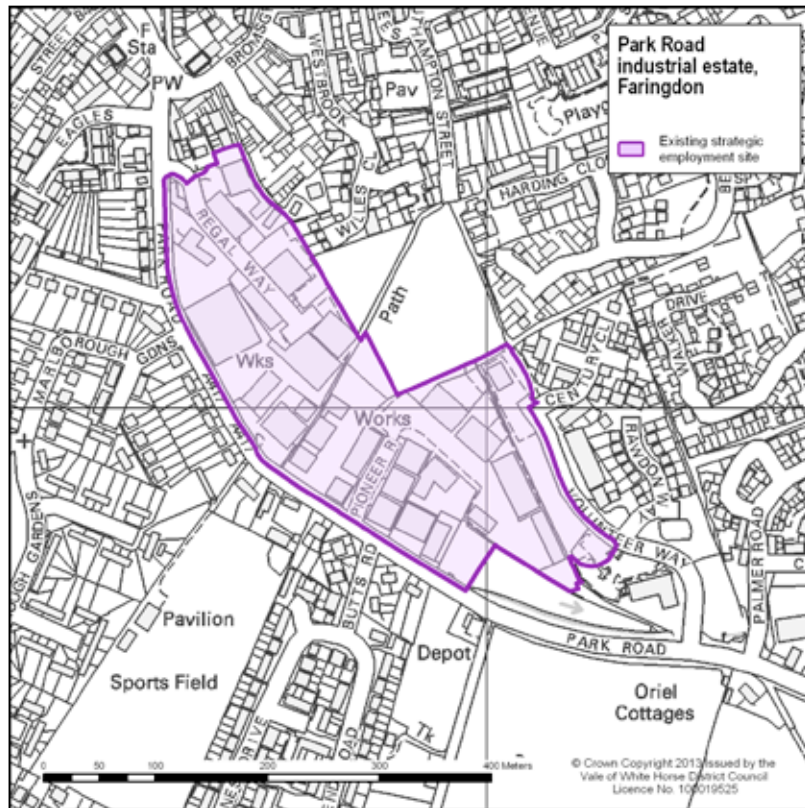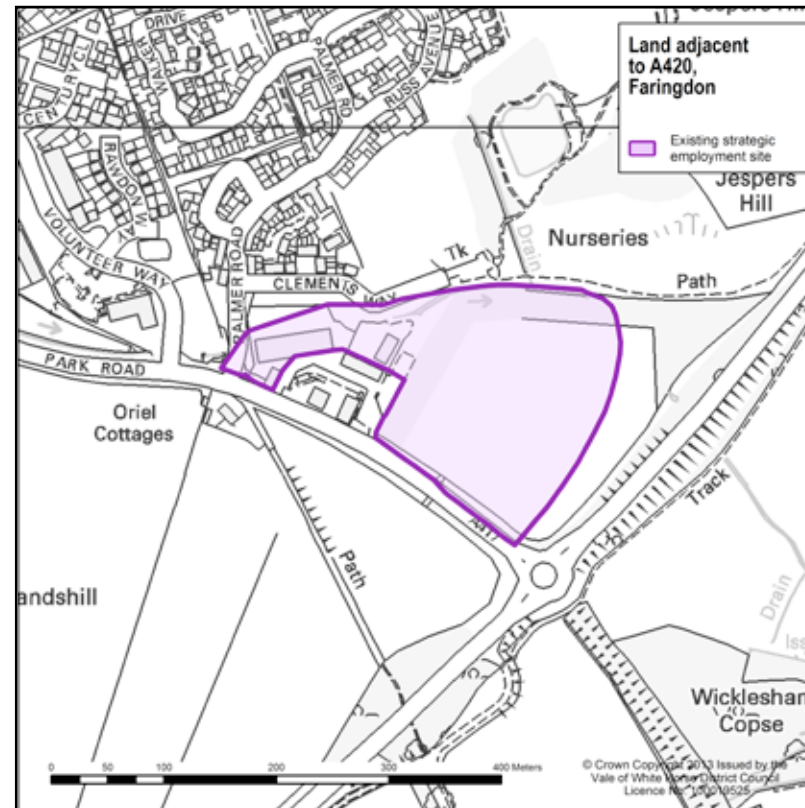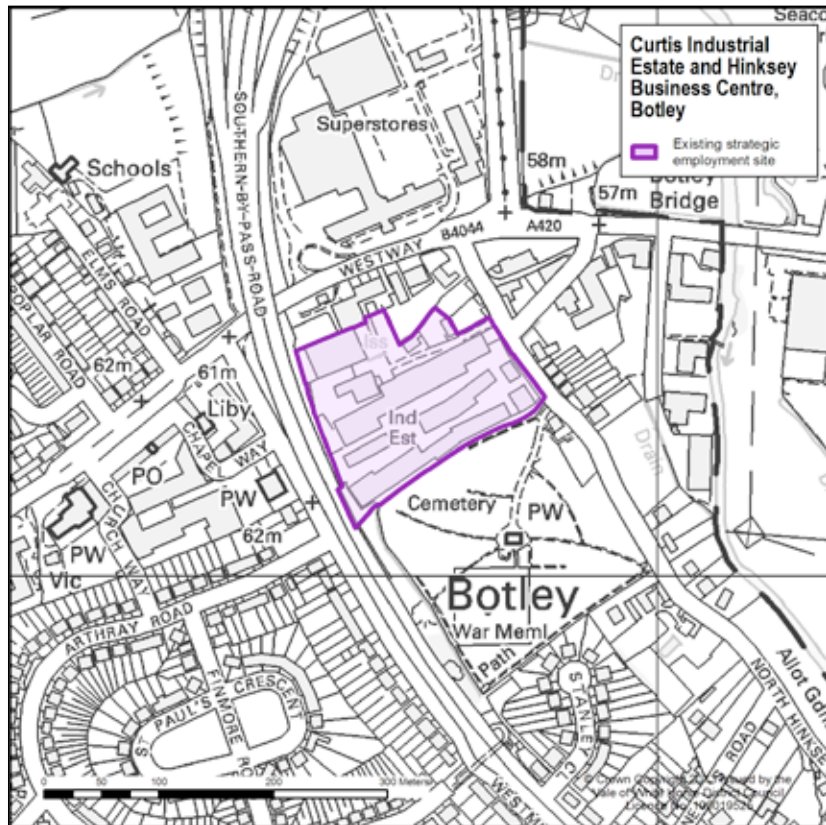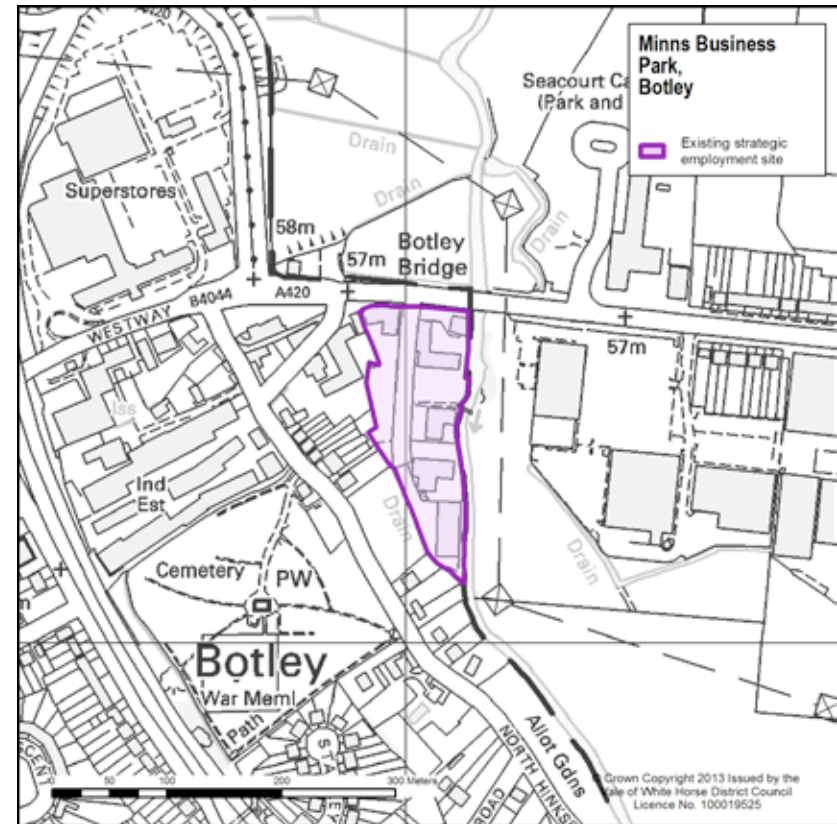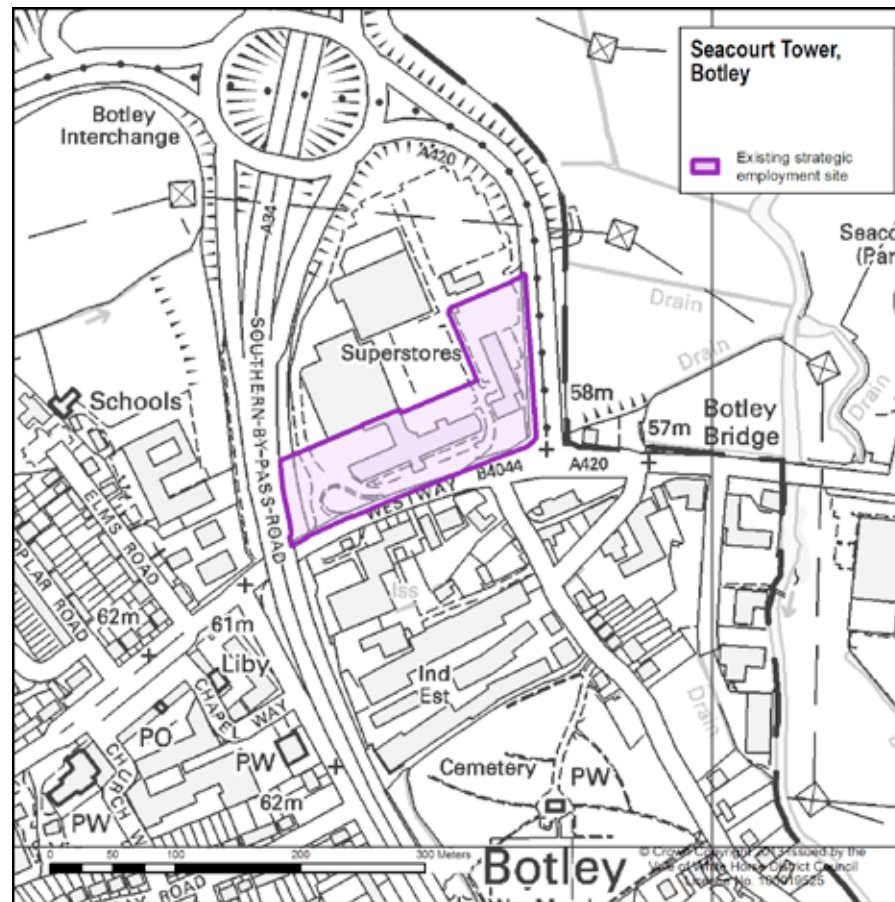
B15
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Appendix C: Site maps for Milton Park and Harwell Campus

Milton Park
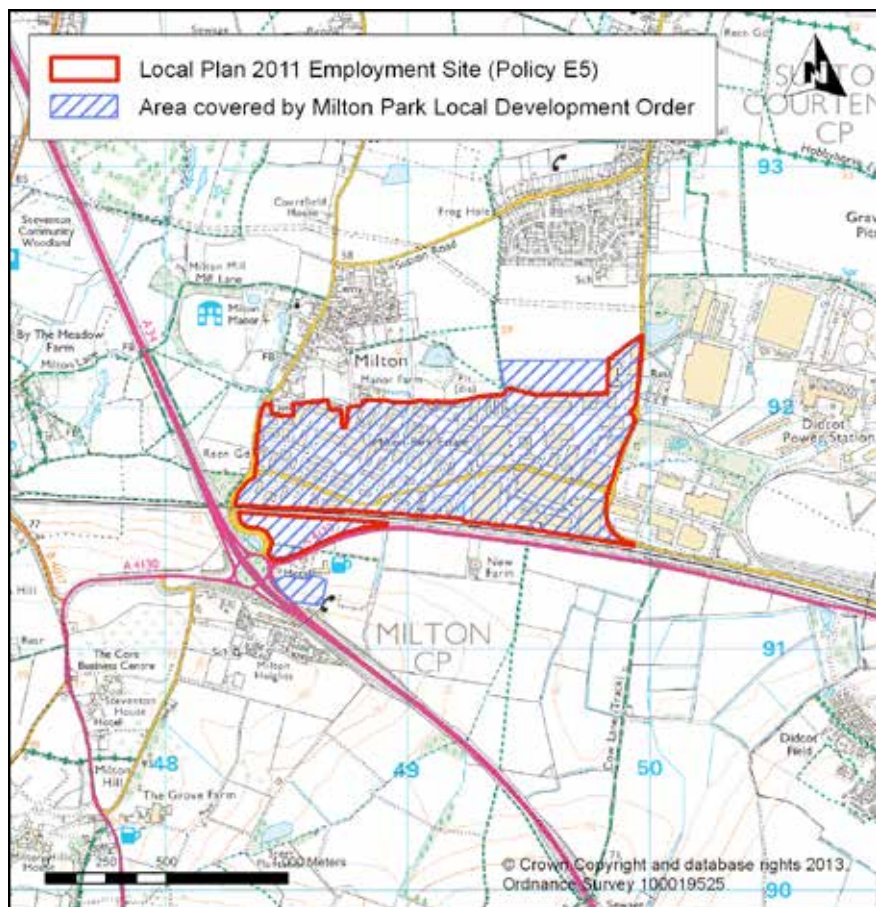
C1

Harwell Campus
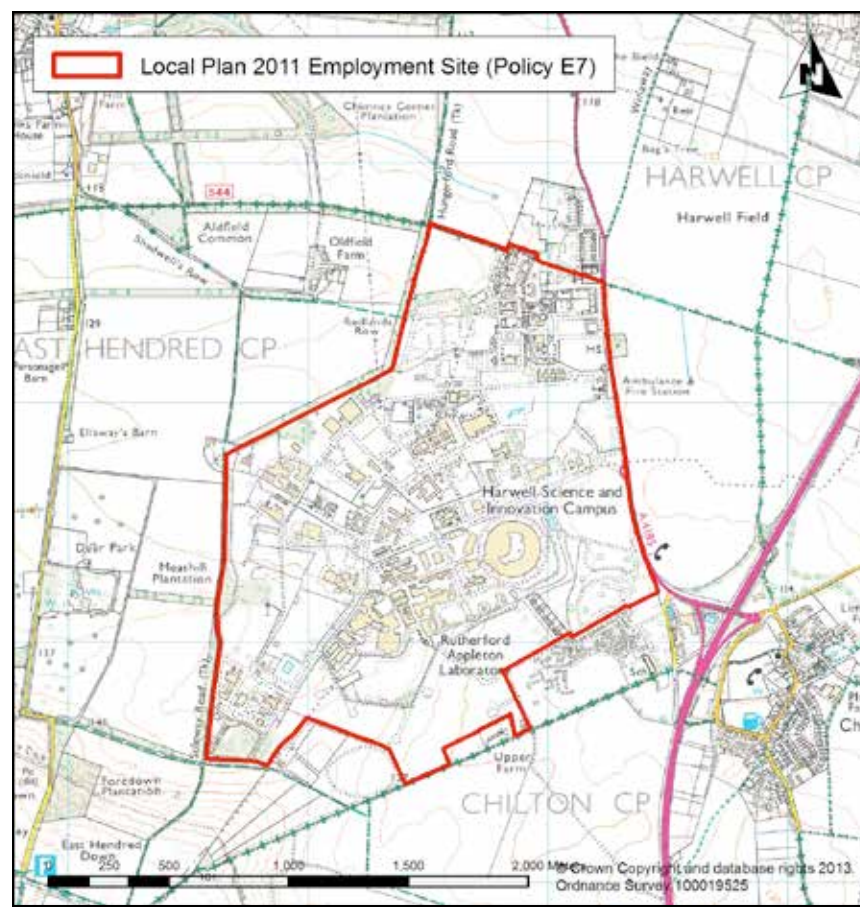
C2
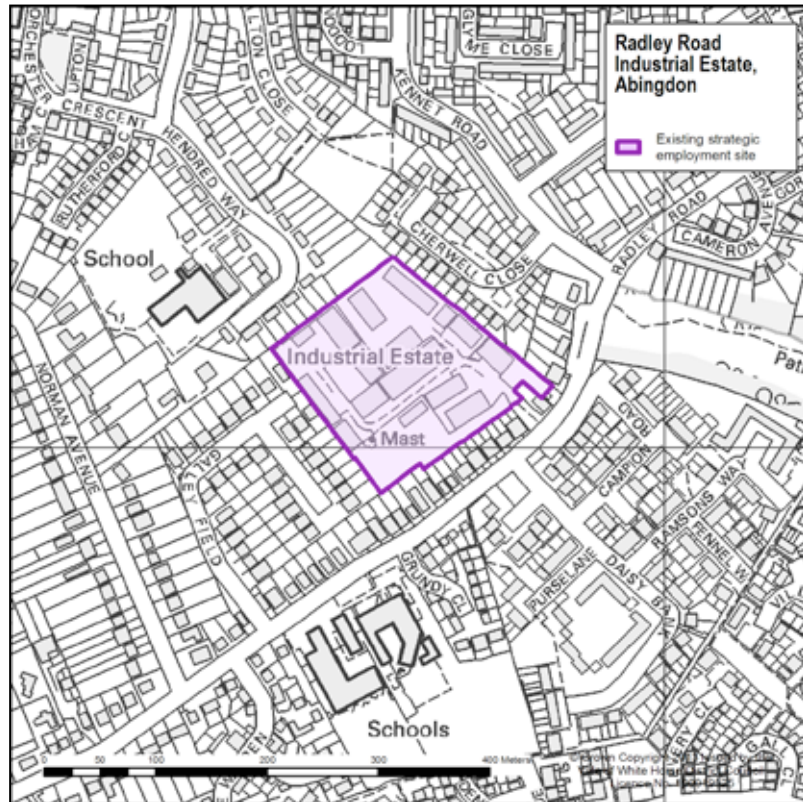
Vale of White Horse Local Plan 2031 Part 1 – Appendices
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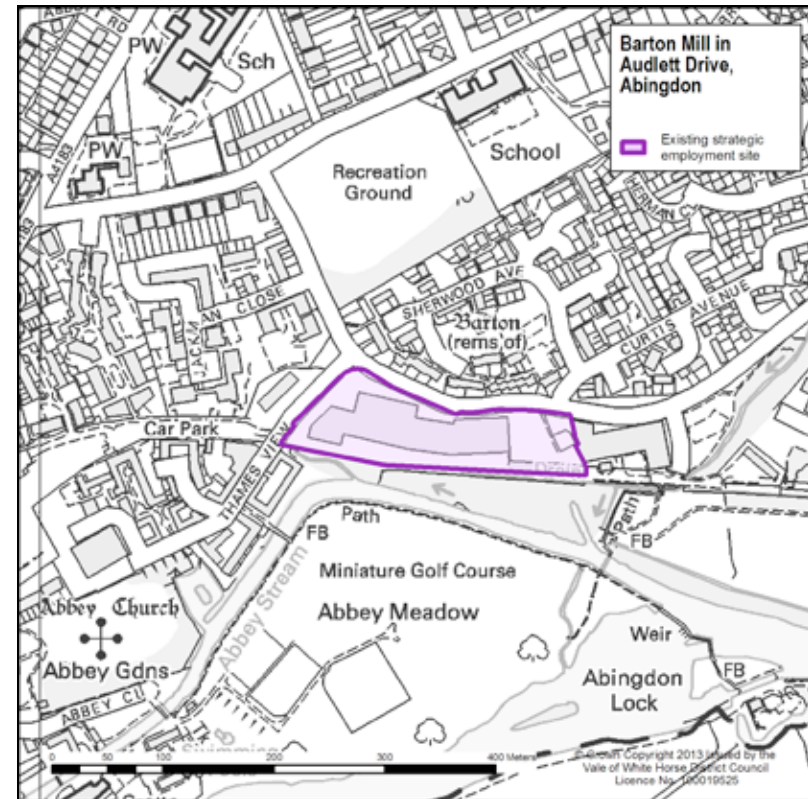# Appendix D: List of Rural Multi User Sites and Large Campus Style Sites as identified in the Local Plan 2011

Rural Multi-User Sites

Ardington:

Home Farm, and the Works and Bakers Yard

Challow:

W&G Estate

Radley Parish:

Sandford Lane Industrial Estate, Kennington

Kingston Bagpuize with Southmoor:

Kingston Business Park

Stanford-in-the-Vale:

White Horse Business Park

Steventon:

Station Yard Industrial Estate

Watchfield:

Shrivenham Hundred Business Park

Wootton:

Wootton Business Park

Large Campus Style Sites

Milton Hill:

Milton Hill Business and Technology Centre

Sutton Courtenay:

Amey[1]

Tubney Wood

Oxford Instruments

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[1] The Amey site in Sutton Courtenay has outline planning permission for housing as at 9 April 2013

Appendix E: Land for Safeguarding for future transport schemes - maps

Indicative maps showing safeguarding of land for transport schemes in the South-East Vale Sub-Area (Core Policy 18)

E1

E2

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E3

E4

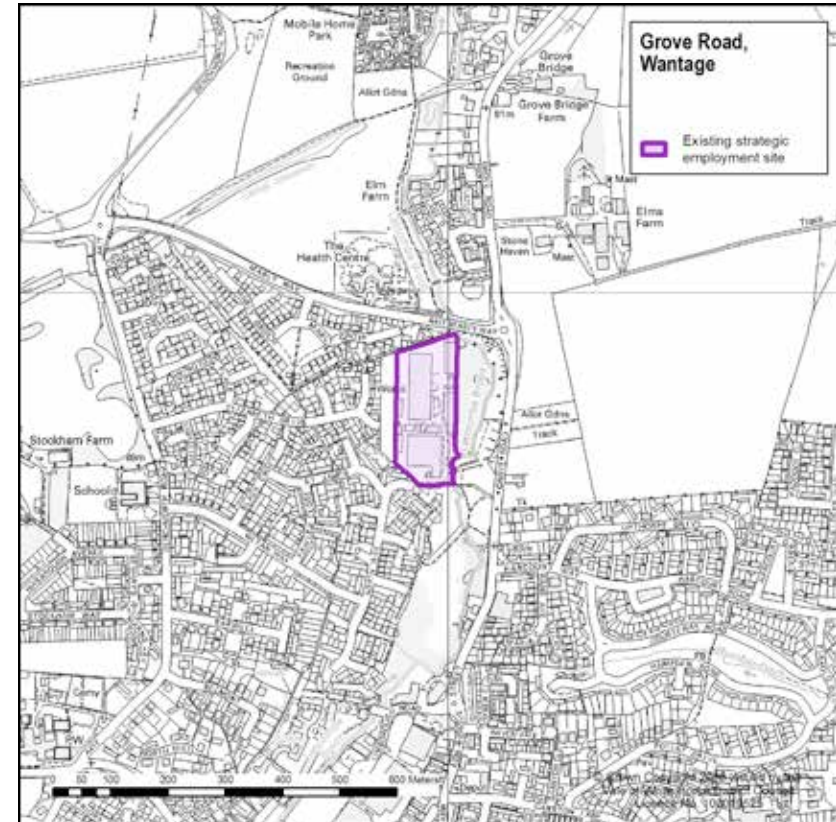Vale of White Horse Local Plan 2031 Part 1 – Appendices
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E5

E6

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E7

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E8

E9

E10

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E11

E12

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E13

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Indicative maps showing safeguarding of land for transport schemes in the Abingdon and Oxford Fringe Sub-Area (Core Policy 12)


E14

E15

E16

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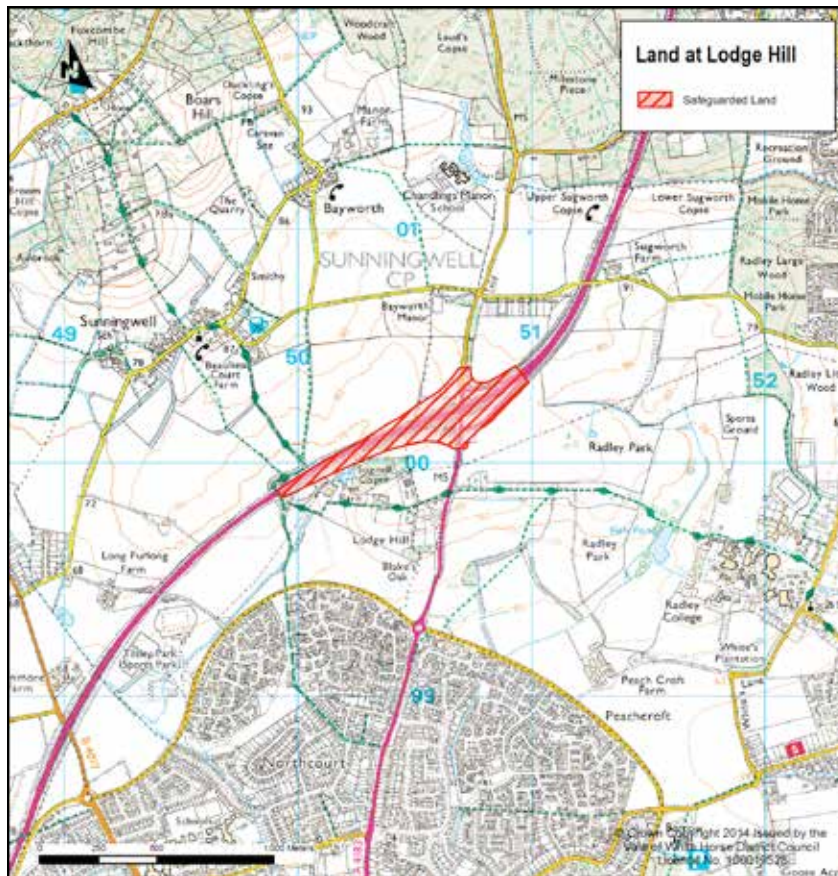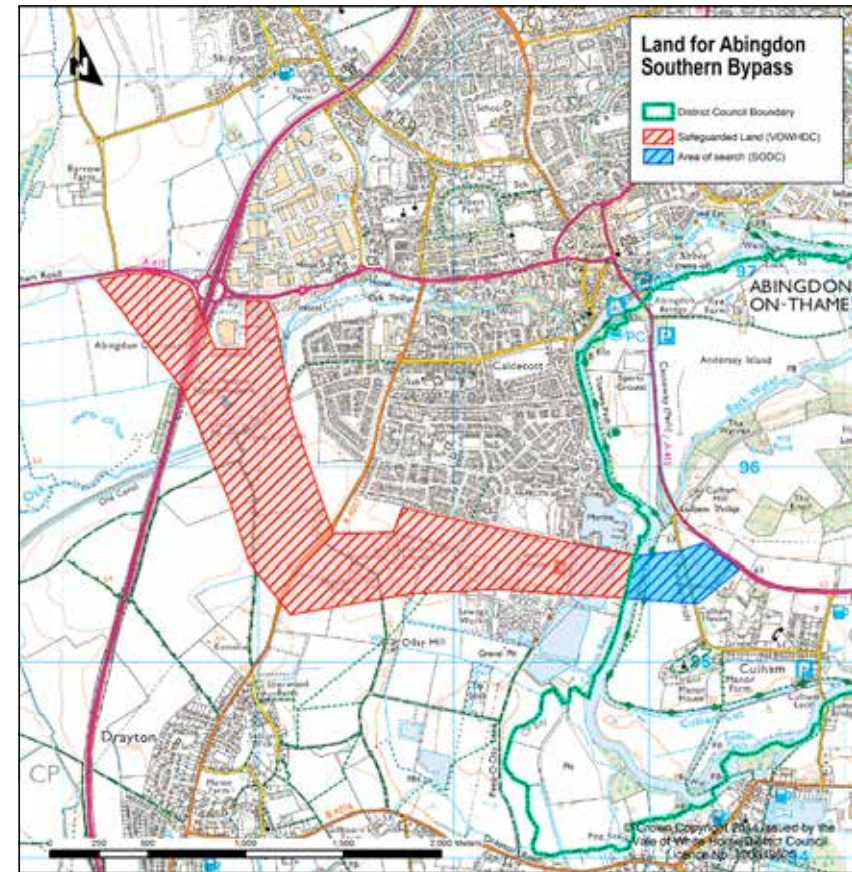
Indicative maps showing safeguarding of land for transport schemes in the Western Vale Sub-Area (Core Policy 21)

E17

E18

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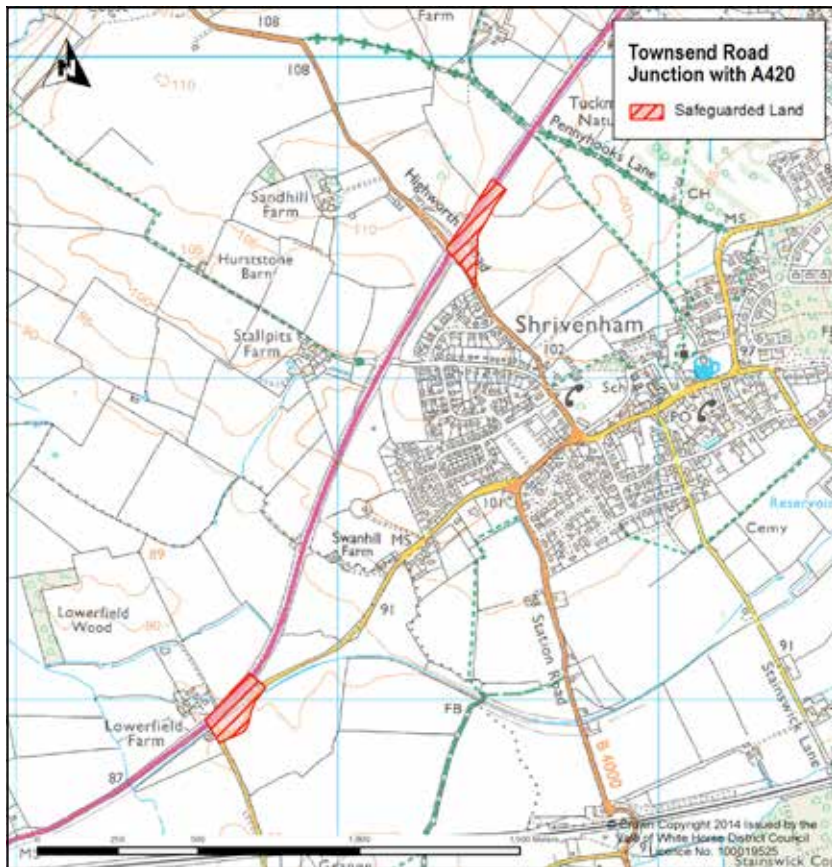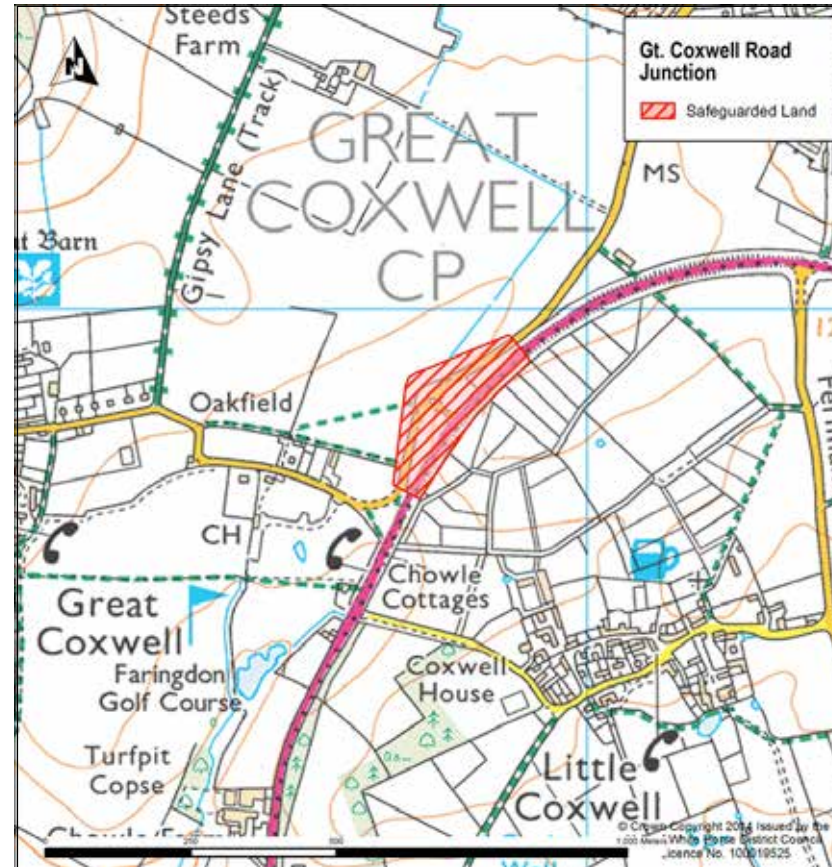
Appendix F1: Land for safeguarding for proposed reservoir between the villages of Drayton, East Hanney and Steventon

F1

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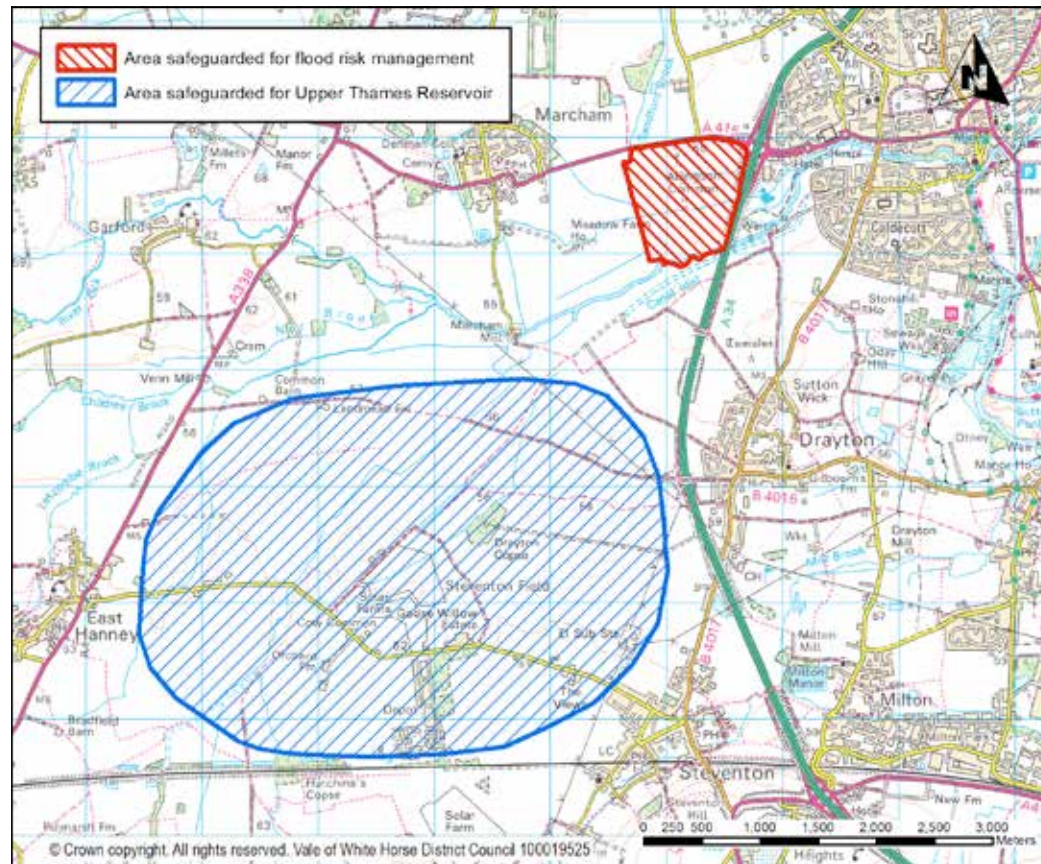
Appendix F2: Land for safeguarding for proposed reservoir to the north of Longworth
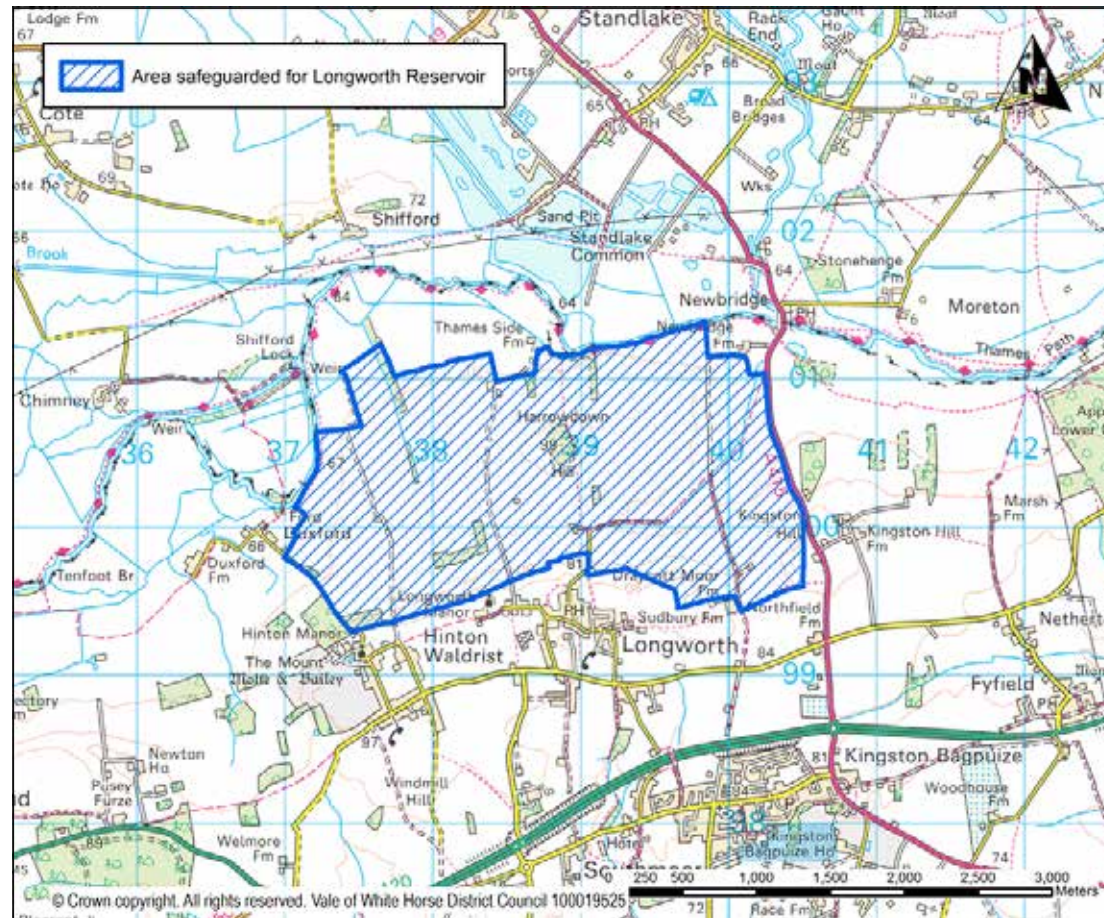
F2

Appendix G: List of Saved Policies (Local Plan 2011)

There are a number of Saved Local Plan 2011 Policies that will remain in place until they are reviewed as part of the Local Plan 2031 Part 2. The saved policies are listed below.

Chapter 3: Local Plan strategy

GS6 Redevelopment of buildings outside settlements
GS7 Re-use of vernacular buildings outside settlements
GS8 Re-use of non-vernacular buildings outside settlements

Chapter 4: General policies for development

DC3 Design against crime
DC4 Public art
DC5 Access
DC6 Landscaping
DC7 Waste collection and recycling
DC9 The impact of development on neighbouring uses
DC10 The effect of neighbouring or previous uses on new development
DC12 Water quality and resources
DC16 Illuminated advertisements
DC20 External lighting

Chapter 5: Transport

TR3 A34 related development
TR5 The national cycle network
TR6 Public car parking in the main settlements
TR7 Rail services – Grove Station
TR10 Lorries and roadside service

Chapter 6: Historic environment

HE1 Preservation and enhancement: implications for development
HE4 Development within setting of listed building
HE5 Development involving alterations to a listed building
HE7 Change of use of listed building
HE8 Historic parks and gardens
HE9 Archaeology
HE10 Archaeology
HE11 Archaeology

Chapter 7: Natural environment

NE6 The North Wessex Downs Area of Outstanding Natural Beauty
NE7 The North Vale Corallian Ridge
NE8 The landscape setting of Oxford
NE9 The Lowland Vale
NE10 Urban fringes and countryside gaps
NE11 Areas for landscape enhancement
NE12 Great Western Community Forest

Chapter 8: Housing

H5 Strategic housing site west of Grove
H7 Major development west of Didcot
H14 The sub-division of dwellings
H20 Accommodation for dependent relatives
H23 Open space in new housing development
H25 Garden extensions

Chapter 9: Community facilities and services

CF1 Protection of existing services and facilities
CF2 Provision of new community services and facilities
CF3 Cemetery provision in Faringdon
CF4 Cemetery provision in Wantage
CF5 Public houses

Chapter 10: Leisure

L1 Playing space
L2 Urban Open Space and Green Corridors
L3 Urban Open Space and Green Corridors
L4 Allotments
L6 Major leisure and entertainment facilities
L7 Retention of small-scale local leisure facilities
L8 Provision of small-scale local leisure facilities
L9 The provision of countryside recreation facilities
L10 Safeguarding and improving public rights of way
L11 The Ridgeway
L12 The Thames Path
L13 Proposed Park at Folly Hill, Faringdon
L14 Wilts and Berks Canal
L15 Wilts and Berks Canal
L17 The River Thames
L18 Land South of the Abingdon Marina

Chapter 11: Economy

E1 Abingdon (specific allocations to be saved as identified in Core Policy 6; other allocations will not be saved)
E2 Botley Area (specific allocations to be saved as identified in the Core Policy 6; other allocations will not be saved)

E3 Faringdon (specific allocations to be saved as identified in Core Policy 6; other allocations will not be saved)
E4 Grove Technology Park
E5 Milton Park
E6 West of Didcot Power Station
E7 Harwell Science and Innovation Campus
E8 Local Rural Sites
E11 Rural Multi-User Sites
E12 Large Campus Style Sites
E13 Ancillary uses on key employment sites
E15 Steventon Storage Facility (former Home Office Stores Site, Steventon)
E16 New buildings required for agricultural purposes
E18 Farm shops
E19 Farm shops
E20 The keeping, rearing and training of horses
E21 Loss of facilities for the keeping, rearing and training of horses

Chapter 12: Shopping and town centre

S2 Primary shopping frontages for Abingdon and Wantage
S3 Secondary shopping frontages for Abingdon and Wantage
S4 Non retail uses in Abingdon and Wantage Town Centres
S5 Non retail uses in Faringdon Town Centre
S6 Upper floors in Town Centres
S8 The Limborough Road area, Wantage
S10 Ock Street, Abingdon
S11 Park Road, Faringdon
S12 Policies for local shopping centres
S13 Development of village shops
S14 Loss of village and other local shops
S15 Garages and garage shops

Chapter 13: Tourism

T2 Tourist facilities on existing sites
T4 Camping and caravanning

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Appendix H: Monitoring and Implementation Framework

Local Plan Policies	Indicators	Targets	Action
CP1: Presumption in favour of Sustainable Development	Covered by all other indicators within the Framework.	Covered by all other targets within the Framework.	Covered by all other actions within the Framework.
CP2: Cooperation on Unmet Housing Need for Oxfordshire	Extent of progress of LPP2 or if more appropriate the full or focused partial review of the Local Plan in accordance with CP2 and the Local Development Scheme.	To progress LPP2 or if more appropriate the full or focused partial review of the Local Plan in accordance with CP2 and the Local Development Scheme.	Consider committing further resource to the progression of the relevant DPD.
CP3: Settlement Hierarchy	Covered by indicators for Policies CP4, CP6, CP8, CP15, CP20, CP27, CP28, CP30, CP31, CP32.	Covered by targets for Policies CP4, CP6, CP8, CP15, CP20, CP27, CP28, CP30, CP31, CP32.	Covered by actions for Policies CP4, CP6, CP8, CP15, CP20, CP27, CP28, CP30, CP31, CP32.
CP4 Meeting our Housing Needs	Number of dwellings permitted and completed by Sub-Area and strategic allocation.	To deliver the amount of dwellings planned for in each Sub-Area over the plan period.	Undertake measures set out in CP47.
	Housing Trajectory showing: i. Annual dwelling completions, ii. Annual average no. of additional dwellings required to meet housing targets.	To deliver 20,560 dwellings over the plan period based on 1,028 dwellings per annum.	
	Number of dwellings allocated through Local Plan Part 2 and Neighbourhood Plans.	Neighbourhood Plans and Local Plan Part 2 to cumulatively allocate 1,000 dwellings over the plan period.	
	Amount of land available that contributes to the 5-year housing land supply in both supply areas	To provide a 5-year housing land supply of deliverable sites based on Liverpool methodology for the ring fence supply area and Sedgefield	

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Local Plan Policies	Indicators	Targets	Action
		methodology for rest of district supply area.	
CP5: Housing Supply Ring-Fence	**Housing Trajectory showing for the ring fence area and the rest of district area:** i. **Annual dwelling completions,** ii. **Annual average no. of additional dwellings required to meet housing targets.**	**To provide 11,850 dwellings in the ring fence area over the plan period based on 593 dwellings per annum.**	**Undertake measures set out in CP47.**
	Amount of land available that contributes to the 5-year housing land supply in both supply areas.	**To provide a 5-year housing land supply of deliverable sites based on Liverpool methodology for the ring fence supply area and Sedgefield methodology for rest of district supply area.**	
	Jobs Growth.	**To provide for 15,850 jobs in the ring fence area over the plan period.**	
CP6: Meeting Business and Employment Needs	**Quantum of land permitted and completed for employment by strategic site and allocation.**	**To deliver 218 hectares of employment land over the plan period.**	**Liaise with Economic Development Team and stakeholders to establish challenges around delivery of employment. Investigate appropriate mechanisms to accelerate delivery e.g. LDO or additional land.**
	Jobs Growth.	**To provide for 23,000 jobs over the plan period.**	
	Business Counts.	**Increase in Businesses.**	

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Local Plan Policies	Indicators	Targets	Action
CP7: Providing Supporting Infrastructure and Services	**Progress of essential strategic infrastructure items.**	**To deliver strategic infrastructure items in accordance with the timeframes identified within the Infrastructure Delivery Plan.**	**Liaise with infrastructure providers and other stakeholders to establish challenges around delivery. Investigate appropriate mechanisms to accelerate delivery e.g. funding. Review and update Infrastructure Delivery Plan.**
	Progress of other strategic infrastructure items.		
	Funding and monies received and spent.	**To progress the funding and expenditure of monies including S106 and CIL received in a timely manner to support new development as set out in the plan.**	
CP8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area	**Number of dwellings permitted and completed by location and strategic allocation.**	**To permit and deliver the amount of dwellings planned for the Sub-Area.**	**Undertake measures set out in CP47.**
	Quantum of land and uses permitted for employment at strategic sites and allocations.	**To permit and deliver 3.20 net hectares of employment land as planned for the Sub-Area.**	
CP9: Harcourt Hill Campus	**Progress of masterplan for Harcourt Hill Campus Site.**	**To agree a masterplan for Harcourt Hill Campus site which guides any subsequent planning application.**	**Liaise with stakeholders to establish challenges around developing a masterplan. Consider prioritising resource to progress masterplan.**
CP10: Abbey Shopping Centre and the Charter, Abingdon-on-Thames	**Status and type of planning permissions granted at Abbey Shopping Centre and the Charter Area.**	**To permit and deliver planning permissions that provide a redevelopment scheme for the Abbey Shopping Centre and Charter Area that accords with the policy.**	**Liaise with stakeholders to establish challenges around delivery of A1 uses. Investigate mechanisms to accelerate A1 uses.**

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Local Plan Policies	Indicators	Targets	Action
CP11: Botley Central Area	**Status and type of planning permissions granted at Botley Central Area.**	**To permit and deliver planning permissions that provide a redevelopment scheme for the Botley Central Area that accords with the policy.**	**Liaise with stakeholders to establish challenges around delivery of A1 uses as part of a wider scheme. Consider whether Botley Centre SPD requires reviewing and/or updating.**
CP12: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area	**Status and type of planning permissions on land safeguarded.**	**To ensure all relevant planning permissions are only granted in accordance with the policy.**	**Liaise with County to review permissions granted and impact on the delivery of the scheme/s.**
CP13: The Oxford Green Belt	**Status and type of planning permissions granted within the Green Belt.**	**To ensure all relevant planning permissions are only granted in accordance with the policy.**	**Review permissions granted and consider appropriate action.**
CP14: Upper Thames Reservoir	**Status and type of planning permissions granted on land safeguarded.**	**To ensure all planning permissions are only granted in accordance with the policy.**	**Liaise with Thames Water to review permissions granted and impact on the delivery of the reservoir.**
CP15: Spatial Strategy for South East Sub-Area	**Number of dwellings permitted and completed by location and strategic allocations.**	**To permit and deliver the amount of dwellings planned for the Sub Area.**	**Undertake measures set out in CP47.**
	Quantum of land and uses permitted for employment at strategic sites and allocations.	**To permit and deliver 208 net hectares of employment land as planned for the Sub-Area.**	
CP16: Didcot A Power Station	**Status, type and amount of land permitted at Didcot A.**	**To permit and deliver planning permissions that provide a mixed use development including 29 hectares for employment uses.**	**Liaise with stakeholders to establish challenges around delivery.**

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Local Plan Policies	Indicators	Targets	Action
	Status and use of planning permissions on land safeguarded for the Science Bridge and A4130 re-routing.	To ensure all planning permissions are only granted in accordance with the policy.	Covered by action for CP18.
CP17: Delivery of Strategic Highway Improvements within the South-East Vale Sub-Area	Progress of the infrastructure as identified within the Infrastructure Delivery Plan.	To deliver infrastructure items in accordance with the timeframes identified within the Infrastructure Delivery Plan.	Liaise with County and other stakeholders to establish challenges around delivery. Investigate appropriate mechanisms to accelerate delivery of transport schemes. Review and update Infrastructure Delivery Plan.
	Funding and monies received and disbursed.	To progress the funding and expenditure of monies including S106 and CIL monies received in a timely manner to support delivery of infrastructure items set out in the policy.	
CP18: Safeguarding of land for Transport Schemes in the South East Vale Sub-Area	Status and use of planning permissions on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	Liaise with County to review permissions granted and impact on the delivery of the scheme/s.
CP19: Re-opening of Grove Railway Station	Progress of the re-opening of Grove Railway Station.	To maintain commitment to progress re-opening of the Railway Station.	Liaise with County and other stakeholders to progress delivery.
	Status and use of planning permissions on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	
CP20: Spatial Strategy for Western Vale Sub-Area	Number of dwellings permitted and completed by location and strategic allocations.	To permit and deliver the amount of dwellings planned for the Sub Area.	Undertake measures set out in CP47.
	Quantum of land and uses permitted for employment at strategic sites and allocations.	To permit and deliver 7.38 net hectares of employment land as planned for the Sub Area.	

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Appendix H: Monitoring and Implementation Framework

Local Plan Policies	Indicators	Targets	Action
CP21: Safeguarding of Land for Strategic Highway Improvements within the Western Vale Sub-Area	Status and use of planning permissions on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	Liaise with County to review permissions granted and impact on the delivery of the scheme/s.
CP22: Housing Mix	Average housing mix of planning permissions[1].	To ensure the cumulative delivery of planning permissions for housing developments provides a housing mix that accords with the SHMA.	Liaise with Housing Team to review and consider delivery of housing mix. Consider undertaking a revised assessment of housing mix.
CP23: Housing Density	Average density of housing planning permissions[2].	To ensure the cumulative delivery of planning permissions for housing developments provides an average density that accords with the policy.	Liaise with Development Management and Urban Design to review and consider delivery of housing density.
CP24: Affordable Housing	Percentage of affordable housing provided on sites of more than 3 dwellings or larger than 0.1ha.	To ensure all planning permissions for housing sites of eleven or more dwellings or sites larger than 0.1 ha to provide 35% affordable housing or in accordance with the policy.	Liaise with Housing Team to review and accelerate delivery of affordable housing.
	Tenure split.	To provide for around a 75:25 split between rented and intermediate housing tenures of affordable housing.	
CP25: Rural Exception Sites	Status of permissions granted for rural exceptions sites.	To ensure all planning permissions are granted in accordance with the	Liaise with Housing Team to review the need and accelerate

[1] **Illustrate data by sub area**

[2] **Illustrate data by sub area**

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		Policy.	delivery of schemes.
CP26: Accommodating Current and Future Needs of the Ageing Population	**Amount and type of housing designed for older people permitted as part of strategic allocations and within the district.**	**To increase the delivery of housing designed for older people and ensure all planning permissions are granted in accordance with the policy.**	**Liaise with Housing Team to review the need and accelerate delivery of housing for the ageing population.**
CP27: Meeting the Housing Needs of Gypsies, Travellers and Travelling Show People	**Net additional pitches and sites for gypsy and travellers.**	**To deliver 13 gypsy and traveller pitches (net) over the plan period.**	**Liaise with the gypsy and travelling community to establish challenges around providing and delivering additional pitches.**
	Five year supply of pitches.	**To maintain a five year supply of pitches[3].**	
CP28: New Employment Development on Unallocated Sites	**Status and type of permissions granted for B uses on unallocated sites.**	**To ensure all planning permissions are granted in accordance with the policy.**	**Liaise with stakeholders to establish challenges around delivery. Investigate appropriate mechanisms to accelerate delivery e.g. additional land.**
CP29: Change of Use of Existing Employment Land and Premises.	**Quantum of land permitted and completed for employment by strategic site.**	**To ensure all planning permissions are granted in accordance with the policy.**	**Liaise with stakeholders to establish challenges around delivery. Investigate appropriate mechanisms to accelerate delivery e.g. LDO or additional land.**
	Status and use of permissions for the change of use of existing employment sites (that are not strategic) for non-employment uses granted.	**To ensure all planning permissions are granted in accordance with the policy.**	
CP30: Further and Higher Education	**Progress of further and higher education facilities.**	**To ensure delivery of further and higher education in accordance with the Infrastructure Delivery Plan.**	**Liaise with County and stakeholders to review and accelerate delivery through appropriate mechanisms.**

[3] **As of April 2016, the five year supply target is approximately 3.25 pitches.**

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Appendix H: Monitoring and Implementation Framework

CP31: Development to Support the Visitor Economy	Status and type of permissions granted for visitor economic developments.	To deliver a net increase in development for visitor economy over the plan period in accordance with the policy.	Liaise with Economic Development and Leisure Teams to review the need and aspiration for visitor economy.
CP32: Retailing and Other Town Centre Uses	Status, type and amount of floorspace granted for retail by location.	To deliver a net increase in retail development over the plan period in accordance with the policy.	Liaise with stakeholders to establish challenges around delivery. Investigate appropriate mechanisms to accelerate delivery e.g. allocate land.
	Number of permissions granted for retail developments over 1,000m^2 (Abingdon-on-Thames and Wantage) and 500m^2 (elsewhere in the District) accompanied by a Retail Impact Assessment.	To ensure all planning permissions granted for retail development over 1,000m^2 or 500m^2 in appropriate locations to be accompanied by a comprehensive Retail Impact Assessment.	
CP33: Promoting Sustainable Transport and Accessibility	Average journey times[4].	To ensure journey times do not significantly[5] increase based on trend analysis.	Liaise with County on delivery of transport schemes to mitigate increases in congestion, and promote sustainable transport measures.
	Monitoring of Travel Plans for developments over 80 dwellings.	To ensure developments meet sustainable travel targets in Travel Plans.	
	Progress of transport schemes.	To help progress of transport schemes in a timely manner to support delivery of new development in accordance with the Infrastructure Delivery Plan.	

[4] **On those areas that are monitored by the Highways Authority.**

[5] **Assessed on an individual area basis.**

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	To monitor designated Air Quality Management Areas.	**To ensure development supports improvements to air quality and meets the AQMA's standards.**	
	Number of road accident casualties[6]	**To ensure development supports improvements to road safety.**	
CP34: A34 Strategy	**Progress of a Route Based Strategy for the A34.**	**To progress the Route Based Strategy for the A34 in a timely manner, in association with the Oxford to Cambridge Infrastructure Review.**	**Liaise with County and Highways England over challenges of delivering the strategy and framework. Consider prioritising resource to accelerate progress.**
	Progress of air quality monitoring framework for the A34.	**To help progress, in a timely manner, the Air Quality Monitoring Framework associated with the A34.** **No significant deterioration in NOX concentration or nitrogen deposition rate compared to baseline. If a deterioration occurs that exceeds 1 % of the critical level (0.3 micrograms/ cubic metre) or critical load (0.2 kgn/ha/yr) investigative action should be taken.** **No significant deleterious change in SAC vegetation within the A34 corridor that lies within 200 m of the roadside and is attributable to a**	**Further mitigation measures should be implemented if the monitoring indicates an effect on the SAC. Such mitigation measures will need to be identified and demonstrably effective.**

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[6] On a County-wide basis

		parallel deterioration in air quality. If such a deterioration occurs remedial action should be taken. No significant change within the Oxford Meadows SAC along the A34 (at, at least three chosen locations).	
CP35: Promoting Public Transport, Cycling and Walking	Level of cycle movements[7].	To increase the proportion of journeys undertaken by cycling locally.	Liaise with County on delivery of cycle schemes, and funding secured for sustainable transport measures.
	New cycle schemes.	To help facilitate the delivery of new cycle schemes.	
	Bus patronage[8].	To increase the proportion of journeys undertaken by buses locally.	
	Funding secured for sustainable transport schemes.	To help secure funding to deliver sustainable transport schemes in accordance with the Infrastructure Delivery Plan.	
	Monitoring of Travel Plans for developments over 80 dwellings.	To ensure developments meet sustainable travel targets identified in Travel Plans.	
	Number of permissions granted for major development supported by a Transport Assessment and Travel Plan.	To ensure all planning permissions granted for major development to be accompanied by a Transport Assessment and Travel Plan.	
CP36: Electronic	Compliance with Building Regulations.	To ensure delivery of dwellings is in	Enforcement of Regulations.

[7] **On those routes that are monitored by the Highways Authority**

[8] **On a County-wide basis**

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Communications		compliance with Building Regulations.	
CP37: Design and Local Distinctiveness	**Number of planning permissions granted contrary to urban design officers' advice.**	**To ensure all relevant planning permissions are granted in accordance with the policy.**	**Liaise with Urban Design Team to establish challenges of delivering urban design principles.**
CP38: Design Strategies for Strategic and Major Development Sites	**Number of planning permissions granted for major development contrary to urban design officers' advice.**	**To ensure all major planning permissions are granted in accordance with the policy.**	**Liaise with Urban Design Team and Development Management to establish challenges of delivering urban design principles and/or to review why masterplans and/or design and access statements are not being submitted.**
	Number of permissions granted for major development supported by an appropriate masterplan and design and access statement.	**To ensure all major development is accompanied by a masterplan and design and access statement.**	
CP39: The Historic Environment	**Number of planning permissions granted contrary to technical advice.**	**To ensure all planning permissions are granted in accordance with the policy.**	**Liaise with Conservation Team and Historic England to establish challenges of conserving and/or enhancing the historic environment.**
	Number of buildings on the 'Heritage at Risk' Register.	**To protect all buildings on the 'Heritage at Risk' Register and facilitate their subsequent removal from the Register.**	
	Number of new Conservation Area Character Appraisals.	**To agree a programme of the review and production of Conservation Area Character Appraisals and deliver that agreed programme.**	**Prioritise resource/commitment to progressing Conservation Area Character Appraisals and, if required, Heritage Partnership Agreements.**
	Progress of Heritage Partnership Agreements.	**To ensure the completion of Heritage Partnership Agreements where appropriate for any listed building on an 'at risk' register.**	
CP40: Sustainable Design and Construction	**Number of permissions granted that incorporate climate change adaptation measures.**	**To ensure all planning permissions are granted in accordance with the policy.**	**Liaise with Development Management and Thames Water to review the challenges of**

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			delivering sustainable design and construction measures and water usage target. Consider additional policies as part of Local Plan Part 2.
	Number of permissions granted that achieve the water use below 110 litres/person/day.	To ensure all planning permissions achieve a water use of 110 litres/person/day.	
CP41: Renewable Energy	Status and type of permission granted for renewable energy.	To deliver schemes for renewable energy in accordance with the policy, thereby contributing to the UK's renewable energy target.	Review challenges around delivery of schemes.
CP42: Flood Risk	Number and detail of permissions granted contrary to Environment Agency advice on flooding.	To ensure all planning permissions are granted in accordance with the policy.	Liaise with Environment Agency and Development Management to review justification for permitted developments.
CP43: Natural Resources	Percentage of household waste sent for re-use, recycling or composting.	To take the opportunities presented by new development to deliver a percentage increase of household waste sent for re-use, recycling or composting.	Liaise with Environmental Health Team, Environment Agency and Development Management to review challenges around delivery of the different criterion of this policy. Consider additional policies as part of Local Plan Part 2.
	Number of planning permissions granted contrary to Environment Agency advice on water quality grounds.	To ensure all planning permissions are granted in accordance with the policy.	
	To monitor designated Air Quality Management Areas.	To ensure all development supports improvements to air quality and meets the AQMA's standards.	
	Number of permissions granted contrary to technical advice on contaminated land.	To ensure all planning permissions are granted in accordance with the policy.	

	Amount and detail of permissions granted on PDL[9].	To ensure the delivery of development schemes helps to maximise the reuse of PDL[10].	
	The amount of the best and most versatile agricultural land permissions are granted for other uses.	To ensure no loss of the best and most versatile agricultural land unless in accordance with the policy.	
CP44: Landscape	Number of permissions granted contrary to technical advice.	To ensure all planning permissions are only granted in accordance with the policy[11].	Liaise with the Landscape Team and Development Management to establish challenges around the delivery of the policy.
	Status and type of permissions granted in the AONB.		
CP45: Green Infrastructure	Permissions granted and completions for change in Green Infrastructure.	To deliver a net gain in green infrastructure.	Liaise with the Countryside Officer, Landscape Team and Development Management to establish challenges around the delivery of the policy. Consider reviewing and updating Audit.
	Funding and monies received and spent for Green Infrastructure.	To progress funding and expenditure monies, including CIL and S106 monies, in a timely manner to support delivery of green infrastructure projects set out in the Green Infrastructure Strategy or as otherwise agreed.	

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[9] Consider use of the Brownfield Register as an indicator and target (if and when adopted).

[10] Consider use of the Brownfield Register as an indicator and target (if and when adopted).

[11] Using technical advice to inform whether the target is being met including from the AONB Board, in line with EU Convention and District Council technical advice.

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| CP46: Conservation and Improvement of Biodiversity | Change in biodiversity area and/or sites. | To deliver a net gain in biodiversity area. | Liaise with the Countryside Officer, Landscape Team and Development Management to establish challenges around the delivery of the policy. |
| | Number of permissions granted contrary to consultee advice on impact on Special Areas of Conservation. | To ensure all planning permissions are granted in accordance with the policy. | |

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Appendix I: Proposed alterations to the Oxford Green Belt
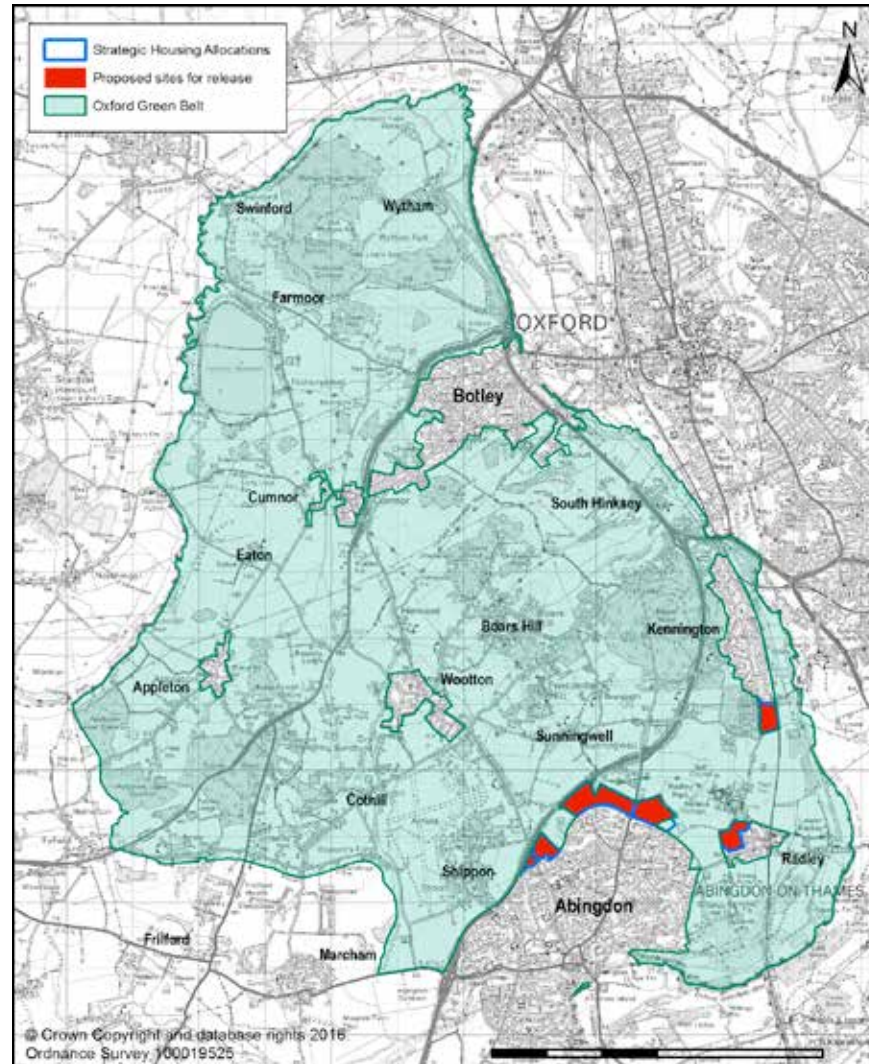
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Glossary

Term	Explanation
Abingdon's Integrated Transport Strategy (AbITS)	A 2001 area transport strategy for Abingdon-on-Thames, superseded by the third Oxfordshire County Council Local Transport Plan (LTP3 2011-2030). For more information please visit: http://www.oxfordshire.gov.uk/cms/content/abingdon-area-transport-strategy
Access to Natural Greenspace Standard (ANGSt)	ANGSt is a tool in assessing current levels of accessible natural greenspace, and planning for better provision. The three underlying principles of ANGSt are: a) Improving access to greenspaces b) Improving naturalness of greenspaces c) Improving connectivity with greenspaces ANGSt sets a maximum recommended standard on walking distance people should have to travel to have access to accessible natural greenspace. For more information see 'Nature Nearby' publication from Natural England, available online at: http://publications.naturalengland.org.uk/publication/40004 For more information please visit: http://www.naturalengland.org.uk/regions/east_of_england/ourwork/gi/accessiblenaturalgreenspacestandardangst.aspx
Adopted Policies Map	A map of the Local Planning Authority's area which must be reproduced from, or based on, an Ordnance Survey map; include an explanation of any symbol or notation which it uses; and illustrate geographically the application of the policies in the adopted development plan. Where the adopted policies map consists of text and maps, the text prevails if the map and text conflict.
Adoption	Formal approval by the Council of a DPD or SPD whereupon it achieves its full weight in making planning decisions.
Affordable Housing	Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to

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Term	Explanation
	be recycled for alternative affordable housing provision. **Social rented** housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency. **Affordable rented** housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable). **Intermediate housing** is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing. Homes that do not meet the above definition of affordable housing, such as "low cost market" housing, are not affordable housing for planning purposes.
Air Quality Management Area (AQMA)	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
Allowable Solutions	System of off-site contributions to projects to enable developments to achieve Zero Carbon status.
Ancient Monument	Any scheduled monument, or any other monument, which in the opinion of the Secretary of State, is of public interest by reason of the historic, architectural, artistic or archaeological interest attributed to it.
Authority Monitoring Report (AMR)	A report produced at least annually assessing: • progress with the preparation of the local plan and other policy documents against the timetable published in the Local Development Scheme, and • the extent to which adopted plan policies are being successfully implemented.

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Term	Explanation
Area of Outstanding Natural Beauty (AONB)	A national designation to conserve and enhance the natural beauty of the landscape. The AONB in the Vale of White Horse District is the North Wessex Downs.
Area of Outstanding Natural Beauty Management Plan	The Management Plan presents an agreed agenda for the North Wessex Downs AONB, setting out objectives and policies for AONB partners that are realistic and achievable in the next five years. The Management Plan Working Group is taking forward the Delivery Plan. For more information on the North Wessex Downs Area of Outstanding Natural Beauty Management Plan please visit: http://www.northwessexdowns.org.uk/About-Us/aonb-management-plan.html
B1, B2, B8 Use Classes	Business uses as defined in the Town and Country Planning (Use Classes) Order 1987. B1 covers offices, research and development and light industrial. B2 covers general industrial. B8 covers storage or distribution.
Better Broadband for Oxfordshire Project	Better Broadband for Oxfordshire is a £25m project to bring fibre broadband to over 90 per cent of homes and businesses in the county by the end of 2015. It is a collaboration between Oxfordshire County Council, the Government (through BDUK) and BT that will boost the local economy by creating and protecting jobs. For more information please visit: http://www.betterbroadbandoxfordshire.org.uk/cms/

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Term	Explanation
Building Research Establishment Environment Assessment Method (BREEAM)	A widely used environmental assessment method for buildings. BREEAM assesses buildings against set criteria for sustainable building design, construction and operation, and provides an overall score.
Carbon Compliance	The overall onsite contribution to zero carbon.
Climate Change Adaptation and Mitigation	Climate change adaptation: Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities. Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
Code for Sustainable Homes (The Code)	Provides a comprehensive measure of sustainability of a new home by rating and certifying new homes against nine categories of sustainable design: energy/CO2, pollution, water, health and well-being, materials, management, surface water run-off, ecology and waste. The Government has announced its intention to wind down the code and include its element in Building Regulations.
Community Forest	An area identified through the England Community Forest Programme to revitalise countryside and green space in and around major conurbations.
Community Infrastructure Levy (CIL)	A levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure.
Community Right to Build Order	An Order made by the Local Planning Authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development.
Comparison Retail	Retail items not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc).
Conservation Area	An area designated by the District Council under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historical interest, the character or appearance of which is desirable to preserve or

Term	Explanation
	enhance. There are additional controls over demolition, minor developments and the felling of trees.
Conservation Target Areas (CTA)	These are county-wide important areas of landscape that present the best opportunities for prioritising the conservation, enhancement and re-creation of designated sites and important habitats.
Consultation	A process by which people and organisations are asked their views about planning decisions, including the Local Plan.
Convenience Retail	The provision of everyday essential items, such as food.
Core Strategy	Term no longer used to describe a Development Plan Document setting out the long-term Spatial Vision, Strategic Objectives and policies relating to future development of the district. This document would now be part of the Local Plan. In the case of the Vale, it is Local Plan 2031 Part 1.
Countryside Rights of Way Act 2000 (CROW Act 2000)	Provides for public access on foot to certain types of land, amends the law relating to public rights of way. It also places a duty on local authorities to produce management plans for each AONB and to have regard to the purpose of conserving and enhancing the natural beauty of the AONBs when performing their functions. For more information on the Act please visit: http://www.legislation.gov.uk/ukpga/2000/37/contents
Decentralised Energy	Local renewable energy and local low-carbon energy usually, but not always, on a relatively small scale encompassing a diverse range of technologies.
Deliverability	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 the site is viable.
Designated Heritage Asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Parks and Gardens, Registered Battlefield or Conservation Area designated under the relevant legislation.
Design and Access Statement	A report accompanying and supporting a planning application as required by the Town and Country Planning (Development Management Procedure) (England) Order 2010 as amended. They provide a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

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Term	Explanation
Development Plan	This includes adopted Local Plans, Neighbourhood Plans and the Waste and Minerals Local Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. Planning applications have to be decided in accordance with the Development Plan unless material considerations indicate otherwise.
Development Plan Documents (DPDs)	Development Plan Documents set planning policies in local authority areas. All DPDs are subject to public consultation and independent examination.
Duty-to-Cooperate	Created in the Localism Act 2011, and amends the Planning and Compulsory Purchase Act 2004. It places a legal duty on Local Planning Authorities, County Councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Marine Plan preparation in the context of strategic cross boundary matters.
Enterprise Zone	Areas around the country that support both new and expanding businesses by offering incentives through means such as business rates relief and simplified planning procedures.
Employment Land Review (ELR)	An evidence base study to assess the quantity, quality and viability of the district's employment land supply and forecast the future demand for employment land over the next planning period. For more information please visit: www.whitehorsedc.gov.uk/evidence
Employment Site	A designation that has defined boundaries and is used to safeguard areas in the district for employment uses (both existing and proposed) including a mix of B1, B2 and B8 use classes. Other uses may be permitted provided that they are ancillary to the main employment uses.
Evidence Base	Information gathered by a planning authority to support the Local Plan and other Development Plan Documents.
Exception Test	The Exception Test provides a method of managing flood risk while still allowing necessary development to occur. The Exception Test is only appropriate for use when there are large areas in Flood Zones 2 and 3, where the Sequential Test alone cannot deliver acceptable sites, but where some continuing development is necessary for wider sustainable development reasons, taking into account the need to avoid social or economic blight.

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Term	Explanation
Extra Care Housing	Extra Care Housing is a type of self contained housing that offers care and support that falls somewhere between traditional sheltered housing and residential care.
Five Year Housing Land Supply	Paragraph 47 of the National Planning Policy Framework (NPPF) requires Local Planning Authorities to identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing against their housing requirements with an additional buffer of 5% or 20% (moved forward from later in the plan period) to ensure choice and competition in the market for land.
Flood and Water Management Act 2010	An Act to make provision about water, including provision about the management of risks in connection with flooding and coastal erosion. The Act makes County Councils responsible for leading the coordination of flood risk management in the area as the Lead Local Flood Authority. For more information on the Act please visit: http://www.legislation.gov.uk/ukpga/2010/29/contents
Flood Zone 1	Land having a less than 1 in 1,000 annual probability of river or sea flooding. This is the zone at lowest flood risk.
Flood Zone 2	Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or Land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding.
Flood Zone 3	**Flood Zone 3a** Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding. This is the zone at the highest flood risk. **Flood Zone 3b** This zone comprises land where water has to flow or be stored in times of flood. Local Planning Authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain and its

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Term	Explanation
	boundaries accordingly, in agreement with the Environment Agency.
Green Belt	Designated land around a town or city where land is kept permanently open and where development is severely restricted. The extent of the Oxford Green Belt is defined on the Adopted Policies Map.
Green Belt Review	The purpose of the Vale of White Horse Green Belt Review: 1. To review the land within the Green Belt against the five purposes of the Green Belt as outlined in paragraph 80 of the National Planning Policy Framework. 2. To make an assessment of opportunities to enhance the beneficial use of the Green Belt as outlined in paragraph 81 of the National Planning Policy Framework. 3. To review land on the edge of the Green Belt to ascertain if the designation should be extended. 4. To assess whether any of the washed over villages should be included as an inset village. Need to review the role of the edge of settlements in contribution to five purposes of the Green Belt in the light of the original designation which set the 'inner' boundaries very tightly around the villages with no land for them to grow.
Green Infrastructure (GI)	Green Infrastructure includes sites protected for their importance to wildlife or the environment, nature reserves, greenspaces and greenway linkages. Together they provide a network of green space both urban and rural, providing a wide range of environmental and quality of life benefits.
Grove Northern Link Road (GNLR)	GNLR – local road required to access development at Grove Airfield, to be located on Monks Farm site and land north of Grove Airfield.
Habitats Regulations Assessment (HRA)	Used to assess the impacts of proposals and land-use plans against the conservation objectives of a European Protected Site and to ascertain whether it would adversely affect the integrity of that site.
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage Asset includes designated assets (such as Scheduled

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Term	Explanation
	Monuments, Conservation Areas, Registered Parks and Gardens and Listed Buildings) and non designated assets (not designated as one of the above but of good local character or interest).
Historic Environment Record	Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use. Oxfordshire County Council hold the Historic Environment Record for the County.
Housing Need	The quantity of housing required for households who are unable to access suitable housing without financial assistance.
Housing Need Assessment (HNA)	A district-wide assessment of predominantly affordable housing need including a district-wide housing needs survey.
Indices of Multiple Deprivation (IMD)	An indicative measure of deprivation for small areas across England.
Infrastructure	All the ancillary works and services that are necessary to support human activities, including roads, sewers, schools, hospitals, etc.
Infrastructure Delivery Plan (IDP)	A live document that identifies future infrastructure identified by the Council and other service providers as being needed to support the delivery of the Local Plan. It explains what is required, its cost, how it will be provided and when.
Larger Village	Larger Villages are defined as settlements with a more limited range of employment, services and facilities, where unallocated development will be limited to providing for local needs and to support employment, services and facilities within local communities.
Listed Building	Buildings and structures which are listed by the Department for Culture, Media and Sport as being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation. Listed building consent is required before any works are carried out on a listed building.
Local Development	This term has been replaced by the term 'Local Plan'. It was used to describe a portfolio of Local Development Documents that provide a framework for delivering the spatial planning strategy for the area. It also contains a number of other documents,

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Term	Explanation
Framework (LDF)	including the Authority Monitoring Report, and any 'saved' plans that affect the area.
Local Development Order (LDO)	An Order made by a Local Planning Authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.
Local Development Scheme (LDS)	This sets out the timetable and work programme for the preparation of the Local Plan and other Local Development Documents.
Local Enterprise Partnership (LEP)	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area. For more information on Oxfordshire's LEP please visit: http://www.oxfordshirelep.org.uk/cms/
Localism Act 2011	The Localism Act introduced changes to the planning system (amongst other changes to local government) including making provision for the revocation of Regional Spatial Strategies, introducing the Duty to Cooperate and Neighbourhood Planning.
Local Plan	The plan for the local area that sets out the long-term Spatial Vision and development framework for the district and strategic policies and proposals to deliver that vision. This replaces the Local Development Framework.
Local Plan Part 1 (LPP1)	This document contains the long-term Spatial Vision and strategic policies that guide growth in the district.
Local Plan Part 2 (LPP2)	This document sets out policies and locations for housing for the Vale's proportion of Oxford's housing need unable to be met within the city boundaries. This document will also contain policies for the part of Didcot Garden Town that lies within the Vale of White Horse district and detailed development management policies to complement Local Plan 2031 Part 1. It will replace the Saved Policies of the Local Plan 2011, and may allocate additional development sites for housing and other uses.
Local Service Centre	Local Service Centres are defined as Larger Villages or neighbourhoods to larger settlements with a level of facilities and services and local employment to provide the next best opportunities for sustainable development outside the Market Towns.

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Term	Explanation
Local Transport Plan (LTP)	For more information please visit: **https://www.oxfordshire.gov.uk/cms/public-site/connecting-oxfordshire**.
Major Development	Definition as per Part 1, Section 2 of The Town and Country Planning (Development Management Procedure) (England) Order 2010. The main criteria listed by the Order is development of 10 or more dwellings.
Market Town	Market Towns are defined as settlements that have the ability to support the most sustainable patterns of living within the Vale through their current levels of facilities, services and employment opportunities.
Material Consideration	This is a matter that should be taken into account in deciding a planning application or on an appeal against a planning decision. This can include issues such as overlooking/loss of privacy, parking, noise, effect on listed building and conservation area, or effect on nature conservation, etc.
National Planning Policy Framework (NPPF or The Framework)	This sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a material consideration when deciding on planning applications or appeals. https://www.gov.uk/government/publications/national-planning-policy-framework--2
National Planning Practice Guidance (NPPG)	The National Planning Practice Guidance is a planning practice on-line resource covering a range of planning issues. http://planningguidance.planningportal.gov.uk/
Natural Environment and Rural Communities Act (NERC) 2006	An Act to make provision about bodies concerned with the natural environment and rural communities; to make provision in connection with wildlife, Sites of Special Scientific Interest, National Parks and the Broads; to amend the law relating to rights of way; to make provision as to the Inland Waterways Amenity Advisory Council; to provide for flexible administrative arrangements in connection with functions relating to the environment and rural affairs and certain other functions; and for connected purposes. For more information please visit: http://www.legislation.gov.uk/ukpga/2006/16/contents

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Term	Explanation
Neighbourhood Plan	A plan prepared by a Town or Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
New Growth Point	The New Growth Points initiative provides support to local communities who wish to pursue large scale and sustainable growth, including new housing, through a partnership with Government.
Non-Designated Heritage Assets	These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated Heritage Assets. In some areas, local authorities identify some non-designated Heritage Assets as 'locally listed'.
Older People	People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.
Oxfordshire City Deal	The Oxford and Oxfordshire City Deal sets out the actions the region will take to create new jobs, support research and businesses, and improve housing and transport.
Oxfordshire Local Investment Plan	For more information please visit: https://www.oxford.gov.uk/downloads/download/501/oxfordshire_local_investment_plan
Oxfordshire Skills Strategy	Sets the future direction for skills development in the county to 2020 to support economic growth. For more information please visit: http://www.oxfordshirelep.org.uk/content/oxfordshire-skills-strategy-2020
Oxfordshire Statement of Cooperation	The Oxfordshire Statement of Cooperation outlines matters on which the six local authorities in Oxfordshire will continue to cooperate. In particular, the document sets out how the parties involved will manage the outcomes of the Strategic Housing Market Assessment, should any of the Local Planning Authorities in Oxfordshire not be able to meet their full objectively assessed housing need.

Term	Explanation
	For more information please visit: https://www.oxfordshire.gov.uk/cms/content/oxfordshire-growth-board
Planning & Compulsory Purchase Act 2004	This Act updated the Town & Country Planning Act 1990. The Planning and Compulsory Purchase Act 2004 introduced a new statutory system of regional and local planning and has since been amended by the Localism Act 2011.
Preferred Options	This is a non-statutory stage of consultation of the Local Plan setting out the preferred options for growth in the area, based on the findings of previous consultation. The Vale chose to undertake a second iteration of Preferred Options consultation in early 2013.
Regional Strategy	The South East Plan (2009) was extant until March 2013 and therefore was used to inform the development of the Local Plan 2031 Part 1 until that point. An assessment of the South East Plan policies was made to ascertain any important considerations that might need to be taken forward once the plan was revoked.
Registered Provider	Registered Providers are independent housing organisations registered with the Homes & Communities Agency under the Housing Act 1996. Most are housing associations, but there are also trusts, co-operatives and companies.
River Basin Management Plan	River Basin Management Plans (RBMPs) are drawn up for the 10 river basin districts in England and Wales as a requirement of the water framework directive. Vale of White Horse District is covered within the Thames River Basin Management Plan (2009). For more information please visit: https://www.gov.uk/government/publications/thames-river-basin-management-plan
Route Based Strategy (RBS)	Route-based strategies are being taken forward. Highways England to enable a smarter approach to investment planning and support greater participation in planning for the strategic road network from local and regional stakeholders.
Rural Exception Site	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example, where essential to enable the delivery of affordable units without grant funding.
Section 106 Agreement	A legal agreement under section 106 of the Town and Country Planning Act. They are legal agreements between a planning

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Term	Explanation
	authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.
Sequential Test	A planning principle that seeks to identify, allocate or develop certain types of location of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites. With regard to flood risk, it seeks to locate development in areas of lower flood risk (Flood Zone 1) before considering Flood Zones 2 or 3.
Settlement Hierarchy	A way of identifying and classifying settlements within the Vale and provides a guide to where development may be sustainable according to the role and function of the settlement. For more information please see **Core Policy 3: Settlement Hierarchy.**
Strategic Flood Risk Assessment (SFRA)	Study carried out by one or more Local Planning Authorities to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk. The purpose of the Strategic Flood Risk Assessment (SFRA) is to identify and analyse current and future broad scale flooding issues for key locations across the district. The Vale's SFRA has been prepared jointly with South Oxfordshire District Council.
Site of Special Scientific Interest (SSSI)	Identified protected areas of nature conservation and scientific value identified by Natural England as being of national (and sometimes international) importance.
Smaller Village	Smaller Villages have a low level of services and facilities, where any development should be modest in scale and primarily be to meet local needs.
Southern Central Oxfordshire Transport Study (SCOTS)	For more information please visit: http://www.southoxon.gov.uk/services-and-advice/planning-and-building/planning-policy/evidence-studies/transport-strategy
Spatial Strategy	The overview and overall approach to the provision of jobs, homes and infrastructure over the plan period.
Special Area of Conservation (SAC)	An area designated to protect the habitats of threatened species of wildlife under EU Directive 92/43.

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Term	Explanation
Stakeholders	Groups, individuals or organisations that may be affected by, or have a key interest in, a development proposal or planning policy. They may often be experts in their field or represent the views of many people.
Statement of Community Involvement (SCI)	The SCI sets out standards to be achieved by the local authority in relation to involving the community in the preparation, alteration and continuing review of all DPDs and in development management decisions. In respect of every DPD the Local Planning Authority is required to publish a statement showing how it complied with the SCI.
Strategic Environmental Assessment (SEA)	An assessment of the environmental effects of policies, plans and programmes, required by European legislation, which will be part of the public consultation on the policies.
Strategic Housing Land Availability Assessment (SHLAA)	An assessment of the land capacity across the District with the potential for housing. More details can be found at: http://www.whitehorsedc.gov.uk/evidence
Strategic Housing Market Assessment (SHMA)	An assessment of existing and future housing need and demand within a defined housing market area, focusing on all aspects of the housing market. More details are available in paragraph 159 of the NPPF.
Strategic Site	A broad location considered as having potential for significant development that contributes to achieving the Spatial Vision of an area. In the context of the Vale Local Plan 2031, it refers to sites of 200+ dwellings.
Supplementary Planning Document (SPD)	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainability Appraisal (SA)	The process of assessing the economic, social and environmental effects of a proposed plan. This process implements the requirements of the SEA Directive. Required to be undertaken for all DPDs.
Sustainable Development	A widely used definition drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". The NPPF taken as a whole constitutes the Government's view of what sustainable development in England means in practice for the

Term	Explanation
	planning system.
Sustainable Drainage Systems (SUDs)	SUDs seek to manage surface water as close to the source as possible, mimicking surface water flows arising from a site prior to the proposed development. Typically SUDs involve a move away from piped systems to softer engineering solutions inspired by natural drainage processes.
Sustainable Transport Modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.
Science Vale Transport Package	Transport related measures to facilitate growth in Science Vale.
Thames Water Resources Management Plan (WRMP)	Water companies in England and Wales are required to produce a Water Resources Management Plan (WRMP) every five years which sets out how they aim to maintain water supplies over a 25 year period. For more information on Thames Water's Water Resources Management Plan, please visit: http://www.thameswater.co.uk/about-us/5372.htm
Transport Assessment (TA)	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Transport Statement	A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required.
Travel Plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
UK Competitiveness Index	The UKCI provides a benchmarking of the competitiveness of the UK's localities, and it has been designed to be an integrated measure of competitiveness focusing on both the development and sustainability of businesses and the economic welfare of

Term	Explanation
	individuals.
Wantage Eastern Link Road (WELR)	Strategic highway connecting the A417 and A338 to be located on/adjacent to the Crab Hill strategic site.
Windfall Sites	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

Vale of White Horse Local Plan 2031 Part 1 – Appendices
December 2016

Alternative formats of this publication are available on request

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Vale
of White Horse
District Council

POSITIVE ABOUT · DISABLED PEOPLE

INVESTOR IN PEOPLE

Adopted
October 2019

Local Plan 2031
Part 2
Detailed Policies and
Additional Sites

View from the Ridgeway

CONTENTS

Bridge Street, Abingdon

East St Helen Street, Abingdon

White Horse Hill near Uffington

Foreword

❯ Foreword

This is Part Two of our Local Plan.

The Vale remains one of the top places to live and work in England, combining rich, natural and man-made heritage with cutting-edge science and technology. Local Plan 2031 Part 2 (LPP2) aims to meet the needs of our community, provides for the necessary infrastructure to be put in place to support development and helps protect our beautiful countryside, historic market towns and villages from speculative development.

LPP2 was prepared under the previous administration and provides guidance about the type of development that is appropriate for our area, reflecting the difficult choices that are facing all councils across the country. It is striking a balance between competing priorities and reflects decisions that need to be made in the current strained financial circumstances.

Local Plan Part One (LPP1) was adopted in 2016 and sets out the major housing development sites in our district until the year 2031, along with the employment sites and infrastructure needed to support them. Housing sites in LPP2 will help us to deliver towards Oxford City's housing need – which we are required to do. LPP2 provides the detailed policies that will be used to determine planning applications. It will also be used to support Didcot Garden Town.

Using this Local Plan 2031 as a starting point, we want to work in close collaboration with local people and neighbouring authorities to ensure joined-up and long-term development planning, especially for infrastructure. We wish to build on the policies within this Local Plan 2031 to provide high quality, environmentally sustainable and genuinely affordable housing as well as enhancing and strengthening our district's status as a home for technology and innovation.

By working together, we seek to improve on our district's quality of life, protecting its historic and rural features so that today and tomorrow's generation will be able to bring up their families in happy, healthy and prosperous communities.

Councillor Emily Smith
Leader of the Council

Councillor Catherine Webber
Cabinet Member for Planning

Milton Park Stores

Executive Summary

Executive Summary

Chapter 1: Introduction

The adopted Vale of White Horse **Local Plan 2031: Part 1: Strategic Sites and Policies** sets out the Spatial Strategy and strategic policies for the district to deliver sustainable development, including identifying the number of new homes and jobs to be provided in the area. The Part 1 plan also makes provision for retail, leisure and commercial development and infrastructure needed to support them.

To complement the Part 1 plan, the **Local Plan 2031: Part 2: Additional Sites and Detailed Policies** sets out:

- policies and locations for the new housing to meet the Vale's proportion of Oxford's housing need, which cannot be met within the City boundaries
- policies for the part of Didcot Garden Town that lies within the Vale of White Horse District
- detailed development management policies to complement the strategic policies as set out in the Part 1 plan, and where appropriate replaces the remaining saved policies of the **Local Plan 2011,** and
- additional site allocations for housing

The Local Plan 2031: Part 1 identified development site allocations and policies to 'fully' meet the objectively assessed development and infrastructure requirements for the Vale of White Horse District. It is underpinned and informed by two key core policies:

- **Core Policy 1: Presumption in Favour of Sustainable Development**
- **Core Policy 2: Cooperation on Unmet Housing Need for Oxfordshire**

The Local Plan 2031: Part 2 sets out additional development site allocations to address the agreed quantum of Oxford's unmet housing need to be addressed within the Vale and to support the achievement of sustainable development. This has been informed by co-operation with the Oxfordshire Growth Board to apportion a 'working assumption' unmet need figure of 15,000 homes. The quantum of Oxford's unmet housing need to be met within the Vale of White Horse is 2,200 dwellings for the period up to 2031, subject to the plan making process as agreed in the Memorandum of Co-operation between the local authorities in the Oxfordshire Housing Market Area.

Chapter 2: Additional Sites and Sub-Area Strategies

The Local Plan 2031: Part 1 sets out the Spatial Strategy, 'Building on our Strengths' to help shape where new homes will be built, where opportunities to provide new jobs will be created, and where new infrastructure and services will be provided.

The Spatial Strategy has three main strands. These are:

- **focus sustainable growth within the Science Vale area**
- **reinforce the service centre roles of the main settlements across the district, and**
- **promote thriving villages and rural communities whilst safeguarding the countryside and village character.**

The Part 1 plan established three Sub-Area Strategies that ensure it is locally distinctive and focussed on each part of the district. The three sub-areas are:

- **Abingdon-on-Thames and Oxford Fringe**
- **South East Vale**
- **Western Vale**

Executive Summary

The Part 2 plan ensures that the agreed quantum of unmet need for Oxford to be addressed within the Vale is allocated to the Abingdon-on-Thames and Oxford Fringe Sub-Area. The unmet need in the Vale will be addressed through a combination of strategic sites allocated in the Part 1 plan and the additional sites allocated in the Part 2 plan.

The Part 2 plan also allocates an additional site to deliver 400 homes within the Science Vale area to provide continuing support for economic growth, to support the delivery of strategic infrastructure and facilitate comprehensive masterplanning.

The Part 2 plan does not identify any additional site allocations within the Western Vale Sub-Area.

The Additional Sites to complement the Spatial Strategy are underpinned by a number of Core Policies, in particular:

- **Core Policy 4a: Meeting our Housing Needs:** sets out how the Council will address the quantum of unmet housing need for Oxford City to be addressed within the Vale.

Abingdon-on-Thames and Oxford Fringe Sub-Area

The Local Plan 2031: Part 1 identified land for strategic housing at Abingdon-on-Thames, Kennington (within Radley parish) and Radley, on sites close to, and easily accessible to, Oxford. The Part 2 plan allocates five additional sites within this Sub-Area at Kingston Bagpuize with Southmoor (within Fyfield and Tubney Parish), at the MOD base at Dalton Barracks, Shippon and at the larger villages of East Hanney and Marcham.

The additional sites in Part 2 are underpinned by **Core Policy 8a: Additional Site Allocations for Abingdon-on-Thames and Oxford Fringe Sub-Area**.

The Part 2 plan includes an additional policy to ensure that development of the MOD base at Dalton Barracks is brought forward in line with the site's masterplan:

- **Core Policy 8b: Dalton Barracks Strategic Allocation**

This section also updates selected Core Policies where new information has become available since preparing the Local Plan 2031: Part 1:

- **Core Policy 12a: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area:** which sets out additional land safeguarding to support the delivery of strategic highway schemes.
- **Core Policy 13a: Oxford Green Belt:** which updates the Green Belt area in the Vale following a review to inform additional site allocations, to address the agreed quantum of unmet housing need for Oxford.
- **Core Policy 14a: Upper Thames Strategic Storage Reservoir:** which updates the area safeguarded between the settlements of Drayton, East Hanney and Steventon.

South-East Vale Sub-Area

The Local Plan 2031: Part 1 focuses on housing and economic growth within this Sub-Area. It identified strategic housing at Wantage and Grove, on sites within the Vale adjoining the settlement of Didcot and at the larger villages of Milton Heights, Harwell and Sutton Courtenay.

The Part 2 plan allocates an additional site within this Sub-Area, at the local service centre of Grove.

This additional site in the Part 2 plan is underpinned by **Core Policy 15a: Additional Site Allocations for South East Vale Sub-Area**. The plan also includes additional policies to ensure that development at Harwell Campus and Grove is brought forward in line with a comprehensive development framework:

- **Core Policy 15b: Harwell Campus Comprehensive Development Framework**
- **Core Policy 15c: Grove Comprehensive Development Framework**

An element of this section also covers the designation of Didcot as a Garden Town, particularly shaping growth already identified in the Part 1 plan and that being identified in the emerging Local Plan for South Oxfordshire. The Part 2 plan includes a policy to support the implementation of the Garden Town:

- **Core Policy 16b: Didcot Garden Town:** which ensures proposals for development demonstrate a number of key principles that contribute towards the successful implementation of the Garden Town.

This section also updates selected Core Policies where new information has become available since preparing the Local Plan 2031: Part 1:

- **Core Policy 18a: Safeguarding of Land for Strategic Highway Improvements within the South-East Vale Sub-Area:** which sets out additional land safeguarded to support the delivery of strategic highway schemes.
- **Core Policy 19a: Re-opening of Grove Railway Station:** which updates the area safeguarded to support the re-opening of the railway station at Grove.

Chapter 3: Development Management Policies

The Local Plan 2031: Part 1 sets out strategic district wide policies necessary to deliver the Plan's Spatial Strategy and Sub-Area Strategies. This Part 2 plan sets out policies to complement the Part 1 strategic policies and provides further detail on a range of development management matters.

Chapter 3 policies provide detailed guidance to assist day-to-day decision making on planning applications (referred to as Development Policies). The policies have been developed following a review of extant Local Plan 2011 Saved Policies and an assessment of additional detail that is required to support the Part 1 plan.

The Part 2 policies are structured into the four thematic areas as set out in the Part 1 plan. These are:

- **Building Healthy and Sustainable Communities**
- **Supporting Economic Prosperity**
- **Supporting Sustainable Transport and Accessibility**
- **Protecting the Environment and Responding to Climate Change.**

The policies included are:

Building Healthy and Sustainable Communities

Development Policy 1: Self and Custom-Build
Development Policy 2: Space Standards
Development Policy 3: Sub-Division of Dwellings
Development Policy 4: Residential Annexes
Development Policy 5: Replacement Dwellings in the Open Countryside
Development Policy 6: Rural Workers' Dwellings
Development Policy 7: Re-use, Conversion and Extension of Buildings for Dwellings in the Open Countryside
Development Policy 8: Community Services and Facilities
Development Policy 9: Public Houses

Executive Summary

Supporting Economic Prosperity

Development Policy 10:   Ancillary Uses on Employment Land
Development Policy 11:   Community Employment Plans
Development Policy 12:   Rural Diversification and Equestrian Developments
Development Policy 13:   Change of Use of Retail Units to Other Uses
Development Policy 14:   Village and Local Shops
Development Policy 15:   Retail Parks

Supporting Sustainable Transport and Accessibility

Development Policy 16:   Access
Development Policy 17:   Transport Assessments and Travel Plans
Development Policy 18:   Public Car Parking in Settlements
Development Policy 19:   Lorries and Roadside Services

Protecting the Environment and Responding to Climate Change

Development Policy 20:   Public Art
Development Policy 21:   External Lighting
Development Policy 22:   Advertisements
Development Policy 23:   Impact of Development on Amenity
Development Policy 24:   Effect of Neighbouring or Previous Uses on New Developments
Development Policy 25:   Noise Pollution
Development Policy 26:   Air Quality
Development Policy 27:   Land Affected by Contamination
Development Policy 28:   Waste Collection and Recycling
Development Policy 29:   Settlement Character and Gaps

Development Policy 30:   Watercourses
Development Policy 31:   Protection of Public Rights of Way, National Trails and Open Access Areas
Development Policy 32:   The Wilts and Berks Canal
Development Policy 33:   Open Space
Development Policy 34:   Leisure and Sports Facilities
Development Policy 35:   New Countryside Recreation Facilities
Development Policy 36:   Heritage Assets
Development Policy 37:   Conservation Areas
Development Policy 38:   Listed Buildings
Development Policy 39:   Archaeology and Scheduled Monuments

Chapter 4: Implementing the Plan

The Local Plan 2031: Part 1 sets out a detailed Monitoring Framework to ensure the Core Policies are delivered, by setting out targets to monitor the progress towards achieving the Strategic Objectives as set out in Chapter 3 of the Part 1 Plan.

The Part 2 plan sets out a Monitoring Framework which identifies how the Council will monitor the effectiveness and implementation of the Plan for each Core Policy (as set out in Chapter 2: Additional Sites and Sub-Area Strategies) and Development Policy (as set out in Chapter 3: Development Policies).

Core Policy 47a: Delivery and Contingency

1 Introduction
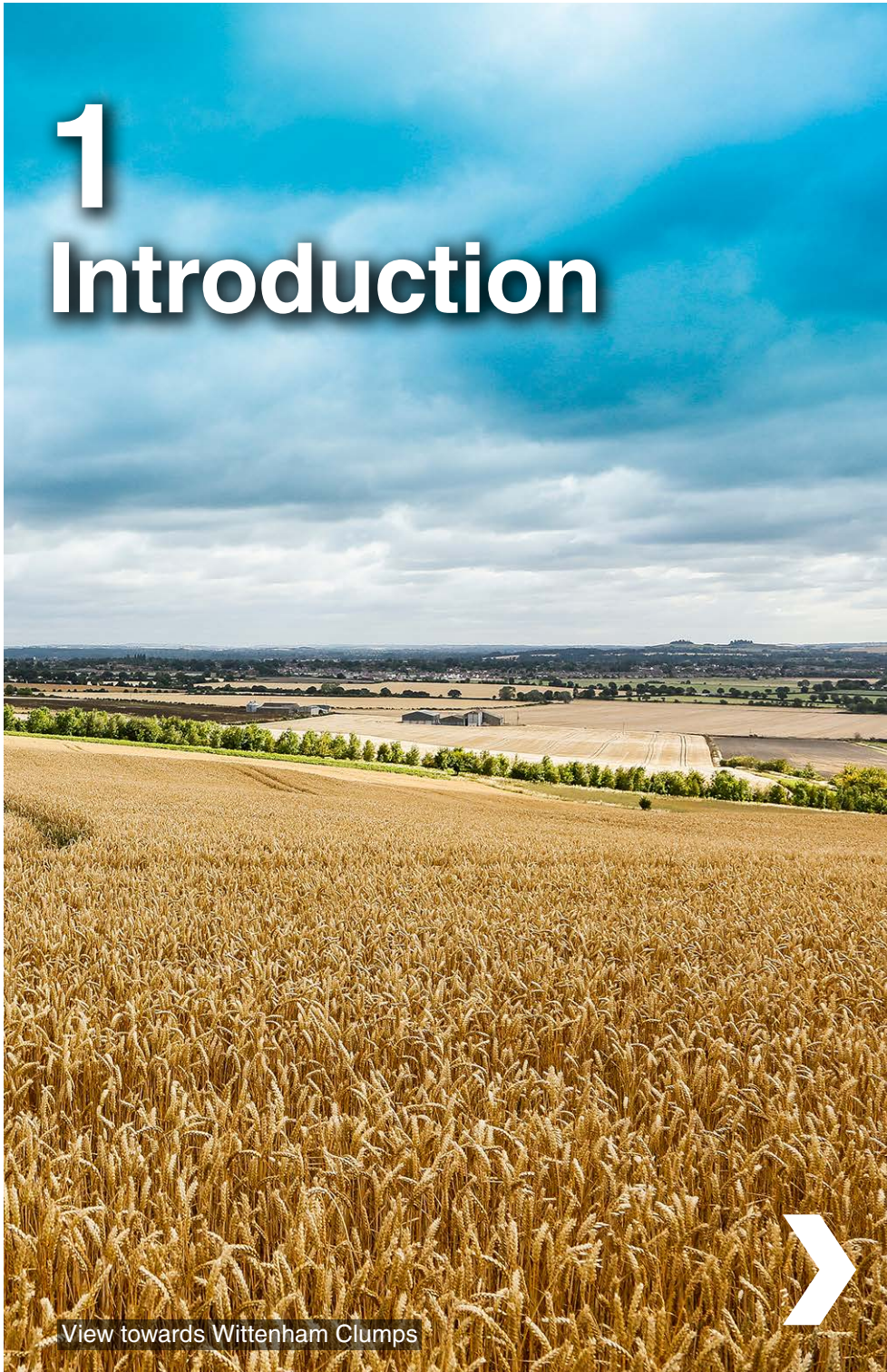
View towards Wittenham Clumps

Overview

The Local Plan 2031: Part 2 complements the Local Plan 2031: Part 1 by setting out:

- policies and locations for new housing to meet the Vale's proportion of Oxford's housing need, which cannot be met within the City boundaries, as agreed by the Oxfordshire Growth Board
- policies for the part of Didcot Garden Town that lies within the Vale of White Horse District
- detailed development management policies to complement the strategic policies set out in the Part 1 plan and replace the remaining saved policies of the Local Plan 2011, where appropriate, and
- additional site allocations for housing.

This chapter summarises the role of the Local Plan 2031: Part 2 and outlines our approach to its preparation.

In particular, this chapter describes how the plan is consistent with, and has been informed by, national policy and how it meets the requirements of the National Planning Policy Framework (NPPF), with regard to being:

- positively prepared
- justified
- effective, and
- consistent with national policy.

1 Introduction

What is the Local Plan?

1.1.   The Vale of White Horse Local Plan 2031 provides a policy framework for the delivery of sustainable development across the district. It replaces the Local Plan 2011 and is made up of a number of separate parts. These are:

- **Local Plan 2031: Part 1: Strategic Sites and Policies** sets out the Spatial Strategy and Strategic Policies for the district to deliver sustainable development. It identifies the number of new homes and jobs to be provided in the area for the plan period up to 2031. It makes provision for retail, leisure and commercial development and for the infrastructure needed to support them.

The Local Plan 2031: Part 1 sets out the Spatial Strategy for the location of development across the district and allocates large-scale (referred to as strategic) development sites.

It includes district-wide policies to ensure that development contributes to meeting the Strategic Objectives of the plan, such as policies relating to sustainable construction and conservation of the built, historic and natural environment.

Local Plan 2031: Part 1 was adopted on 14 December 2016.

- **Local Plan 2031: Part 2: Detailed Policies and Additional Sites:** sets out policies and locations for housing for the Vale's proportion of Oxford's housing need up to 2031, which cannot be met within the City boundaries. This document also contains policies for the part of Didcot Garden Town that lies within the Vale of White Horse District and detailed development management policies to complement Local Plan 2031: Part 1. It replaces the saved policies of the Local Plan 2011[1], and allocates additional development sites for housing.

- **Adopted Policies Map:** This shows the sites identified for development and areas where particular policies apply. It will be updated as each part of the Local Plan 2031 is adopted.

1.2.   The Council's **Local Development Scheme** (LDS) sets out the timetable for preparing each part of the Vale of White Horse Local Plan 2031 and is available on the Council's website[2].

The Development Plan

1.3.   The Local Plan 2031 prepared by Vale of White Horse District Council will be used to inform decisions on planning applications across the district, in conjunction with any Development Planning Documents (DPDs) relating to minerals and waste prepared by Oxfordshire County Council, and any neighbourhood plans prepared by the community[3].

1.4.   Neighbourhood Plans can be prepared by either town or parish councils, or a neighbourhood forum, and where adopted, also make up part of the Development Plan for the district. They can provide an important layer of planning for local areas and set out in more detail how a community wishes to see its area develop.

1.5.   Where neighbourhood plans are prepared, they must be in general conformity with: the policies set out in the Local Plan 2031: Part 1; any Strategic Policies set out in the Part 2 plan (i.e. Core Policies); and any other Strategic Policies set out in future planning documents in accordance with the Neighbourhood Planning (General) Regulations 2012[4].

1.6.   The Council will continue to support communities who wish to prepare neighbourhood plans. Details of how the Council can help with the preparation of neighbourhood plans are set out on the Council's website[5].

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[1]One Local Plan 2011 policy continues to be saved (Policy H5: Grove Airfield) which is referenced by Core Policy 15a and set out in Appendix D   [2]http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy
[3]http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy   [4] The Neighbourhood Planning (General) Regulations 2012, available at: http://www.legislation.gov.uk/uksi/2012/637/contents/made
[5]http://www.whitehorsedc.gov.uk/neighbourhoodplans

1 Introduction

Figure 1.1: An illustration of the documents that make up the Vale of White Horse Local Plan and Development Plan.

Vale Development Plan

Vale Local Plan

Vale Local Plan 2031: Part 1: Strategic Sites and Policies

Vale Local Plan 2031: Part 2: Detailed Policies and Additional Sites

Oxfordshire County Council Minerals and Waste Local Plan

Neighbourhood Plans

1.7. These documents together make up the Development Plan for the district (see **Figure 1.1**). All planning applications will be determined in accordance with the Development Plan taken as a whole, unless material considerations indicate otherwise.

National Planning Policy

1.8. Government planning policy and guidance is set out in the National Planning Policy Framework (NPPF) and the National Planning Practice Guidance (PPG). The NPPF sets out the Government's planning policies for achieving sustainable development and is complemented by the PPG, which provides additional guidance for practitioners.

1.9. The Vale of White Horse Local Plan 2031 has been prepared in compliance with national policy. In particular, the NPPF states that for a local plan to be considered sound, it must comply with the legal and procedural requirements of plan making, such as the Duty to

Cooperate, and demonstrate that it is:

a. positively prepared
b. justified
c. effective, and
d. consistent with national policy.

a. Positively prepared

1.10. The NPPF states that:

"The plan should be prepared based on a strategy which seeks to meet the objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development"[6].

1.11. In preparing the Local Plan, Vale of White Horse District Council has worked, and continues to work, in partnership with its neighbouring authorities under the Duty to Cooperate and has undertaken an on-going process of Sustainability

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[6] Department for Communities and Local Government (2012) National Planning Policy Framework (NPPF), Paragraph 182

1 Introduction

Appraisal to ensure that the Local Plan 2031 delivers sustainable development.

1.12. The Local Plan 2031: Part 1 identifies development site allocations and policies to 'fully' meet the objectively assessed development and infrastructure requirements for the Vale of White Horse District. It is underpinned and informed by two key core policies:

- **Core Policy 1: Presumption in Favour of Sustainable Development**
- **Core Policy 2: Cooperation on Unmet Housing Need for Oxfordshire**

Oxfordshire Unmet Housing Need

1.13. The Duty to Cooperate set out in the Localism Act is both a legal duty and test of effective plan-making. It requires cooperation on issues of common concern in order to develop sound local plans.

1.14. Within Oxfordshire, co-operative working is managed through the Oxfordshire Growth Board. The Board comprises the leaders of all Oxfordshire councils, along with key stakeholders and representatives from business, and is supported by an executive committee and officer working groups. Vale of White Horse District Council also works directly with authorities within and outside the county area where it is necessary to plan effectively on matters of strategic and sub-regional significance or cross border interests that are not Oxfordshire-wide.

1.15. Local Plan 2031: Part 1 describes the process undertaken by the Oxfordshire Growth Board (referred to as the joint Oxfordshire Statement of Cooperation) to specify how the identified unmet housing need for Oxford City should be apportioned between the neighbouring Oxfordshire authorities.

1.16. **Core Policy 2** of the Local Plan 2031: Part 1 confirms how the

Vale of White Horse will address the quantum of Oxford's unmet housing need, to be provided for within the Vale, through the preparation of Local Plan 2031: Part 2 and includes a clear policy commitment to this effect. The Policy ensures unmet need is addressed in a timely manner, informed by a robust approach to plan making and prepared in accordance with national policy and legislation.

1.17. The Part 1 plan makes it clear that the preparation of the Local Plan 2031 Part 2 will be closely informed by the Oxfordshire Growth Board process to apportion the working assumption unmet need figure of 15,000 homes. A Memorandum of Co-operation between local authorities in the Oxfordshire Housing Market area was signed on 26 September 2016, which identified an agreed apportionment for the quantum of Oxford's unmet housing need to be met within the Vale of White Horse as 2,200 dwellings, for the period up to 2031.

1.18. Local Plan 2031: Part 1 states that:

"Whilst the Local Plan 2031: Part 2 is in preparation, the Council's housing requirement will be 20,560. However, if the Part 2 plan is not adopted within two years of the adoption of Local Plan 2031: Part 1, then from the time until the adoption of the Part 2 plan, the Council's housing requirement will be 20,560 plus the agreed quantum of Oxford's unmet housing need to be addressed within the Vale of White Horse district" [7].

1.19. On this basis, the Vale of White Horse housing requirement, on adoption of the Vale of White Horse Local Plan 2031: Part 2, or from two years after adoption of Local Plan 2031: Part 1, whichever is sooner, will be at least **22,760 dwellings**, subject to the plan making process.

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[7] Vale of White Horse Local Plan 2031: Part 1: Strategic Sites and Policies (2016); Paragraph 1.27, available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031-part-1-strategic-sites

1   Introduction

b. A justified plan

1.20.   The NPPF states that:

"The plan should be the most appropriate strategy, when considered against the reasonable alternatives, based on proportionate evidence" [8].

1.21.   Local Plan 2031: Part 1 sets out a Spatial Strategy for the distribution of growth across the district. The Part 1 and Part 2 plans were informed by: a detailed understanding of the issues facing the district; a detailed range of evidence (including, for example, an assessment of flood risk, transport impacts and landscape); and by taking into account the National Planning Policy Framework (NPPF), National Planning Practice Guidance (PPG), and where appropriate the Housing White Paper[8a] to develop locally distinctive policies.

1.22.   Furthermore, the Part 1 and Part 2 plans have also been informed by other plans and strategies, including: the Oxfordshire Local Transport Plan (LTP)[9]; the Strategic Economic Plan (SEP)[10]; and other strategies and programmes of the District Council, town and parish councils, neighbouring authorities and other organisations. The Local Plan 2031 (Parts 1 and 2) will help to facilitate the delivery of many of the aspirations and objectives set out in these other plans and strategies.

1.23.   A series of reasonable alternatives were developed and considered to inform the Publication Version of the Local Plan 2031: Part 2. The reasonable alternatives are referred to in the Supporting Topic Papers[11]. The alternatives have also been assessed through the Sustainability Appraisal (SA), which is described further below.

c. An effective plan

1.24.   The NPPF states that:

"The Plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities" [12].

1.25.   To ensure the Local Plan 2031 forms a realistic, deliverable and viable plan, the Council has worked closely with landowners and developers to confirm that the additional development sites being allocated in the Part 2 plan are deliverable. A Local Plan Viability Study has been published alongside the Local Plan Part 2[12c].

1.26.   The Council has worked closely with organisations such as the Environment Agency, Natural England, Historic England, Highways England, Thames Water and Oxfordshire County Council who are responsible for providing or managing key services, including water resources, education and transport.

1.27.   The Part 1 plan set out examples of the Council's commitment to working with our partners to ensure proper sustainable planning can be achieved across administrative boundaries[13]. This work is ongoing and examples include:

• the 'Memorandum of Co-operation' between local authorities in the Oxfordshire Housing Market Area was signed on 26 September 2016 and remains extant. Under this memorandum the authorities have agreed the apportionment of the working assumption unmet need figure of 15,000 homes. In addition, bi-lateral discussions have taken place between the Vale and Oxford City Council to discuss how the quantum of Oxford's unmet housing need to be addressed within the Vale can be planned for

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[8] Department for Communities and Local Government (2012) National Planning Policy Framework (NPPF), Paragraph 182   [8a]Department for Communities and Local Government (2017) Housing white paper: *Fixing our broken housing market,* available at: https://www.gov.uk/government/collections/housing-white-paper   [9]Oxfordshire County Council (2016) Connecting Oxfordshire: Local Transport Plan 2015-2031, available at: https://www.oxfordshire.gov.uk/cms/public-site/connecting-oxfordshire   [10] Oxfordshire Local Enterprise Partnership (LEP) (2014) Strategic Economic Plan; available at: https://www.oxfordshirelep.com/about/our-strategies/our-strategic-economic-plan-sep   [11]A series of topic papers and technical studies are available from the Council website at: www.whitehorsedc.gov.uk/LPP2   [12]Department for Communities and Local Government (2012) National Planning Policy Framework (NPPF), Paragraph 182 [12c]HDH Planning and Development (2017) Local Plan 2031 Part 2: Viability Update, available at: www.whitehorsedc.gov.uk/LPP2   [13]Duty to Cooperate Topic Paper (2017), available at: www.whitehorsedc.gov.uk/LPP2

- working jointly with South Oxfordshire District Council and Oxfordshire County Council to ensure we plan effectively for job growth and housing needs along with supporting infrastructure across the Science Vale, including Didcot Garden Town (see Chapter 2 for more details)

- a 'Memorandum of Understanding' with South Oxfordshire District Council and Oxfordshire County Council to agree an approach to delivering strategic highway infrastructure across the Science Vale area, including those that span the district boundaries

- working in partnership with other Oxfordshire authorities on the Oxfordshire Infrastructure Strategy (OXIS) to plan for strategic infrastructure delivery across Oxfordshire as a whole, including consideration for cross border planning (beyond Oxfordshire) and

beyond the plan period (i.e. after 2031)[14]

- working jointly with Swindon Borough Council and Oxfordshire County Council, the A420 Corridor Study has been published which facilitates cross border working and planning for growth along this important corridor, including the New Eastern Villages

- supporting work of Thames Water and, the Environment Agency to plan for future water supply and flood alleviation[15].

d. Consistent with national policy

1.28.   The NPPF states that:

"The plan should enable the delivery of sustainable development in accordance with the policies in the framework" [16].

1.29.   The preparation of the Local Plan 2031: Part 2 has involved the testing of reasonable alternatives through Sustainability Appraisal (SA) that incorporates a Strategic Environmental Assessment (SEA) and a Habitats Regulations Assessment (HRA). Both reports have been published alongside this document[16c].

[14]Oxfordshire Infrastructure Strategy: Stage 1 and Stage 2 Report (2017), available at: https://www.oxfordshire.gov.uk/cms/content/oxfordshire-growth-board   [15]The Environment Agency is exploring proposals to reduce flood risk in Oxfordshire through its Flood Alleviation Scheme. Further information is available in the Local Plan 2031: Part 1. Thames Water is also exploring options to meet the future water supply needs of the region, and this could include the need for a major new reservoir between the villages of Drayton, East Hanney and Steventon. Further information is available in Chapter 2 of this Plan   [16] Department for Communities and Local Government (2012) National Planning Policy Framework (NPPF), Paragraph 182   [16c]Vale of White Horse Local Plan 2031: Part 2: Habitats Regulations Assessment (HRA) (2017) and Sustainability Appraisal (SA) of Vale of White Horse District Council Local Plan 2031: Part 2 (2017); both documents are available to view and access at: www.whitehorsedc.gov.uk/LPP2

2 Additional Sites and Sub-Area Strategies

Green Belt surrounding Oxford

Overview

The Part 1 plan sets out the Spatial Strategy for the district to help achieve sustainable development. This is referred to as **Building on our Strengths** and helps to shape where new homes will be built, where opportunities to provide new jobs will be created, and where new infrastructure and services will be provided.

The Spatial Strategy has three main strands which seek to:

- focus sustainable growth within the Science Vale area
- reinforce the service centre roles of the main settlements across the district, and
- promote thriving villages and rural communities whilst safeguarding the countryside and village character.

The Part 1 plan allocates strategic development sites to fully meet the Vale's own housing requirement up to 2031 (**20,560** homes).

This chapter sets out the additional housing allocations needed to ensure the agreed quantum of unmet housing for Oxford to be addressed within the Vale is also fully met. This requirement, as agreed by the Oxfordshire Growth Board, is for **2,200 homes** to be delivered within the same period up to 2031, subject to the plan making process.

The agreed quantum of unmet housing need for Oxford to be addressed within the Vale is allocated to the Abingdon-on-Thames and Oxford Fringe Sub-Area. Unmet need in the Vale will be addressed through a combination of strategic sites allocated in the Part 1 plan and the additional sites allocated in the Part 2 plan.

The Part 2 plan also allocates an additional site to deliver 400 homes within the Science Vale area to provide continuing support for economic growth in accordance with the Oxfordshire Strategic Economic Plan, to support the delivery of strategic infrastructure and facilitate comprehensive masterplanning.

2 Additional Sites and Sub-Area Strategies

Introduction

2.1.   The Local Plan 2031: Part 1 sets out a Spatial Vision and Strategic Objectives that establish the direction of travel for future development and investment in the district. They are informed by a detailed understanding of issues and opportunities facing the district and reflect national and local priorities.

2.2.   The Part 1 plan also sets out the Spatial Strategy and strategic policies for the district to deliver sustainable development. The strategy, referred to as **Building on our Strengths**, helps to shape where new homes will be built, where opportunities to provide new jobs will be created, and where new infrastructure and services will be provided.

2.3.   The Spatial Strategy has three main strands. These seek to:

- focus sustainable growth within the Science Vale area

- reinforce the service centre roles of the main settlements across the district, and

- promote thriving villages and rural communities whilst safeguarding the countryside and village character.

2.4.   The Spatial Strategy set out in the Part 1 plan makes provision for growth of around 23,000 new jobs, 218 hectares of employment land, and at least 20,560 new homes to be delivered during the plan period from 2011 to 2031.

2.5.   As has been explained in Chapter 1, the Part 1 plan addresses housing need arising from the Vale of White Horse District (20,560 homes). The Part 2 plan seeks to address the agreed quantum of unmet housing need for Oxford City to be met within the Vale, which has been identified as 2,200 homes[17].

2.6.   The Part 1 plan makes a clear policy commitment for how to plan for unmet need for Oxford in the Vale. **Core Policy 2** sets a timetable for when this additional housing need will form part of the Vale's housing requirement, subject to the plan making process.

2.7.   The Vale of White Horse housing requirement, on adoption of the Vale of White Horse Local Plan 2031: Part 2, or two years after adoption of Local Plan 2031: Part 1, whichever is sooner, will be at least **22,760 homes**[18].

2.8.   The Part 2 plan therefore allocates additional housing sites to address the agreed quantum of unmet housing need for Oxford to be addressed within the Vale.

2.9.   The Part 2 plan also sets out a new policy to support the delivery of the part of Didcot Garden Town that lies within the Vale of White Horse District, as well as continuing to support the focus upon strategic growth across the wider Science Vale

area. In order to support the Science Vale area and the delivery of strategic infrastructure, the plan allocates an additional site for **400 dwellings** within the South-East Vale Sub-Area.

2.10.   This chapter sets out the additional sites that are allocated by the Local Plan 2031: Part 2 to complement those set out in the Part 1 plan. The Local Plan 2031 (Parts 1 and 2) seeks to fully meet the objectively assessed need for housing arising from the Vale of White Horse district (**20,560 homes**) and from neighbouring authorities (**2,200 homes**) and seeks to deliver an additional **400 homes** within the South-East Vale Sub-Area. The Part 2 allocations are consistent with the Spatial Strategy set out in the Part 1 plan, in particular by:

- Focusing sustainable growth within the Science Vale area

- Reinforcing the service centre roles of the main settlements across the

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[17]The Oxfordshire Growth Board signed a Memorandum of Cooperation – 26 September 2016 – which agrees the apportionment of unmet housing need for Oxfordshire; https://www.oxford.gov.uk/downloads/file/5834/gdl13_-_oxfordshire_ growth_board_-_signed_memorandum_of_cooperation   [18]The Local Plan 2031: Part 1 was adopted 14/12/2016: on this basis the Vale housing requirement of 22,760 will apply on 14/12/2018, or when the Local Plan 2031: Part 2 is adopted, whichever is sooner. The final housing requirement for the Vale of White Horse, taking into account unmet housing need for Oxford, will ultimately be determined through the plan making process, as set out in Core Policy 2

2 Additional Sites and Sub-Area Strategies

district, and

- Promoting thriving villages and rural communities whilst safeguarding the countryside and village character.

2.11. This chapter also updates selected Core Policies where new information has become available since preparing the Part 1 plan, for example relating to the need for additional safeguarding of land to support the delivery of strategic highway schemes.

Unmet Housing Need for Oxford

Abingdon-on-Thames and Oxford Fringe Sub-Area

2.12. As has been explained above, Vale of White Horse District Council has worked with the other Oxfordshire authorities, over the past few years, to identify how the unmet housing need for Oxfordshire should be apportioned between those authorities

neighbouring the city of Oxford. This process was administered by the Oxfordshire Growth Board.

2.13. It is important that, in addition to addressing housing need, any additional housing allocations are appropriately located to address both the quantum of unmet need to be met within the Vale, and the district's own housing requirements.

2.14. The Abingdon-on-Thames and Oxford Fringe Sub-Area is closest to and has the most frequent and reliable public transport linkages to Oxford with the greatest potential for future enhancements and for these reasons, the Vale's agreed quantum of unmet need for Oxford (2,200 dwellings) is allocated to this Sub-Area as set out by **Core Policy 4a: Meeting Our Housing Needs**.

2.15. The Vale is not seeking to ring fence allocations for the purposes of addressing the agreed quantum of Oxford's unmet need to be met within

the Vale. The unmet need is met by a combination of the Part 1 strategic allocations and the Part 2 additional allocations.

2.16. On this basis, the Part 2 plan ensures that at least 2,200 additional dwellings are allocated within the Abingdon-on-Thames and Oxford Fringe Sub-Area; and that at least 2,200 dwellings are provided for on sites within this Sub-Area that are suitably close to and accessible to Oxford (**Table 2.1**)[19].

2.17. The Local Plan 2031: Part 1 identified land for strategic housing on a range of sites across the district, including on sites close to, and easily accessible to Oxford. These sites include those located to the north and north-west of Abingdon-on-Thames and at the larger villages of Kennington (within Radley parish) and at Radley. These sites are suitable locations for development in the Vale, with comparatively high levels of services and facilities, good public transport

connectivity with opportunities for improvement and good access to a wide range of employment.

2.18. It is the case that whilst the sites listed above are allocated within the Part 1 plan with the primary intention of meeting the Vale's own objectively assessed need for housing, the sites are also well located to provide for Oxford's unmet housing need. Housing on these sites would be just as much available to those people falling into the category of Oxford's need as to those of the Vale. The Planning Inspector's Report of the Examination into the Part 1 plan states:

"In reality, it would be all but impossible to determine if a potential occupier of this housing (Part 1 allocations) represents a Vale or Oxford housing need" [20]

2.19. The Planning Inspector's Report of the Examination into the Part 1 plan also confirmed that Oxford City

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[19] Site Selection Topic Paper (2017), available at: www.whitehorsedc.gov.uk/LPP2   [20] Vale of White Horse Local Plan 2031: Part 1 - Inspector's Report (2016), Paragraph 25; available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031-part-1-strategic-sites

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Council consider that these sites (listed above) are well-located to provide for their own unmet housing needs. In total 1,510[21] dwellings are allocated in the Part 1 plan on four sites closest to Oxford at Abingdon-on-Thames, Kennington (within Radley Parish) and at Radley.

2.20.   The Council has followed a comprehensive approach to site selection, which was consistent to the approach followed to inform the Part 1 plan, and with national guidance[22]. Over 400 sites were assessed and a refined list of sites were subject to detailed assessment including being informed by comprehensive technical evidence, such as assessing transport impacts, landscape and flood risk.

2.21.   The site selection process included considering all potential sites within the Oxford Green Belt and considering the likely impact of development on the Green Belt and has been informed by Sustainability Appraisal. The Part 2 plan represents

the Council's strategy for meeting the plan objectives appropriately, to minimise harmful impacts, such as harm to the Oxford Green Belt and to maximise opportunities for mitigating impacts, such as increasing the use of sustainable modes of travel.

2.22.   Dalton Barracks is conveniently located close to Oxford and provides the potential for a high quality, sustainable Garden Village style development to be created, that is easily accessible to Oxford, Abingdon-on-Thames and the surrounding area by public transport, but also includes a comprehensive range of services and facilities on site. Around 1,200 dwellings are allocated at Dalton Barracks within the Part 2 plan. This is discussed in more detail later in this chapter (under Additional Site Allocations and Strategic Policies for the Abingdon-on-Thames and Oxford Fringe Sub-Area).

Table 2.1: Vale of White Horse Local Plan Part 1 and Part 2 Allocations that are close to and accessible to Oxford.

Site	Allocation
North Abingdon-on-Thames (LPP1 allocation)	950[a]
North-West Abingdon-on-Thames (LPP1 allocation)	200
North-West Radley (LPP1 allocation)	240
South of Kennington (Radley Parish; LPP1 allocation)	270
Dalton Barracks (LPP2 allocation)	1,200
Total	**2,860**

[a]The LPP1 allocation for North Abingdon-on-Thames was for around 800 dwellings, however an outline application for up to 950 dwellings received planning permission on 27 October 2017.

Oxford Road, Kingston Bagpuize

[21]The LPP1 allocation for North Abingdon-on-Thames was for around 800 dwellings, however an outline application for up to 950 dwellings received planning permission on 27 October 2017. The strategic allocations within the Abingdon-on-Thames and Oxford Fringe Sub-Area set out in the Part 1 Plan contribute towards a provision of 1,660 dwellings   [22]Site Selection Topic Paper (2017), available at: www.whitehorsedc.gov.uk/LPP2

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Affordable Housing for Oxford Unmet Need

2.23.   In addition to planning for the appropriate housing requirement, it is also important to plan for the appropriate type of dwellings, and to contribute towards the affordable housing needs of Oxford City.

2.24.   The Part 1 plan sets out the Vale's approach to affordable housing (**Core Policy 24**). The Council will seek 35 % affordable housing on sites capable of a net gain of eleven dwellings or more[23a] [23b].

2.25.   The allocation of affordable housing to those in need is a matter of housing policy rather than planning policy. Allocations will therefore be made in accordance with an approach to be agreed between Vale of White Horse District Council and Oxford City Councils.

2.26.   Vale of White Horse District Council will continue to work positively with Oxford City Council and other Oxfordshire authorities to plan for housing for Oxfordshire in the longer term. It is anticipated this will include the preparation of an updated Strategic Housing Market Assessment (SHMA) for Oxfordshire. Until the updated Oxfordshire SHMA and Oxford City Local Plan are completed, it will not be possible to determine the precise affordable housing need for Oxford, to be provided for within the Vale of White Horse.

Housing Mix, Tenure and Size for Oxford Unmet Need

2.27.   Planning for an appropriate mix of housing types, size and tenure is clearly important. Housing mix is addressed through **Core Policy 22** as set out in the Part 1 plan. This makes provision for a mix to be delivered in accordance with the Oxfordshire Strategic Housing Market Assessment (SHMA) and provides flexibility should the Housing Register demonstrate an alternative would be more appropriate.

2.28.   The Oxfordshire SHMA takes account of housing mix requirements across each of the Oxfordshire authorities and recommends a mix suitable for both Vale and Oxford City. The SHMA mix favours 3 bedroom properties a little more than the Oxford City evidence suggests (45 % vs. 39 %). This is consistent with the Oxford City 'Preferred Options' Local Plan 2036, which states a need for more 3 bedroom properties, rather than smaller dwellings.

2.29.   It is considered that **Core Policy 22** already provides sufficient flexibility to support a housing mix suitable to both Vale and Oxford City. However, the policy also provides sufficient flexibility to support a more bespoke mix on Part 2 allocations should this become necessary.

South East Vale Sub-Area

2.30.   The Local Plan Part 1 Inspector also recognised the potential role of housing allocated within the Part 1 plan within the South-East Vale Sub-Area to help meet the unmet need for Oxford, stating, for example:

"Whilst the Abingdon-on-Thames / Oxford Fringe Sub-Area is closer to Oxford, it is true that more than 3,000 dwellings proposed in the South East Vale (the two Valley Park sites) would also be close to Didcot Station with its fast and frequent rail service to Oxford" [24].

2.31.   It is therefore important that the role of housing located within the South-East Vale is not overlooked, especially given the fast and frequent rail service available from Didcot to Oxford. However, in total, over 7,000 dwellings are provided for within the Abingdon-on-Thames and Oxford Fringe Sub-Area, and over 13,000 dwellings are provided for within the South-East Vale Sub-Area. Whilst the plan identifies sites that are demonstrably close to and accessible

[23a]HDH Planning & Development (2014) Local Plan Viability Study, available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031-part-1-strategic-sit-0   [23b]The Local Plan 2031 Part 1 Core Policy 24: Affordable Housing has since been superseded by the National Planning Policy Framework, published July 2018. The affordable housing policy will now apply to sites of ten dwellings or more – Ministry of Housing, Communities and Local Government (2018) National Planning Policy Framework, paragraph 63.   [24]Vale of White Horse Local Plan 2031 Part 1 – Inspector's Report (2016), Paragraph 56: Available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031-part-1-strategic-sites

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to Oxford (**Table 2.1**), it is also the case that, in reality, any of the homes allocated across the two Sub-Areas could contribute towards the unmet housing needs of Oxford City, including those located in the Vale to the west of Didcot.

2.32.   It is therefore not considered necessary to allocate any additional sites in the Part 2 plan within the South-East Vale Sub-Area to specifically address unmet housing need for Oxford.

Other Housing Needs

2.33.   In addition to planning for the quantum of unmet housing need for Oxford to be addressed within the Vale, the Council is also allocating additional housing to help achieve the Council's objective to support the Science Vale area.

2.33.   The Science Vale area houses a number of significant employment sites, including the Enterprise Zone sites at Harwell Campus and Milton Park, and forms the southern end of

the Oxfordshire Knowledge Spine. Supporting the accelerated delivery of housing within Science Vale is a priority for the Oxfordshire LEP, along with delivering a comprehensive package of strategic infrastructure. Housing and infrastructure delivery will help to unlock the area's potential for economic growth and this forms a key strand of the Council's Spatial Strategy.

2.35.   Some of the housing the Council proposed within the Part 1 plan was deleted from the plan during the Examination process and did not form allocations in the adopted plan. The Planning Inspector, when discussing the deletion of these sites from the Part 1 plan, stated in his Interim Report that this:

"Would reduce the potential supply of housing in the South-East Vale and the Council may wish to consider the need to allocate replacement sites in this area through the Part 2 plan"[25].

2.36.   For these reasons, 400 additional homes are allocated within the South-East Vale Sub-Area and this is discussed in more detail within the following chapter (under Additional Site Allocations and Strategic Policies for the South-East Vale Sub-Area).

2.37.   The quantum of housing identified for allocation within the Part 2 plan, as set out within the Part 1 plan (i.e. for 1,000 dwellings) is subsumed by a combination of: updated completions and commitments that have come forward since March 2016; the additional allocations set out in this plan in the Abingdon-on-Thames and Oxford Fringe Sub-Area; and those that complement the Spatial Strategy and support infrastructure delivery (400 dwellings) in the South-East Vale Sub-Area.

2.38.   The updated housing supply position for each of the three Sub-Areas is updated in Core Policies 8b, 15b and 20b. The windfall allowance has been updated to reflect up to date evidence on the delivery of small sites in the district since 2011.

2.39.   No additional sites are proposed for allocation within the Western Vale Sub-Area, this area does not relate well to either Oxford or Science Vale and the identified housing need for this area is already adequately planned for.

Meeting the needs of Gypsies, Travellers and Travelling Show People

2.40.   Alongside the preparation of the Part 2 plan, the council produced a joint Gypsy, Traveller and Travelling Show People Accommodation Assessment[26] with Cherwell District Council, Oxford City Council and South Oxfordshire District Council. The new assessment identifies that only one new pitch is required in the later part of the plan period (2027-2031). No allocations for gypsy, traveller and travelling show people are therefore proposed in the Part 2 plan. Applications for new pitches will be considered alongside the requirements of Core Policy 27: Meeting the Needs of Gypsies, Travellers and Travelling Show People.

[25]Vale of White Horse Local Plan 2031: Part 1 - Inspector's Interim Findings (2016), Paragraph 9.12, available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031-part-1-strategic-sit-0   [26]Cherwell, Oxford City, South Oxfordshire and Vale of White Horse Gypsy, Traveller and Travelling Show People Accommodation Assessment (June 2017)

2 Additional Sites and Sub-Area Strategies

> ## Core Policy 4a: Meeting our Housing Needs

The strategy for meeting the housing target for the Vale of White Horse is set out within **Core Policy 4: Meeting our Housing Needs** (Local Plan 2031: Part 1) and includes details of the strategic allocations necessary to meet this target, along with a policy framework for development.

This policy sets out how the Council will address housing needs arising from elsewhere in the Housing Market Area, expressly the quantum of unmet housing need for Oxford City to be addressed within the Vale of White Horse of 2,200 homes, as agreed at the Oxfordshire Growth Board meeting in September 2016.

The housing target for the Vale of White Horse is for at least 22,760 homes to be delivered in the plan period between 2011 and 2031. 2,252 dwellings will be delivered through strategic allocations (LPP1 Allocations). 2,420 dwellings will be delivered through additional allocations (LPP2 Allocations). The agreed quantum of unmet housing need for Oxford City to be addressed within the Vale of White Horse of 2,200 dwellings will be provided for through either strategic or additional sites within the Abingdon-on-Thames and Oxford Fringe Sub-Area*. Additional site allocations also complement those set out within the Part 1 plan to assist with delivering the Spatial Strategy and supporting infrastructure delivery.

Additional dwellings (for example, windfalls) will be delivered through Neighbourhood Development Plans or through the Development Management Process. The contribution of all sources of housing supply are shown by the following table, which supersedes the table set out in **Core Policy 4**:

Category		Number of Dwellings
Housing requirement for the full plan period (Apr 2011 to Mar 2031)		22,760
Housing Completions (Apr 2011 to Mar 2018)		6,300
Housing Supply (Apr 2018 to Mar 2031)	Known Commitments	13,387
	Local Plan 2031: Part 1 allocations	2,252[a]
	Local Plan 2031: Part 2 allocations	2,420
	Windfalls	1,000[b]
Total Supply (at 31 March 2018)		25,359

* The 2,200 dwellings for Oxford City are to be provided between 2019-2031 for 5YHLS purposes, increasing the annual requirement by 183 per annum for that period.
[a] Local Plan 2031: Part 1 allocated 12,495 dwellings. This figure is updated to reflect commitments.
[b] Windfall figures are updated to reflect past delivery.

2 Additional Sites and Sub-Area Strategies

> ## Core Policy 4a: Meeting our Housing Needs (continued from previous page)

Additional Allocations

In addition to the strategic site allocations set out in **Core Policy 4**, development will be supported at the additional site allocations through a masterplanning process involving the community, local planning authority, developer and other stakeholders, where development meets the requirements set out within the Site Development Templates shown by **Appendix A** and are in accordance with the Development Plan taken as a whole. The following tables show how the level of housing required through additional sites will be distributed:

Abingdon-on-Thames and Oxford Fringe Sub-Area

Settlement / Parish	Settlement Type	Site Name	Number of Dwellings
East Hanney	Larger Village	North of East Hanney	80
East Hanney		North-East of East Hanney	50
Kingston Bagpuize with Southmoor (Fyfield and Tubney Parish)		East of Kingston Bagpuize with Southmoor (Fyfield and Tubney Parish)	600
Marcham		South-East of Marcham	90
Shippon	Smaller Village	Dalton Barracks	1,200 [c]
Total			**2,020**

South-East Vale Sub-Area

Settlement / Parish	Settlement Type	Site Name	Number of Dwellings
Grove	Local Service Centre	North-West of Grove	400 [d]
Total			**400**

Western Vale Sub-Area

Local Plan Part 2 does not allocate additional sites within the Western Vale Sub-Area.

[c] The development proposed at Dalton Barracks will provide services and facilities equivalent to a Larger Village.

[d] The allocation at North-West of Grove has the capacity to deliver more housing, subject to appropriate infrastructure improvements. Housing which is in addition to the 400 homes is expected to be delivered after 2031.

Figure 2.1 Map showing the additional allocations across the three Sub-Areas within the Vale of White Horse District

Sub-Areas of the Vale
- Abingdon-on-Thames and Oxford Fringe
- South East Vale
- Western Vale

Constraints to development
- Green Belt
- Area of Outstanding Natural Beauty

- Market Town
- Local Service Centre
- Larger Village
- Smaller Village

Local Plan 2031 Part 2 Additional Site Allocations	No. of Dwellings
1 Dalton Barracks	1,200
2 East of Kingston Bagpuize with Southmoor (Fyfield and Tubney Parish)	600
3 South-East of Marcham	90
4 North of East Hanney	80
5 North-East of East Hanney	50
6 North-West of Grove	400

Local Plan 2011 saved Allocation	
A. Grove Airfield	2,500

Planned Economic Growth Areas
- B. Harwell Campus
- C. Milton Park
- D. Didcot Power Station

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2 Additional Sites and Sub-Area Strategies

Sub-Area Strategies

2.41.   The Part 1 plan establishes three Sub-Area Strategies, which give spatial expression to the plan and ensure that it is locally distinctive and focused on each part of our district. The three sub-areas are:

- **Abingdon-on-Thames and Oxford Fringe** – which covers the northern and north eastern part of the Vale and geographically has strong linkages with the city of Oxford. The Sub-Area contains the market town of Abingdon-on-Thames, the local service centre of Botley and several larger villages, including Cumnor, Drayton, East Hanney, Kennington, Kingston Bagpuize with Southmoor, Marcham, Radley, Steventon and Wootton. A large part of this area is designated within the Oxford Green Belt.

- **South-East Vale** – which includes much of the Science Vale area and contains the market town of Wantage, the local service centre of Grove, as well as a number of significant employment sites, including Harwell Campus, Milton Park and Didcot A Power Station. The Sub-Area also contains a number of larger villages, including Blewbury, East Hendred, Harwell, Harwell Campus, Milton and Sutton Courtenay.

- **Western Vale** – which is a more rural area stretching from the North Wessex Downs Area of Outstanding Natural Beauty (AONB) to the River Thames, containing the market town of Faringdon and several larger villages, including East Challow, Shrivenham, Stanford-in-the-Vale, Uffington and Watchfield.

Market Place, Wantage

2 Additional Sites and Sub-Area Strategies

Abingdon-on-Thames and Oxford Fringe Sub-Area

Additional site allocations and strategic policies for the Abingdon-on-Thames and Oxford Fringe Sub-Area

2.42.   This Sub-Area contains our largest settlement of Abingdon-on-Thames, which has the greatest range of services and facilities, a good employment base, excellent public transport links to Oxford and beyond, and it has the highest need for affordable housing within the district. The wider Sub-Area contains the local service centre at Botley, as well as a number of larger villages including Cumnor, Drayton, East Hanney, Kennington, Kingston Bagpuize with Southmoor, Marcham, Radley, Steventon and Wootton.

2.43.   The Planning Inspector presiding over the Examination into the Part 1 plan concluded that the need for and the proposed housing requirement for this Sub-Area (5,438 as set out in **Core Policy 8** within the Part 1 plan) was soundly based. This is not least because a substantial part of the housing need for Vale arises from this Sub-Area.

2.44.   By adding the agreed quantum of unmet housing need for Oxford to this Sub-Area, the revised housing requirement increases from **5,438 dwellings** (Part 1 Plan: **Core Policy 8**) to **7,638 dwellings** (Part 2 Plan: **Core Policy 8a**).

2.45.   The Part 2 plan allocates five additional sites within the Abingdon-on-Thames and Oxford Fringe Sub-Area to ensure this revised housing requirement is fully met. Land is allocated in the Part 2 plan adjacent to the sustainable larger village of Kingston Bagpuize with Southmoor (within Fyfield and Tubney Parish), at the MOD base at Dalton Barracks (Shippon) and at the larger villages of East Hanney and Marcham (**Core Policy 8a**)[27].

2.46.   Kingston Bagpuize with Southmoor is a sustainable larger village offering good access to a range of services and facilities and excellent public transport connectivity, especially to Swindon and Oxford. Development on Land East of Kingston Bagpuize with Southmoor (within Fyfield and Tubney Parish) provides an opportunity to re-route the A415 out of the existing village (effectively providing a bypass) and deliver a range of local infrastructure, including a new primary school. The occupation of dwellings on this site will not begin prior to (1) the completion of the upgrade at Frilford junction unless an alternative phasing plan is agreed with the county council and (2) satisfactory air quality mitigation for Marcham.

2.47.   Locating development where there is already access to frequent and premium bus routes helps to maximise the viability and longevity of the services, deliver improvements (increased frequency at evenings and weekends) and help to minimise the need for car travel.

2.48.   The larger villages of East Hanney and Marcham offer a good range of services and facilities and are relatively unconstrained, and in relation to the sites proposed for development are not located within the Oxford Green Belt, or areas of floodplain, which are both particularly extensive in this Sub-Area. The provision of smaller site allocations within the plan is also important and necessary to ensure housing is delivered throughout the plan period.

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[27]More information about how we have selected the additional site allocations is set out in our Site Selection Topic Paper available from the Council website at: www.whitehorsedc.gov.uk/LPP2

Figure 2.2: Map showing the additional allocations within the Abingdon-on-Thames and Oxford Fringe Sub-Area

Legend:

- Market Town
- Local Service Centre
- Larger Village
- Smaller Village

Sub-Areas of the Vale

- Abingdon-on-Thames and Oxford Fringe
- South East Vale
- Western Vale

Constraints to development

- Green Belt

Local Plan 2031 Part 2 Additional Site Allocations	No. of Dwellings
1 Dalton Barracks	1,200
2 East of Kingston Bagpuize with Southmoor (Fyfield and Tubney Parish)	600
3 South-East of Marcham	90
4 North of East Hanney	80
5 North-East of East Hanney	50

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0   5   10 km

2 Additional Sites and Sub-Area Strategies

▶ Core Policy 8a: Additional Site Allocations for Abingdon-on-Thames and Oxford Fringe Sub-Area

The overarching priority and Settlement Hierarchy for this Sub-Area is set out in **Core Policy 8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area** (Local Plan 2031: Part 1) along with the strategy for addressing housing need and employment arising in the Vale of White Horse.

Housing Delivery

This policy sets out how the Council will address housing needs arising from elsewhere in the Housing Market Area, expressly the quantum of unmet housing need for Oxford City to be addressed within the Vale of White Horse of 2,200 homes, as agreed by the Oxfordshire Growth Board in September 2016.

At least 7,638 new homes will be delivered in the plan period between 2011 and 2031. 523 dwellings will be delivered through strategic allocations (LPP1 Allocations). 2,020 dwellings will be delivered through additional allocations (LPP2 Allocations). The agreed quantum of unmet housing need for Oxford City to be addressed within the Vale of White Horse is 2,200 dwellings, which will be provided for within this Sub-Area through either strategic or additional sites between 2019 and 2031. Additional dwellings (for example, windfalls) will be delivered through Neighbourhood Development Plans or through the Development Management Process. The contribution of all sources of housing supply for this Sub-Area are shown in the following table:

Abingdon-on-Thames and Oxford Fringe Sub-Area Housing Supply

Category		Number of Dwellings
Housing requirement for the full plan period (Apr 2011 to Mar 2031)		7,638
Housing Completions (Apr 2011 to Mar 2018)		2,639
Housing Supply (Apr 2017 to Mar 2031)	Known Commitments	2,718
	Local Plan 2031: Part 1 allocations	523 [a]
	Local Plan 2031: Part 2 allocations	2,020
	Windfalls	280 [b]
Total supply (at 31 March 2018)		8,180

[a] Local Plan 2031: Part 1 allocated 1,790 dwellings. This figure is updated to reflect commitments.
[b] Windfall figures are updated to reflect past delivery.

2 Additional Sites and Sub-Area Strategies

> ## Core Policy 8a: Additional Site Allocations for Abingdon-on-Thames and Oxford Fringe Sub-Area (continued from previous page)

Additional Allocations

In addition to the strategic site allocations set out in **Core Policy 8**, development will be supported at the additional site allocations through a masterplanning process involving the community, local planning authority, developer and other stakeholders, where development meets the requirements set out within the Site Development Templates shown by **Appendix A** and are in accordance with the Development Plan taken as a whole. The following table shows how the level of housing required within this Sub-Area through additional development sites will be distributed:

Part 2 Allocations

Settlement / Parish	Settlement Type	Site Name	Number of Dwellings
East Hanney	Larger Village	North of East Hanney	80
East Hanney		North-East of East Hanney	50
Kingston Bagpuize with Southmoor (Fyfield and Tubney Parish)		East of Kingston Bagpuize with Southmoor (Fyfield and Tubney Parish)	600
Marcham		South-East of Marcham	90
Shippon	Smaller Village	Dalton Barracks	1,200 [c]
Total			**2,020**

[c] The development proposed at Dalton Barracks will provide services and facilities equivalent to a Larger Village.

2.49.   There are concerns associated with highway impact from development at Marcham and the village is identified as an Air Quality Management Area (AQMA). It is considered that the majority of additional traffic associated with the proposed allocation at Marcham would travel towards Oxford, Abingdon-on-Thames and Science Vale (i.e. away from Marcham) and that new opportunities exist for improved public transport, cycling and walking connections in this area[28]. The Council is satisfied that the relatively small development (90 dwellings) proposed to the south-east of Marcham will not adversely impact the AQMA located in Marcham village.

2.50.   The release of Green Belt land currently owned by the MOD at Dalton Barracks presents an opportunity for a highly sustainable development, located on substantially brownfield (previously developed) land and with minimal harm to the purposes of the Oxford Green Belt. The former airfield site currently houses Nos. 3 and 4 Regiments Royal Logistics Corps and incorporates a series of large structures including aircraft hangers. The site is located close to the city of Oxford.

2.51.   Development at Dalton Barracks will provide for new infrastructure (such as education provision/ local centre and open space) and opportunities for high quality sustainable transport connections between both the city of Oxford and Abingdon-on-Thames and beyond, incorporating walking, cycling, and public transport enhancements.

2.52.   It is important that this site is planned for comprehensively to ensure its potential for highly sustainable development is fully realised and this will be guided by **Core Policy 8b: Dalton Barracks Strategic Allocation**, which is discussed in more detail below.

[28]ATKINS (2017) Vale of White Horse District Council – *Evaluation of Transport Impacts* – Stage 1; SYSTRA (2017) *Sustainable Transport Study for the Abingdon to Oxford Corridor,* both documents are available to view and access at: www.whitehorsedc.gov.uk/LPP2

2 Additional Sites and Sub-Area Strategies

Dalton Barracks Strategic Allocation

2.53.   'A Better Defence Estate' was published by Government in November 2016. This report identified 91 sites operated by the Ministry of Defence (MOD) to be released for development to deliver 55,000 homes as part of the Government's wider housing policy[29].

2.54.   One of the sites identified for release, originally by 2029, is Dalton Barracks, located within the Vale of White Horse District to the west of Abingdon-on-Thames and close to Oxford. Dialogue between the Defence Infrastructure Organisation (DIO) and the Vale of White Horse District Council has identified an opportunity to release the site sooner than 2029 and the Council is satisfied that 1,200 homes can be delivered on the site within the plan period up to 2031.

2.55.   The site consists of around 288 hectares and contains large areas of brownfield (previously developed) land. The site was originally a military

airfield, but has more recently been used as a barracks for Nos. 3 and 4 Regiments Royal Logistics Corps. Around half of the growth envisaged within the plan period can be delivered onsite even before the military units are re-located. However, it is anticipated that the military units will be re-located no later than 2029.

2.56.   The site was not considered as a potential development site through preparation of the Local Plan 2031: Part 1, nor by the Oxfordshire Growth Board process to identify potential sites to accommodate unmet housing for Oxford. At the time of undertaking these processes, the site was not considered to be available for future development.

2.57.   The Council considers that the MOD's release of this site for development, especially given its size, proximity to Oxford and the extent of previously developed land within the site area, constitutes a 'major change in circumstances' to justify its assessment in the context of a Green

Belt Review.

2.58.   The Council considers that development at Dalton Barracks has the potential to deliver a highly sustainable mixed-used development, incorporating Garden Village principles and including new services and facilities, education provision, opportunities for local employment and parkland of at least 30 hectares.

2.59.   Garden Villages are ambitious and locally-led proposals for new communities that should have high quality and good design hard-wired in from the outset[30]. The Town and Country Planning Association (TCPA) have developed principles to help inform the creation of Garden Villages and the Council is keen to explore how these principles can inform the opportunity for development at Dalton Barracks. The TCPA principles include:

- land value capture for the benefit of the community
- strong vision, leadership and

community engagement
- community ownership of land and long-term stewardship of assets
- mixed-tenure homes and housing types that are genuinely affordable
- a wide range of local jobs in the Garden City within easy commuting distance of homes
- beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food
- development that enhances the natural environment, providing a comprehensive Green Infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience
- strong cultural, recreational and shopping facilities in walkable, vibrant, social neighbourhoods, and
- integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport[31].

[29] Ministry of Defence (MoD) (2016) A Better Defence Estate, available at: https://www.gov.uk/government/publications/better-defence-estate-strategy   [30]Ministry of Housing, Communities & Local Government (2018) Garden Communities, available at: https://www.gov.uk/government/publications/garden-communities-prospectus   [31]Town and Country Planning Association (TCPA) (2018) *Understanding Garden Villages: An Introductory Guide,* available at: https://www.tcpa.org.uk/understanding-garden-villages

2 Additional Sites and Sub-Area Strategies

2.60. The Council is working in partnership with Oxfordshire County Council to plan for substantial highway and public transport improvements within this Sub-Area. Plans include provision for upgrading the A34 interchange at Lodge Hill; a north-bound bus lane between Lodge Hill and the Hinksey Hill interchanges on the A34; and providing for two new Park and Ride sites at Cumnor and Lodge Hill (both close to Dalton Barracks) for accessing Oxford. Both of these Park and Ride sites will be connected to key destinations in Oxford City via a Rapid Transit System.

2.61. An Abingdon – Oxford Corridor Sustainable Transport Study has informed the sustainable transport provision which should support the proposed development at Dalton Barracks[32]. The improvements outlined in the study include the need for enhancements to the frequency of bus routes serving the site to reach 'turn up and go', or premium route, standard and improved pedestrian and cycle links from the site to Abingdon-on-Thames.

2.62. The Council will continue to work with Oxfordshire County Council to ensure opportunities for public transport, walking and cycling in this area are maximised and are fully integrated with proposals for Dalton Barracks.

2.63. Dalton Barracks lies to the east of a number of sites of ecological importance, including Cothill Fen Special Area of Conservation (SAC) and Sites of Special Scientific Interest (SSSI's). To provide a buffer between any proposed development on the site and the designated sites, the western and northern sides of the site should be retained as open space, in the form of parkland, which will also provide recreational open space to residents of the site[33]. The historic centre of Shippon lies to the south of Dalton Barracks. It remains relatively intact and still survives as a historic village with a rural approach from the west along Barrow Road. Development on the southern part of the site should respect the historic character of Shippon and its rural approach.

2.64. The Part 2 plan makes provision for around 1,200 dwellings at Dalton Barracks to be delivered within the plan period up to 2031 in accordance with **Core Policies 8a and 8b** and the Site Development Template set out in **Appendix A**.

2.65. It is therefore essential that development is brought forward in line with **Core Policy 8b** and contributes to infrastructure in the manner set out in that framework which will require all phases of development to contribute fairly towards the joint responsibilities for transport, education, open space and other infrastructure.

2.66. The Council will work with the DIO and other key stakeholders, to prepare a comprehensive development framework for the Dalton Barracks site, which will be adopted as a Supplementary Planning Document (SPD). The Framework will provide more detailed guidance to inform proposals for the new housing allocated on the site.

The Duisburg Gate, Dalton Barracks, Shippon

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[32]SYSTRA (2017) *Sustainable Transport Study for the Abingdon to Oxford Corridor*, available at www.whitehorsedc.gov.uk/LPP2 Paragraph 7.5.24, available at: www.whitehorsedc.gov.uk/LPP2

[33]Vale of White Horse Local Plan 2031 Part 2: Habitats Regulation Assessment (HRA) (June 2018), available at www.whitehorsedc.gov.uk/LPP2

Figure 2.3: Site allocation boundary and Green Belt boundary at Dalton Barracks

2 Additional Sites and Sub-Area Strategies

> ## Core Policy 8b: Dalton Barracks Strategic Allocation

All new development at Dalton Barracks will be guided by a comprehensive approach to masterplanning the allocation.

The new housing allocated at Dalton Barracks will be provided to an exemplar standard and following Garden Village principles to ensure the potential for highly sustainable and accessible development is fully realised. The development will form a mixed-use community incorporating on-site services and facilities, including education provision, a local centre, providing local opportunities for employment and ensuring excellent public transport, cycle way and footpath connections to Oxford and Abingdon-on-Thames. This development will come forward in accordance with **Core Policies 8a and 8b** and the Site Development Template set out in **Appendix A**.

The site is removed from the Oxford Green Belt in accordance with **Core Policy 13a**. The site area, however, contains an area of land that will remain within the Oxford Green Belt and any development on this area will be limited to Green Belt-compatible development. This area will include parkland, located on the western and northern sides of the site that should be planned for as part of the overall masterplanning for the site.

Proposals for development at Dalton Barracks must demonstrate how they contribute towards a comprehensive approach to masterplanning.

The Council will continue to work with the Defence Infrastructure Organisation, Oxfordshire County Council, Natural England and other relevant stakeholders to ensure a comprehensive approach to masterplanning for the site. Additional guidance will be provided by a comprehensive development framework that will be published as a Supplementary Planning Document and will ensure the new housing allocated at Dalton Barracks is considered in the context of a comprehensive approach to the masterplanning of the site, including:

i. the development is in accordance with the requirements of a travel plan for the site to make the necessary contributions in order to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling

ii. the development is in accordance with and makes the necessary contributions to a comprehensive landscape plan for the site, including the provision of parkland of at least 30 hectares

iii. proposals for new development and redevelopment should demonstrate that there would be no adverse impact on Cothill Fen SAC and protection for the SSSI located to the north west of the site

iv. proposals for buildings and structures (including their extensions) will not unacceptably harm the character and appearance of the surrounding area, taking into account their location, scale, bulk and height, and

v. any external lighting scheme must have a minimal impact in terms of light pollution.

2 Additional Sites and Sub-Area Strategies

Oxford Green Belt

2.67.   The Part 1 plan demonstrated 'exceptional circumstances' to release four strategic development sites around Abingdon-on-Thames, Kennington (within Radley Parish) and Radley from the Oxford Green Belt. The Planning Inspector's Final Report into the Examination of the Part 1 plan states that the release of these sites:

"Would have only limited impacts on the function of the Green Belt, primarily being localised encroachment of the countryside"[34]*.*

2.68.   The Part 1 plan also proposed the release of other parcels of land from the Oxford Green Belt, as it was considered they may be required to contribute to addressing unmet housing needs for Oxford. However, modifications to the plan deleted these further proposed changes to the Green Belt. The Planning Inspector's Final Report into the Examination of the Part

1 plan made it clear that it is not ideal for a local plan to include alterations to Green Belt boundaries and indicate that further alterations may be necessary (i.e. to address unmet need for Oxford), but that this approach was preferable to deleting land from the Green Belt when it was unclear if the released land would be needed for future development. The Planning Inspector's Report stated that:

"Retaining these parcels of land in the Green Belt now would not prevent their deletion from Green Belt through the 'Part 2' plan or any other local plan or local plan review, if the necessary exceptional circumstances were to be demonstrated"[35]*.*

2.69.   A local Green Belt Review, which considered the Vale district, was undertaken to inform preparation of the Part 1 plan. A subsequent Green Belt Study, which considered Oxfordshire as a whole, was prepared to assist

work of the Oxfordshire Growth Board.

2.70.   A comprehensive approach to assessing potential development sites was undertaken to inform the selection of sites for inclusion within the Part 2 plan. This approach followed methodology consistent with the approach to preparing the Part 1 plan and was informed by a comprehensive suite of technical evidence, including Sustainability Appraisal (SA). This evidence included an assessment of how any potential development sites located within the Oxford Green Belt contributed to the purposes of the Green Belt[36]. This ensured the Part 2 plan was informed by up-to-date and accurate information.

2.71.   Furthermore, the release of the Dalton Barracks site by the MOD for development (discussed in Paragraph 2.53) is considered to constitute a 'major change in circumstances' as the site was previously not considered available.

2.72.   Taking this evidence into account, and by undertaking additional site specific assessments of all available sites, including those beyond the Green Belt, the Council has concluded that 'exceptional circumstances' exist to justify removing from the Green Belt one additional parcel of land.

2.73.   This plan therefore proposes to alter the Green Belt boundary to remove land from the Green Belt at Dalton Barracks (Shippon), to be allocated as an additional housing allocation as shown by **Figure 2.3** (**Core Policy 13a: Oxford Green Belt**).

2.74.   The change to the Green Belt at Dalton Barracks has been informed by a detailed Green Belt Study of the site and its surroundings[37]. The area proposed to be removed from the Green Belt is not considered to contribute strongly to the purposes of the Green Belt, particularly as much of the site is previously developed land,

[34]Vale of White Horse Local Plan 2031: Part 1 - Inspector's Report (2016), Paragraph 87; available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031-part-1-strategic-sites
[35]Vale of White Horse Local Plan 2031: Part 1 - Inspector's Report (2016), Paragraph 91; available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031-part-1-strategic-sites
[36]Department for Communities and Local Government (2012) National Planning Policy Framework (NPPF), Paragraph 80   [37]Hankinson Duckett Associates (HDA) (2017) Vale of White Horse District: Green Belt Study of Local Plan Part 2 Sites, available at: www.whitehorsedc.gov.uk/LPP2

2 Additional Sites and Sub-Area Strategies

and so its removal will have limited impact on the function of the Green Belt.

2.75. The area proposed does not extend beyond the Dalton Barracks site. The openness between Abingdon-on-Thames and Shippon, Shippon and Wootton, of much of the existing airfield area, and between the proposed new development and Whitecross, are all substantially maintained (**Figure 2.3**). Shippon and the existing and proposed development at Dalton Barracks is inset to the Green Belt as it will form an integrated and continuous settlement albeit protecting as far as possible the existing character of Shippon.

2.76. The 'exceptional circumstances' to justify the amendment to the Green Belt boundary at Dalton Barracks are:

- the availability of a highly sustainable and significant site for development, not previously available, and so not previously

considered either by the Oxfordshire Growth Board as a potential site to accommodate unmet housing need for Oxford, or by the Vale of White Horse through preparation of the Local Plan 2031: Part 1. This change is considered to be a 'major change in circumstances'

- assessment work, comprising a Green Belt Study of the potential development sites considered in preparation of the Part 2 plan, including proposed and existing development at Dalton Barracks, which demonstrates that its removal from the Green Belt for development would have limited impact on the function of the Green Belt[38]

- the site is close to Oxford and has the potential to be a highly sustainable development with excellent public transport, walking and cycling connectivity to Oxford and Abingdon-on-Thames and is considered to be compatible with the Spatial Strategy set out in the Part 1 plan, and

> ## Core Policy 13a: Oxford Green Belt
>
> The Council's approach to development within the Oxford Green Belt is set out in **Core Policy 13** (Local Plan 2031: Part 1).
>
> The Green Belt boundary is amended to reflect the additional site allocation at Dalton Barracks made through **Core Policy 8a: Additional Site Allocations for Abingdon-on-Thames and Oxford Fringe Sub-Area**. This is shown by the **Adopted Policies Map** and **Figure 2.3** and **Appendix L** to address the agreed quantum of unmet housing need for Oxford at Dalton Barracks (Shippon).
>
> The settlement of Shippon (including the proposed and existing development at Dalton Barracks) is inset to the Green Belt as shown on the **Adopted Policies Map**.

- the site contains a large area of brownfield (previously developed) land[39].

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[38]Hankinson Duckett Associates (HDA) (2017) *Vale of White Horse District: Green Belt Study of Local Plan Part 2 Sites*, available at: www.whitehorsedc.gov.uk/LPP2 Belt Review: Exceptional Circumstances Assessment - Dalton Barracks, available at: www.whitehorsedc.gov.uk/LPP2

[39]Hankinson Duckett Associates Associates (HDA) (2017) Green

2 Additional Sites and Sub-Area Strategies

Safeguarding of land for strategic highway improvements within the Abingdon on-Thames and Oxford Fringe Sub-Area

2.77.   The Part 1 plan recognises that this Sub-Area benefits from excellent public transport connectivity, particularly to the nearby city of Oxford, but that there are also some transport related constraints in the area. These include access to the A34 at Abingdon-on-Thames and Botley, and the Drayton Road (B4017) accessing Abingdon-on-Thames from the south.

2.78.   Land is safeguarded by the Part 1 plan to support the delivery of the following transport schemes:

- South Abingdon-on-Thames Bypass linking the A415 to the west and south of the town, including a new River Thames crossing

- Diamond Interchange at the A34 Lodge Hill Junction, and

- Improvements to Frilford Lights.

2.79.   Vale of White Horse District Council continues to work in partnership with Oxfordshire County Council, Highways England and other stakeholders to plan for future highway infrastructure improvements and to support the delivery of the Oxfordshire Local Transport Plan 4, which has been prepared to support jobs, housing growth and economic vitality in the area[40].

2.80.   The Local Transport Plan and its supporting evidence proposes a number of additional transport schemes within the Abingdon-on-Thames and Oxford Fringe Sub-Area[41]. Two of these are for new Park and Ride sites for accessing Oxford from the A34 and A420 corridors in an effort to reduce congestion accessing Oxford. These are proposed for delivery within the plan period up to 2031 and have been identified as strategic priorities for Oxfordshire County Council. In addition, the Local Transport Plan proposes that

both of these Park & Ride sites form interchanges on Rapid Transit Lines, providing high frequency links to key destinations across Oxford City and beyond.

2.81.   For the reasons explained above, five locations are safeguarded by **Core Policy 12a: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area (Figure 2.4)**. Two of these sites are identified by Oxfordshire County Council as their preferred locations for the new Park and Ride sites along the A34 and A420 corridors and once developed, will assist in achieving sustainable development associated with the additional housing proposed in the Part 2 plan[42].

2.82.   As explained above, and in addition to a new Park and Ride facility at Lodge Hill, land is also safeguarded for an additional lane on the A34 to accommodate a single carriageway north-bound bus lane between the Lodge Hill and Hinksey Interchanges.

This will facilitate efficient access via sustainable public transport modes to Oxford from the A34 corridor to the south, Abingdon-on-Thames and the proposed new sustainable settlement on land at Dalton Barracks. Land is also safeguarded for an upgraded footpath between Shippon and Abingdon-on-Thames.

2.83.   Finally, land is safeguarded for the possible future provision of a Southern Marcham Bypass. Traffic flows through Marcham are presently constrained by narrow roads and the village centre has been identified as an Air Quality Management Area (AQMA)[43]. Whilst there is currently no funding identified to support the delivery of a bypass, land is safeguarded to ensure its potential long-term provision is not prejudiced. As the options for the schemes progress, the impact of the schemes will be subject to thorough assessment, including full environmental assessment. Where schemes are located in areas of Flood Zones 2 and 3, the flood risk

sequential test and the exception test will be undertaken as part of the options appraisal process.

2.84. The Council will continue to work with Oxfordshire County Council to investigate opportunities for improving public transport, cycling and walking within this Sub-Area, especially in the context of the new sustainable community proposed for Dalton Barracks.

Figure 2.4: Proposed opportunities for highway, public transport, walking and cycling improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area

A34, Kennington
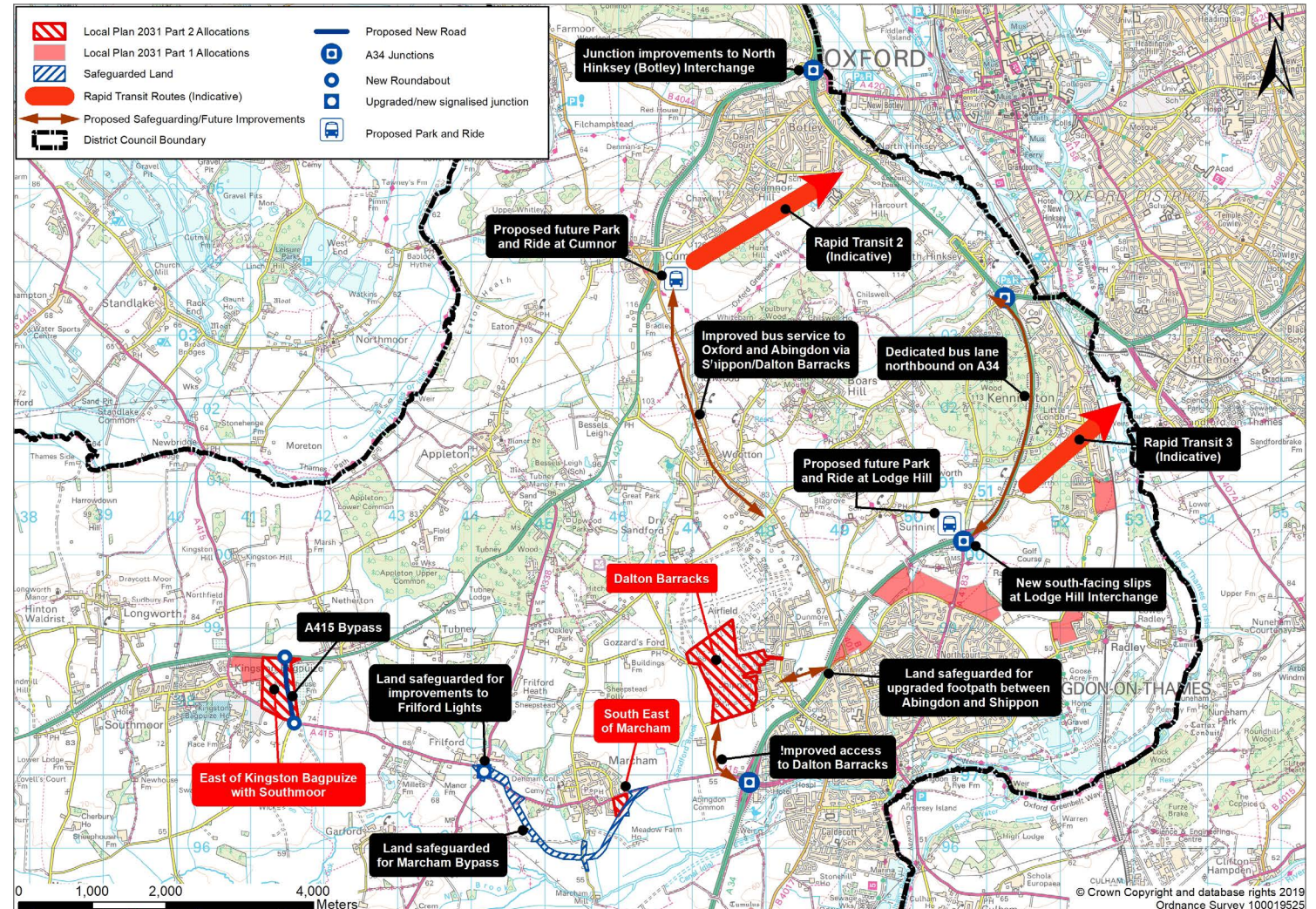
2 Additional Sites and Sub-Area Strategies

> ## Core Policy 12a: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to land safeguarded for identified transport schemes set out in **Core Policy 12** (Local Plan 2031: Part 1) the following schemes are also safeguarded:

i.   Park and Ride site for accessing Oxford from the A420 corridor at Cumnor

ii. Park and Ride site for accessing Oxford from the A34 corridor at Lodge Hill

iii. Single carriageway north-bound bus lane between the Lodge Hill A34 Interchange and Hinksey A34 Interchange, and

iv. Upgraded footpath between Shippon and Abingdon-on-Thames, and

v.   South Marcham Bypass linking the A415 to the west of Marcham and east of Marcham.

These schemes are safeguarded in accordance with **Core Policy 12** and as shown by maps in **Appendix B** and the **Adopted Policies Map**[a]

[a] The area shown on the **Adopted Policies Map** illustrates where Core Policy 12 will apply. It does not seek to show a precise alignment for the transport schemes, which will need to be informed by detailed design work, carried out in consultation with Oxfordshire County Council and other relevant parties.

Upper Thames Strategic Water Storage Reservoir

2.85.   The Part 1 plan safeguards land for the possible future provision of a Strategic Water Storage Reservoir within the Vale between the villages of Drayton, East Hanney, Steventon, and to the North of Longworth (**Core Policy 14: Strategic Water Storage Reservoirs**). **Core Policy 14** also facilitates the provision for a new route of the Wilts and Berks Canal, should any proposal for a reservoir come forward in the future.

2.86.   Thames Water is examining the means by which sufficient water can be provided to meet the future needs of the region. The shortlisted options include new strategic water storage capacity in the Upper Thames Catchment and the possible need for a major new reservoir within the district.

2.87.   The draft Water Resources Management Plan (WRMP) 2019[44], published by Thames Water, confirms the Upper Thames Reservoir remains as its preferred option, if a large storage reservoir solution is found to be necessary. Land safeguarded for a proposed reservoir to the North of Longworth is omitted in **Core Policy 14a: Upper Thames Strategic Storage Reservoir** following Thames Water's Fine Screening Report Update (April 2017)[45], which confirms that the site no longer needs to be safeguarded.

2.88.   In order to fully reflect the updated plans prepared by Thames Water (the latest plans were not reflected in the adopted version of the Part 1 plan[46]), the Local Plan 2031: Part 2 updates the area to be safeguarded for the possible future provision of the Upper Thames Reservoir (**Core Policy 14a**).

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[44]Thames Water (2019) *draft Water Resources Management Plan 2019 (WRMP)*; available at: https://corporate.thameswater.co.uk/About-us/our-strategies-andplans/water-resources   [45]Thames Water (2017) *Thames Water WRMP19 Resource Options - Fine Screening Report Update,* April 2017, available at: https://corporate.thameswater.co.uk/About-us/Our-strategies-and-plans/Water-resources/Document-library/Thames-Water-reports
[46]Land was safeguarded in the Part 1 Plan for a future reservoir between the settlements of Drayton, East Hanney and Steventon in accordance with Core Policy 14: Strategic Water Storage Reservoirs. The safeguarded area has been updated in the Part 2 Plan to include additional land for ancillary works, following evidence submitted by Thames Water at Regulation 19 stage for the Publication Version of the Local Plan 2031: Part 1: Strategic Sites and Policies.

2 Additional Sites and Sub-Area Strategies

❯ Core Policy 14a: Upper Thames Strategic Storage Reservoir

Land is safeguarded for a reservoir and ancillary works between the settlements of Drayton, East Hanney and Steventon in accordance with the proposals set out in the draft Water Resources Management Plan 2019 and **Core Policy 14** (Local Plan 2031: Part 1).

This safeguarding shall end if there is no prospect of the scheme being built, for example if it is not included in the finalised Water Resources Management Plan 2019 or is refused development consent.

This Policy replaces the area safeguarded between the settlements of Drayton, East Hanney and Steventon as shown by the **Adopted Policies Map** and **Appendix C**.

St Helen's Wharf, Abingdon

Farmoor Reservoir near Cumnor

2 Additional Sites and Sub-Area Strategies

South-East Vale Sub-Area

Additional site allocations and strategic policies for the South-East Vale Sub-Area

2.89.   The South East Vale Sub-Area provides the main focus for housing and economic growth within the Vale of White Horse District, as identified by the Spatial Strategy set out in **Core Policy 4: Meeting our Housing Needs** within the Local Plan 2031: Part 1. The Sub-Area contains a number of internationally significant Science Vale sites, including the Enterprise Zone sites at Harwell Campus and Milton Park.

2.90.   Science Vale is also one of the key growth areas set out within the Oxfordshire Strategic Economic Plan and is the focus of significant investment from the Oxford and Oxfordshire City Deal announced in 2014[47]. The City Deal seeks to support a wave of innovation-led growth to maximise the area's world class assets. Science Vale sits at the southern end

of the Oxfordshire 'Knowledge Spine'; arguably the most important and significant growth corridor in Oxfordshire and one of the most important in the South-East of England[48].

2.91.   For these reasons, the Sub-Area is planned to accommodate around 70 % of our projected employment growth (15,830 of 23,000 jobs) and around 75 % of the housing identified by the Part 1 plan.

2.92.   This Sub-Area contains the market town of Wantage, the local service centre of Grove and extends eastwards to Harwell and Milton parishes, which sit on the western edge of Didcot. The settlement of Didcot itself lies within neighbouring South Oxfordshire, but some of the housing proposed for the area is located within the Vale and both Councils are working closely to plan for the area together.

2.93.   The settlement of Didcot, and those adjoining parishes located within the Vale of White Horse,

were identified as a Garden Town in 2015 and partnership working is now under way to plan for the future of the settlement and area more comprehensively. This will ensure that Didcot can fulfil its potential as a service centre at the heart of Science Vale and provide quality and fit-for-purpose facilities and services for its expanding population.

2.94.   The Part 1 plan identified sites for strategic housing growth at a number of locations within this Sub-Area, including at Wantage and Grove, on sites within the Vale adjoining the settlement of Didcot, and at the sustainable larger villages of Milton Heights, Harwell and Sutton Courtenay.

2.95.   Modifications to the Part 1 plan removed two sites proposed on land adjoining Harwell Campus within the North Wessex Downs Area of Outstanding Natural Beauty (AONB).

2.96.   The removal from the Part 1 plan of these two sites located

adjacent to Harwell Campus (North-West and East Harwell Campus) reduced the potential housing supply in the Science Vale area by 1,400 dwellings. The replacement, in part, of these sites within the Part 2 plan will not only provide additional housing supply, but will also assist with delivering the Spatial Strategy and the aim of the plan objective to achieve sustainable development overall. The Council considers that additional housing is required to:

- help to achieve and maintain a sustainable balance of housing and employment within the Science Vale area by ensuring that housing is located close to the provision of new jobs and is accessible by sustainable modes of travel

- help to deliver the Science Vale Strategic Infrastructure Package[49] through developer contributions by assisting further in the achievement of sustainable development within the Science Vale area, and

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[47, 48]Oxford and Oxfordshire City Deal (2014); available at: https://www.gov.uk/government/publications/city-deal-oxford-and-oxfordshire available at: https://www.oxfordshire.gov.uk/cms/content/ltp4-policy-and-overall-strategy

[49]Oxfordshire County Council (2016) *Connecting Oxfordshire: Local Transport Plan 2015-2031,*

2 Additional Sites and Sub-Area Strategies

- support the Oxfordshire LEP priority for accelerating housing delivery within the Oxfordshire Knowledge Spine growth corridor[50].

2.97. For the above reasons, the Part 2 plan allocates an additional site within this Sub-Area at the local service centre of Grove.

Wallingford Street, Wantage

[50]Oxford and Oxfordshire City Deal (2014); available at: https://www.gov.uk/government/publications/city-deal-oxford-and-oxfordshire

Figure 2.5: Map showing additional housing allocations within the South-East Vale Sub-Area

Legend:

- Market Town
- Local Service Centre
- Larger Village
- Smaller Village

Sub-Areas of the Vale

- Abingdon-on-Thames and Oxford Fringe
- South East Vale
- Western Vale

Constraints to development

- Area of Outstanding Natural Beauty

Local Plan 2031 Part 2 Additional Site Allocations	No. of Dwellings
6 North-West of Grove	400

Plannned Economic Growth Areas

A. Grove Airfield	2,500

Employment Sites

B.   Harwell Campus

C.   Milton Park

D.   Didcot Power Station

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2 Additional Sites and Sub-Area Strategies

> ## Core Policy 15a: Additional Site Allocations for South-East Vale Sub-Area

The overarching priority and Settlement Hierarchy for this Sub-Area are set out in **Core Policy 15: Spatial Strategy for South-East Vale Sub-Area** (Local Plan 2031: Part 1) along with the strategy for addressing housing need arising in the Vale of White Horse and for employment.

Housing Delivery

This policy sets out an additional site allocation to complement those set out within the Part 1 plan to assist with delivering the Spatial Strategy and supporting infrastructure delivery

At least 11,949 new homes will be delivered in the plan period between 2011 and 2031. 1,517 dwellings will be delivered through strategic allocations (LPP1 Allocations). 400 dwellings will be delivered through an additional allocation (LPP2 Allocation) North-West of Grove. Additional dwellings (for example, windfalls) will be delivered through Neighbourhood Development Plans or through the Development Management Process. The contribution of all sources of housing supply for this Sub-Area are shown in the following table:

South-East Vale Sub-Area Housing Supply

Category		Number of Dwellings
Housing requirement for the full plan period (Apr 2011 to Mar 2031)		11,949 [b]
Housing Completions (Apr 2011 to Mar 2018)		2,338
Housing Supply (Apr 2018 to Mar 2031)	Known Commitments	8,580
	Local Plan 2031: Part 1 allocations	1,517 [a]
	Local Plan 2031: Part 2 allocations	400
	Windfalls	440 [b]
Total supply (at 31 March 2018)		13,275

[a] Local Plan 2031: Part 1 allocated 9,055 dwellings. This figure is updated to reflect commitments. Local Plan 2031 Part 1 allocations include the saved Local Plan 2011 allocation at Grove Airfield for 2,500 homes as set out in Core Policy 15. This Local Plan 2011 allocation (Policy H5) continues to be saved. The Full Local Plan 2011 Policy for this site is set out in Appendix D

[b] Windfall figures are updated to reflect past delivery

2 Additional Sites and Sub-Area Strategies

> ## Core Policy 15a: Additional Site Allocations for South-East Vale Sub-Area (continued from previous page)

Additional Allocations

In addition to the strategic site allocations set out in **Core Policy 15**, development will be supported at the additional site allocation through a masterplanning process involving the community, local planning authority, developer and other stakeholders where development meets the requirements set out within the Site Development Templates shown by **Appendix A** and are in accordance with the Development Plan taken as a whole. The following table sets out the additional development sites for this sub-area:

Part 2 Allocations

Settlement / Parish	Settlement Type	Site Name	Number of Dwellings
Grove	Local Service Centre	North-West of Grove	400 ᶜ
Total			**400**

ᶜ The allocation at North-West of Grove has the capacity to deliver considerably more housing, subject to appropriate infrastructure improvements. Housing which is in addition to the 400 homes is expected to be delivered after 2031.

Grove Comprehensive Development Framework

2.98.   The Part 1 plan allocates a number of sites at Wantage and Grove and these are expected to be delivered through the plan period up to 2031. These include the site at Grove Airfield, which was allocated in the Local Plan 2011 and the Policy (H5) for this site continues to be saved (**Core Policy 15a: Additional Site Allocations for South-East Vale Sub-Area** and **Appendix E**).

2.99.   It is important that the new development planned for Wantage and Grove delivers infrastructure (such as new services, facilities and roads) alongside the delivery of new housing. To assist with infrastructure delivery in this area, an additional development site is allocated in the Part 2 plan at North-West of Grove on land between the Monks Farm and Grove Airfield sites.

2.100.   The allocation of the North-West of Grove site will assist with delivering the North Grove Link Road (NGLR) that will form an important connection between Grove Airfield and the A338, along with contributing to a range of other services and facilities. Allocating this site will also ensure the masterplanning for this site can be considered alongside planning for the Monks Farm and Grove Airfield sites, ensuring they are fully integrated. It is, however, expected that housing development on the North-West of Grove site will not come forward until towards the end of the plan period and much closer to 2031. It is therefore important to consider the long-term development potential for Grove and plan effectively for its delivery.

2.101.   Development of North-West Grove will be considered within a comprehensive development framework approach that will be adopted as a Supplementary Planning Document (SPD) in accordance with **Core Policy 15c: Grove Comprehensive Development Framework**.

2 Additional Sites and Sub-Area Strategies

2.102. Through engagement with a wide range of stakeholders, including Grove Parish Council and Oxfordshire County Council, the SPD will provide a framework to guide development to maximise its potential to deliver in a sustainable and cohesive manner in the longer term, having regard to existing commitments, and the following:

- considering the development potential of the site to the North-West of Grove so that it endures beyond the plan period, and provide guidance on what further evidence is required at the planning application stage

- infrastructure requirements should be considered from the outset

- ensuring sustainable connections are provided with both existing and planned development at Grove

- opportunities for improved links with other settlements in the area

- ensuring an appropriate noise buffer is identified with the railway line. The buffer should not contribute towards recreational requirements of existing or future residents

- create a new landscape structure which contains the new development, and

- achieve a net gain in biodiversity and help address the current deficit in green infrastructure.

> ### Core Policy 15c: Grove Comprehensive Development Framework

All new development in Grove will be guided by a comprehensive development framework for the settlement, including North-West of Grove which will come forward in accordance with Core Policies 15a and 15c and the Site Development Template set out in Appendix A.

The Council will work with Oxfordshire County Council, Grove Parish Council, the site promoters of the North-West of Grove site and other relevant stakeholders to prepare a comprehensive development framework for Grove that will be published as a Supplementary Planning Document that will ensure proposals are considered holistically across the Local Service Centre, including:

i.   understanding the cumulative infrastructure requirements for Grove, taking account of existing and future needs

ii. exploring opportunities to maximise sustainable linkages between the existing settlements and the adjacent strategic site allocations, and

iii. understanding how future growth should maximise opportunities for enhanced public transport connections, including a future railway station at Grove.

2 Additional Sites and Sub-Area Strategies

Harwell Campus Comprehensive Design Framework

2.103. Harwell Campus is a nationally and internationally significant centre for research and innovation and its continued development is crucial to both the success of the Oxford Economy and the national prospects for job growth associated with 'big science'.

2.104. The Campus is located within Science Vale and is at the heart of the Council's strategy, as set out in the adopted Local Plan 2031: Part 1 to promote Science Vale as a world-class location for science and technology-based enterprise and innovation.

2.105. The Campus is around 294 hectares in total and 93 hectares of the site were identified as an Enterprise Zone in 2012. The site is allocated for development by **Core Policy 15** (Local Plan 2031: Part 1), which is complemented by **Core Policy 15b** (Local Plan 2031: Part 2).

2.106. The Campus already contains a number of key organisations and facilities, including: the European Space Agency; the Health Protection Agency; the Medical Research Council; the Science and Technology Facilities Council's Rutherford Appleton Laboratory; and the Diamond Light Source.

2.107. Harwell Campus is a "world leading hub for science technology and business, boasting the diamond Light Source, the largest UK funded scientific facility to be built for over 40 years"[51]. This puts the Campus in the top ten Science Parks in the world.

2.108. To ensure its continued development and success, Harwell Campus needs to compete on an international stage and provide a world class environment, which can continue to attract inward investment, commercial enterprise and highly skilled staff.

2.109. Designation of much of the campus as an Enterprise Zone is an equally important aspect of the site's development. The development makes a significant contribution to the Oxfordshire LEP business rate income derived from development on Enterprise Zone land and it is therefore crucial that employment development on the Enterprise Zone continues to be supported.

2.110. It is important the Campus accommodates at least 3,500 net additional jobs in the plan period up to 2031 and has the potential to provide further jobs beyond 2031, as ongoing decommissioning of the licensed site takes place[52].

2.111. It is essential that development at Harwell Campus is brought forward in line with a comprehensive development framework including ancillary accommodation, comprising serviced and short stay accommodation for staff and visitors[53]. This is important not only to ensure that new development supports the vision for the Campus, but to ensure development is fully integrated with the Campus, reflects its location within the North Wessex Downs Area of Outstanding Natural Beauty, and is developed to ensure that any further strategic infrastructure improvements are delivered in parallel.

2.112. The formerly saved Local Plan 2011 **Policy E7 (Harwell Science and Innovation Campus)** is replaced by the Part 2 plan **Core Policy 15b**.

2.113. The Council will work with Harwell Campus Partnership and other key stakeholders to prepare a comprehensive development framework for the campus, which will be adopted as a Supplementary Planning Document (SPD). A Local Development Order (LDO) will also be prepared to facilitate the effective and accelerated planning of proposals coming forward on the Campus. The Framework will provide more detailed guidance to inform proposals for development on the site, including the need for the following:

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[51]UKSPA - Harwell Innovation Centre; available at: http://www.ukspa.org.uk/members/harwell-innovation-centre Plan and Strategic Housing Market Assessment

[52]Cambridge Econometrics and SQW (2014) Economic Forecasting to Inform the Oxfordshire Strategic Economic

[53]Planning permission P15/V0575/EZ; available at: http://www.whitehorsedc.gov.uk/java/support/Main.jsp?MODULE=ApplicationDetails&REF=P15/V0575/EZ

2 Additional Sites and Sub-Area Strategies

> ## Core Policy 15b: Harwell Campus Comprehensive Development Framework

All new development at Harwell Campus will be guided by a comprehensive development framework

Development will come forward in accordance with **Core Policies 15 and 15b**.

Sufficient land is made available at Harwell Campus for research, innovation and economic development to accommodate at least 3,500 net additional jobs in the plan period up to 2031 within the designated Enterprise Zone

Proposals for development within the Campus must demonstrate how they contribute towards a comprehensive approach to development.

The Council will continue to work with Harwell Campus, the LEP, the AONB Management Board and other relevant stakeholders to prepare a comprehensive development framework for the Campus. Development proposals will be considered in the context of a comprehensive approach to the whole Campus, in accordance with the criteria set out below. Additional guidance will be provided by a comprehensive development framework that will be published as a Supplementary Planning Document and include:

i. development is in accordance with and meets the requirements of a travel plan for the whole campus to make the necessary contributions in order to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling

ii. development is in accordance with and makes the necessary contributions to a comprehensive landscape plan for the whole campus. No development will be permitted within structural areas of open space and perimeter landscaping. In considering proposals for new development and redevelopment, a high quality of landscaping will be required, existing important wildlife habitats will be retained and opportunities for the creation of new wildlife will be taken, where possible

iii. proposals for buildings and structures (including their extensions) will not unacceptably harm the character and appearance of the surrounding area, taking into account their location, scale, bulk and height, and

iv. any external lighting scheme must have a minimal impact in terms of light pollution.

- landscape and visual assessment, including on the North Wessex Downs AONB and the development of a heights parameters plan for the campus
- design statement demonstrating how development on the site will achieve exemplar design that is fully integrated with the wider Framework Masterplan and is consistent with the Council's Design Guide SPD
- ecological assessment including mitigation plans and, where considered appropriate, compensation plans
- light pollution assessment
- transport assessment and travel plans
- historic buildings and historic environment assessment
- facilities capacity study demonstrating how proposals will deliver enhanced community services, infrastructure, recreational facilities and improved retail facilities, and
- statement on contamination.

Diamond Light Source, Harwell Campus

Figure 2.6: Site allocation development boundary at Harwell Campus
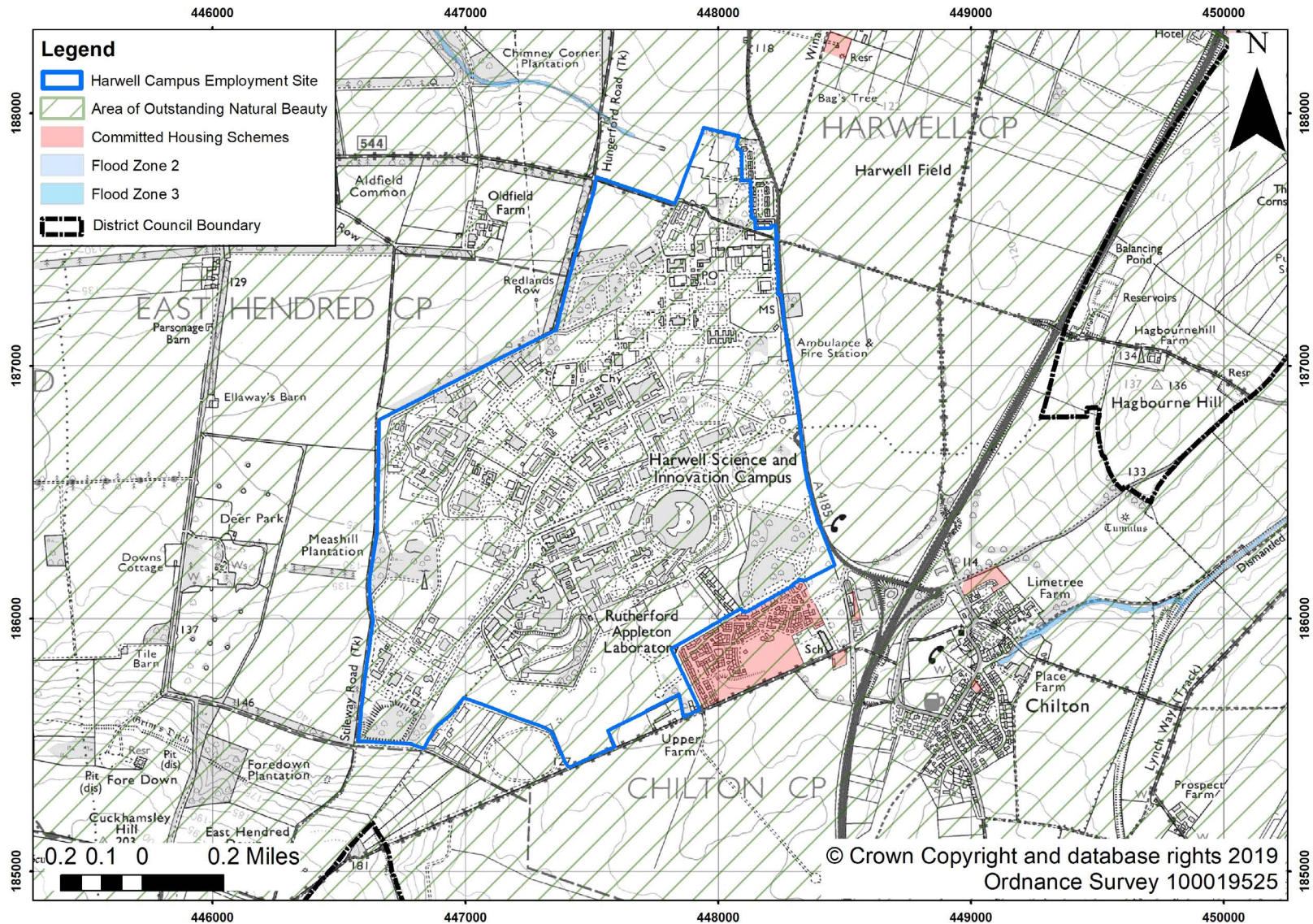
2 Additional Sites and Sub-Area Strategies

Didcot Garden Town

2.114. The Government announced that Didcot would become a Garden Town in December 2015. Garden Towns are locally-led and ambitious proposals for new communities that work as self-sustaining places and should have high quality and good design embedded from the outset[54].

2.115. The designation of Didcot and the neighbouring parishes in the Vale of White Horse as a Garden Town is an exciting opportunity. Both South Oxfordshire and the Vale of White Horse District Councils are working closely together and in partnership with Oxfordshire County Council and other key stakeholders to develop a joined-up vision and delivery strategy for the area.

2.116. It is important that the area realises its potential as a thriving and attractive location to live, work and visit and in particular to provide a high quality service centre at the heart of Science Vale. This will allow Science Vale's international reputation for science and technology to support continued and accelerated growth of businesses in these sectors.

2.117. The Garden Town initiative will help to shape growth already identified through the Local Plan 2031: Part 1 within the Vale and that being identified within the emerging Local Plan 2034 for South Oxfordshire for housing, employment and infrastructure. The emerging South Oxfordshire Local Plan will focus on shaping the town centre of Didcot and helping the area to function more successfully in a joined-up way, whilst embracing the key principles of Garden Towns.

2.118. To support the successful implementation of the Garden Town initiative, seven high level principles have been developed (**Figure 2.7**) to help shape how development proposals come forward. Proposals for development within the Garden Town Masterplan Area will be expected to demonstrate how they comply with these principles in accordance with **Core Policy 16b: Didcot Garden Town**. The Garden Town Masterplan Area does not form a development boundary for Didcot and will include substantial areas of formal and informal open space and green infrastructure. The important separation between the surrounding villages, including for example Sutton Courtenay, will continue to be protected from development.

2.119. To assist the delivery of the Garden Town, further detail, for example in respect of design, will be set out either in a future Development Planning Document (DPD) or Supplementary Planning Document (SPD). Local Development Orders (LDOs) will also be developed to support the delivery of individual sites.

> ## Core Policy 16b: Didcot Garden Town
>
> Proposals for development within the Didcot Garden Town Masterplan Area, as defined on the **Adopted Policies Map** and shown by **Figure 2.8**, will be expected to demonstrate how they positively contribute to the achievement of the Didcot Garden Town Masterplan Principles (**Figure 2.7**).

[54]Department for Communities and Local Government (2016) *Locally-led Garden Villages, Towns and Cities;* available at: https://www.gov.uk/government/publications/locally-led-garden-villages-towns-and-cities

2 Additional Sites and Sub-Area Strategies

Figure 2.7: Didcot Garden Town Masterplan Principles

1. **Design** – The Garden Town will be characterised by design that adds value to Didcot and endures over time; it will encourage pioneering architecture of buildings and careful urban design of the spaces in between, prioritising green spaces over roads and car parks. All new proposals should show the application of the Council's adopted Design Guide SPD and demonstrate best practice design standards.

2. **Local Character** – The Garden Town will establish a confident and unique identity, becoming a destination in itself that is distinctive from surrounding towns and villages whilst respecting and protecting their rural character and setting. Didcot's identity will champion science, natural beauty, and green living, in part delivered through strengthened physical connections and active public and private sector collaboration with the Science Vale.

3. **Density and tenure** – The Garden Town will incorporate a variety of densities, housing types and tenures to meet the needs of a diverse community. This will include high density development in suitable locations, such as in central Didcot and near sustainable transport hubs; higher density development will be balanced by good levels of public realm and accessible green space.

4. **Transport and movement** – The Garden Town will reduce reliance on motorised vehicles and will promote a step-change towards active and public transport through the creation of a highly legible, attractive and accessible movement network and the appropriate location of housing, employment and leisure facilities. The Garden Town will seek to improve opportunities for access to sport and physical activities through Sport England's Active Design Principles. Cycling and pedestrian links between the Garden Town, its surrounding villages, and natural assets and the strategic employment sites will be enhanced.

5. **Heritage** – the Garden Town will conserve and enhance heritage assets, both designated and non-designated, within and adjacent to the development area. This includes the Scheduled Monuments of the settlement sites north of Milton Park and east of Appleford and any archaeological remains and historic landscapes and / or landscape features identified in the Oxfordshire Historic Environment Record, the Oxfordshire Historic Landscape Character Assessment, other sources and / or through further investigation and assessment.

6. **Landscape and Green Infrastructure** – New development in the Garden Town will enhance the natural environment, through enhancing green and blue infrastructure networks, creating ecological networks to support an increase (or where possible achieve a net gain) in biodiversity and supporting climate resilience through the use of adaptation and design measures. The Garden Town will also seek to make effective use of natural resources including energy and water efficiency, as well as exploring opportunities for promoting new technology within developments. Innovative habitat planting and food growing zones will characterise the Garden Town and, in turn, these measures will support quality of life and public health.

7. **Social and community benefits** – The planning of the Garden Town will be community-focused, creating accessible and vibrant neighbourhoods around a strong town centre offer of cultural, recreational and commercial amenities that support well-being, social cohesion and vibrant communities. The Garden Town will embrace community participation throughout its evolution. It will promote community ownership of land and long-term stewardship of assets where desirable.

Figure 2.8: Didcot Garden Town Masterplan area
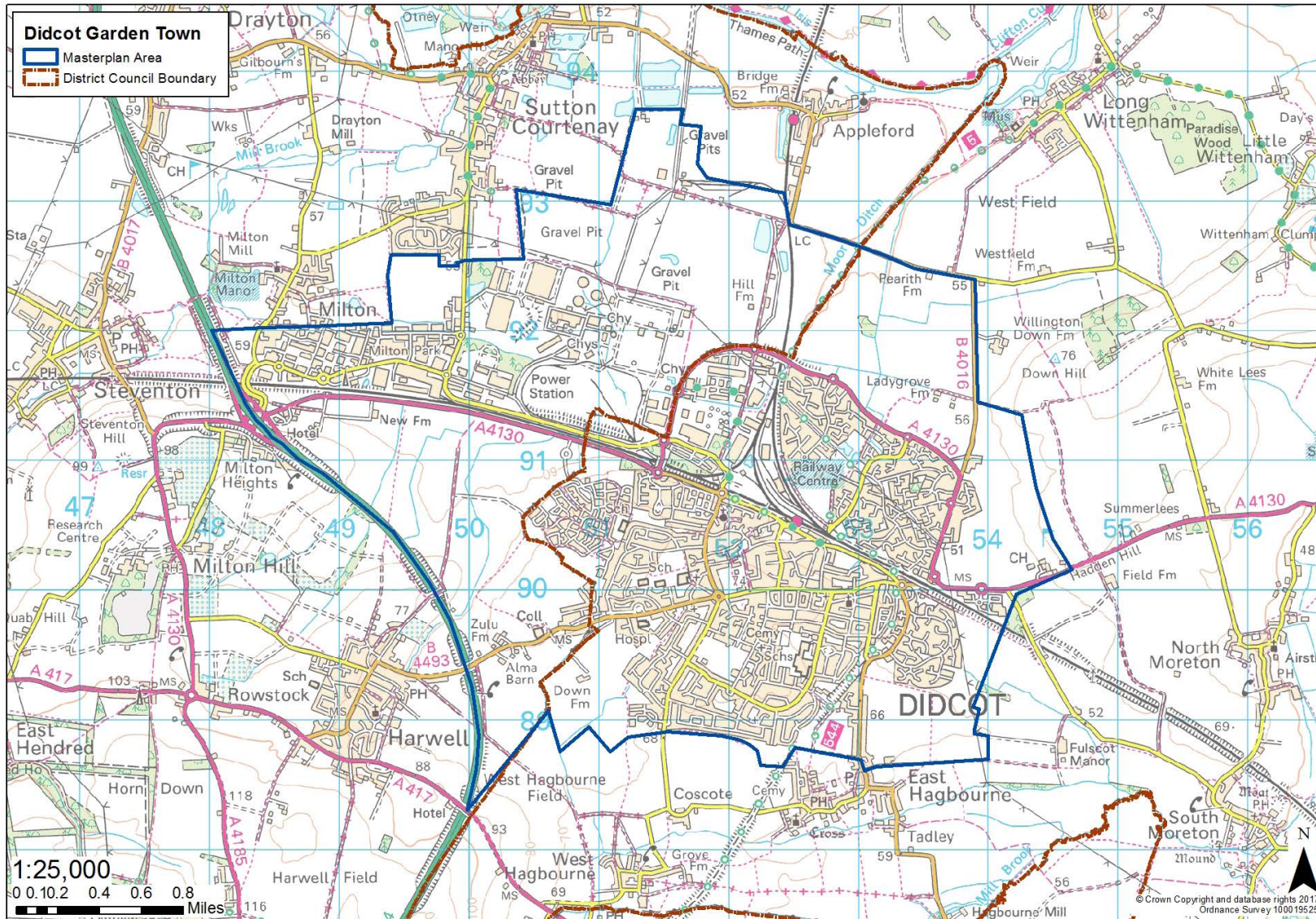
2 Additional Sites and Sub-Area Strategies

Safeguarding of land for strategic highway improvements within the South-East Vale Sub-Area

2.120. The South-East Vale Sub-Area contains much of the Science Vale area, Enterprise Zone sites, other significant employment locations and forms the southern part of the Oxfordshire Knowledge Spine; perhaps the most significant growth corridor identified in Oxfordshire and one of the most important in the South-East of England.

2.121. For these reasons, the South-East Vale Sub-Area forms the focus of employment and housing growth within the Vale and is supported by a comprehensive package of strategic infrastructure. This includes highway infrastructure set out in the Science Vale Area Strategy that forms part of the Oxfordshire Local Transport Plan 4.

2.122. The announcement by the Department for Transport to explore an Oxford – Cambridge Expressway and Government's commitment in the Autumn Budget 2017[55] could have benefits in relieving traffic congestion on the A34 and bringing further investment to the Science Vale area[56]. It could also have significant environmental impacts that need careful consideration, depending on the exact route chosen. The Council will continue to engage in the process to ensure that matters of relevance to the district are considered appropriately, including better understanding of any forecast environmental impacts. It is expected that construction would commence at the end of the next Road Investment Strategy period (RIS2, 2020 to 2025).

2.123. **Core Policy 17: Delivery of Strategic Highway Improvements within the South-East Vale Sub-Area** (Local Plan 2031: Part 1) identifies a package of strategic highway infrastructure necessary to ensure planned employment and housing development in the area

> ## Core Policy 18a: Safeguarding of Land for Strategic Highway Improvements within the South-East Vale Sub-Area
>
> Land is safeguarded to support the delivery of a new Thames River Crossing between Culham and Didcot, in accordance with **Core Policy 18** (Local Plan 2031: Part 1).
>
> This policy updates the area safeguarded as shown by the **Adopted Policies Map** and **Appendix B**.
>
> In addition to land safeguarded for identified transport schemes set out in **Core Policy 18** (Local Plan 2031: Part 1) the following schemes are also safeguarded:
>
> - dedicated access to / from the A34 to Milton Park
> - provision for a new pedestrian and cycle bridge across the A34 at Milton Heights
> - Cinder Track cycle improvements
>
> These schemes are safeguarded in accordance with **Core Policy 18** and as shown by maps in **Appendix B** and the **Adopted Policies Map**[a].
>
> [a]The area shown on the **Adopted Policies Map** illustrates where Core Policy 18 will apply. It does not seek to show a precise alignment for the transport scheme, which will need to be informed by detailed design work, carried out in consultation with Oxfordshire County Council and other relevant parties.

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[55]HM Treasury (2017) Autumn Statement 2017, available at: https://www.gov.uk/government/publications/autumn-budget-2017-documents

[56]Department for Communities and Local Government (2016) Oxford to Cambridge Expressway Strategic Study: Stage 3 Report, available at: https://www.gov.uk/government/publications/oxford-to-cambridge-expressway-strategic-study-stage-3-report and HM Treasury (2016) Autumn Statement 2016, available at: https://www.gov.uk/government/topical-events/autumn-statement-2016

2 Additional Sites and Sub-Area Strategies

can be sustainably accommodated and requires all new development to contribute to the delivery of these schemes.

2.124. **Core Policy 18: Safeguarding of Land for Transport Schemes in the South-East Vale Sub-Area** (Local Plan 2031: Part 1) safeguards land for 12 strategic highway schemes to ensure the delivery of these schemes is not prejudiced.

2.125. Vale of White Horse District Council continues to work in partnership with Oxfordshire County Council, Highways England and other key stakeholders to plan for highway infrastructure in this area and work is ongoing to continue to plan for the future needs of the area.

2.126. Additional strategic highway infrastructure schemes (dedicated access to / from the A34 to Milton Park and pedestrian and cycle bridge over the A34 at Milton Heights) are being investigated as part of ongoing work led by Oxfordshire County

Council, and for this reason, land is safeguarded in **Core Policy 18a: Safeguarding of Land for Strategic Highway Improvements within the South-East Vale Sub-Area** to avoid their future delivery being prejudiced. Land is also safeguarded for Cinder Track cycle improvements.

2.127. Land is safeguarded for the Culham to Didcot Thames River Crossing in the Local Plan 2031: Part 1, in accordance with **Core Policy 18**.

2.128. Ongoing work has identified a need to amend the area of land safeguarded for the Culham to Didcot Thames River Crossing (referred to in Local Plan 2031: Part 1 as 'a new strategic road connection between the A415 east of Abingdon-on-Thames and the A4130 north of Didcot'). On this basis, it is proposed that the safeguarded area is updated in accordance with **Core Policy 18a**.

> ## Core Policy 19a: Re-opening of Grove Railway Station

Land is safeguarded to support the re-opening of the railway station at Grove in accordance with **Core Policy 19** (Local Plan 2031: Part 1).

This policy updates the area safeguarded at Grove as shown by the **Adopted Policies Map and Appendix B**.

Three potential options are identified at this stage to allow flexibility for feasibility studies.

Re-opening of Grove Railway

2.129. The Council continues to support the re-opening of a railway station at Grove in accordance with **Core Policy 19: Re-opening of Grove Railway Station** and is working in partnership with Oxfordshire County Council and others to investigate how this ambition could be realised within the plan period. Feasibility work has been undertaken to inform the preferred location of a new station, which was not available to inform the Part 1 plan. This work has identified a need to safeguard a wider area for

the provision of a new station until the detailed feasibility work is completed and a preferred location identified. On this basis, the safeguarded area is updated in accordance with **Core Policy 19a: Re-opening of Grove Railway Station**. As the options for the schemes progress, the impact of the schemes will be subject to thorough assessment, including full environmental assessment. Where schemes are located in areas of Flood Zones 2 and 3, the flood risk sequential test and the exception test will be undertaken.

2 Additional Sites and Sub-Area Strategies

Western Vale Sub-Area

2.130. The Western Vale Sub-Area is predominantly rural in character and contains the historic market town of Faringdon and a number of attractive rural villages. It forms an important part of the district and it was necessary for the Part 1 plan to make provision for appropriate development within this Sub-Area (less than 15 % of the Part 1 allocations). However, the Western Vale Sub-Area contains less opportunity for strategic employment growth than, for example, the South-East Vale Sub-Area, and may be considered less well related to Oxford than, for example, the Abingdon-on-Thames and Oxford Fringe Sub-Area (**Figure 2.9**).

2.131. The housing requirement for this Sub-Area is updated by **Core Policy 20a: Housing Supply for Western Vale Sub-Area** in-line with changes made to the Abingdon-on-Thames and Oxford Fringe Sub-Area to reflect the residual necessary to meet the agreed quantum of unmet housing

need for Oxford to be addressed within the Vale. **Core Policy 20a** clearly demonstrates that this requirement has been adequately planned for, although additional development may still be allocated in future Neighbourhood Plans, or come forward through the Development Management Process, where in accordance with the Development Plan.

2.132. For the reasons explained above, the Part 2 plan does not identify any additional site allocations within the Western Vale Sub-Area.

Folly Tower, Faringdon

2 Additional Sites and Sub-Area Strategies

> ## Core Policy 20a: Housing Supply for Western Vale Sub-Area

The overarching priority and Settlement Hierarchy for this Sub-Area are set out in **Core Policy 20: Spatial Strategy for Western Vale Sub-Area** (Local Plan 2031: Part 1) along with the strategy for addressing housing need arising in the Vale of White Horse and for employment.

Housing Delivery

This policy updates the housing supply for the Western Vale Sub-Area to ensure consistency with the other two Sub-Areas located across the district. There is no contribution towards the agreed quantum of unmet housing need for Oxford City to be addressed within the Vale of White Horse within this Sub-Area and no additional site allocations are set out within the Part 2 plan.

At least 3,173 new homes will be delivered in the plan period between 2011 and 2031. 212 dwellings will be delivered through strategic allocations (LPP1 Allocations). Additional dwellings (for example, windfalls) will be delivered through Neighbourhood Development Plans or through the Development Management Process. The contribution of all sources of housing supply for this Sub-Area are shown in the following table:

Western Vale Sub-Area Housing Supply

Category		Number of Dwellings
Housing requirement for the full plan period (Apr 2011 to Mar 2031)		3,173
Housing Completions (Apr 2011 to Mar 2018)		1,323
Housing Supply (Apr 2018 to Mar 2031)	Known Commitments	2,089
	Local Plan 2031: Part 1 allocations	212 [a]
	Local Plan 2031: Part 2 allocations	0
	Windfalls	280 [b]
Total Supply (at 31 March 2018)		3,904

[a]Local Plan 2031: Part 1 allocated 1,650 dwellings. This figure is updated to reflect commitments.
[b]Windfall figures are updated to reflect past delivery.

Figure 2.9: Map showing strategic growth within the Western Vale Sub-Area

Legend:

- Market Town
- Local Service Centre
- Larger Village
- Smaller Village

Sub-Areas of the Vale
- Abingdon-on-Thames and Oxford Fringe
- South East Vale
- Western Vale

Constraints to development
- Area of Outstanding Natural Beauty

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0   5   10 km

3 Development Management Policies

Overview

The Local Plan 2031 (Parts 1 and 2) sets out a planning policy framework to guide development in the Vale up to 2031. The plan's policies seek to achieve a balance between delivering new housing, supporting economic growth and protecting the Vale's high quality natural and built environment.

The Part 1 plan sets out strategic district-wide policies necessary to deliver the plan's Spatial Strategy and sub-area strategies. The Part 2 plan policies complement the Part 1 strategic policies and provide further detail on a range of specific matters.

The policies in this chapter provide more detailed guidance to assist day-to-day decision making on planning applications (referred to as Development Policies). These policies have been developed following a review of extant Local Plan 2011 saved policies, which they replace, and an assessment of whether any additional detail is required to support the implementation of the Part 1 plan. This assessment has taken account of a number of evidence-based studies that help to inform the plan.

The Part 2 policies are structured into the four thematic areas as set out in the Part 1 plan. These are:

• building healthy and sustainable communities
• supporting economic prosperity
• supporting sustainable transport and accessibility, and
• protecting the environment and responding to climate change.

View towards Harwell Campus

3 Development Management Policies

Building Healthy and Sustainable Communities

Introduction

3.1. A key role of the Local Plan 2031 is the delivery of housing to fully meet the identified need and to ensure the housing provided is of an appropriate type to meet the district's requirements

3.2. The Part 1 plan identifies the overall housing need for the district and sets out a Spatial Strategy that directs development towards the most sustainable locations.

3.3. The Part 1 plan also identifies a number of strategic district-wide policies (**Core Policies 22-27**) that ensure the supply of housing is of the right size, type and tenure to meet the needs of existing and future residents. To help achieve the strategic objectives set out within the Part 1 plan, the Part 2 plan sets out policies that provide additional detailed guidance on specific matters.

Housing Policies

3.4. The housing policies within Local Plan 2031: Part 2 aim to enable the specific needs of current and future residents to be met in relation to the sub-division of dwellings, residential annexes, Self-Build and Custom-Build, and ensuring dwellings are built to appropriate space standards.

3.5. The policies in the Part 1 plan seek to prevent isolated development in the countryside, other than where exception policies apply[57]. However, the Council recognises that instances can apply where housing may be appropriate in the open countryside and for this reason, the Part 2 plan sets out policies to enable small-scale rural housing development in the open countryside in the context of replacement dwellings, the re-use of existing dwellings or dwellings for rural workers.

3.6. The housing policies set out in the Local Plan 2031: Part 2 are:

- **Development Policy 1: Self and Custom Build** – which promotes Self Build and Custom Build to meet the need highlighted within the Self Build Register

- **Development Policy 2: Space Standards** – which seeks to ensure internal space of housing is delivered to an appropriate standard to reflect the needs of the community. This includes the optional building regulations and the nationally described space standards

- **Development Policy 3: Sub-Division of Dwellings** – which sets out measures to ensure sub-division of housing is appropriately designed and executed

- **Development Policy 4: Residential Annexes** – which seeks to ensure that residential annexes are designed appropriately

- **Development Policy 5: Replacement Dwellings in the Open Countryside** – which sets out criteria to guide development in the open countryside

- **Development Policy 6: Rural Workers' Dwellings** – which sets out the Council's approach to enabling rural workers' dwellings to support rural businesses, and

- **Development Policy 7: Re-use, Conversion and Extension of Buildings for Dwellings in the Open Countryside** – which sets out the measures where the re-use or conversion of buildings for housing will be appropriate in the open countryside.

Community Facilities Policies

3.7. Local Plan 2031: Part 1 **Core Policy 7 – Providing Supporting Infrastructure and Services** seeks to ensure the provision of services and facilities, to support the delivery of sustainable development within the district.

3.8. The Part 2 plan policies relating

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[57]Development in open countryside will not be appropriate unless specifically supported by other relevant policies as set out in the Development Plan or national policy, as stated in **Core Policy 4: Meeting our Housing Needs** in the Local Plan 2031: Part 1

3 Development Management Policies

Reading Road, Wantage

3 Development Management Policies

to community facilities seek to ensure appropriate protection of existing facilities and guide the provision of new community facilities to accessible and viable locations.

3.9.   Policies relating to community facilities set out within the Part 2 plan are:

- **Development Policy 8: Community Services and Facilities** – which provides guidance where community services and facilities, including village and community halls, will be supported, and
- **Development Policy 9: Public Houses** – which provides protection for retaining existing public houses.

Housing Policies

Self-Build and Custom-Build

3.10.   The NPPF requires local planning authorities to address the need for all types of housing, which includes provision for Self-Build and

Custom-Build[58]. Self-Build and Custom-Build housing is defined as dwellings built or completed by (or commissioned by) an individual or association of individuals to be occupied as homes by those individuals[59].

3.11.   The recent Self-Build and Custom Housebuilding Act 2015[60] and Housing and Planning Act 2016[61] place a number of duties on Local Planning Authorities (LPAs). These include keeping a register of individuals and associations who have expressed an interest in acquiring serviced plots or in custom build. LPAs should also have regard to the demand recorded on the register in the preparation of Local Plans. The Housing and Planning Act 2016 also requires LPAs to permit the development of sufficient serviced plots to match the demand on their Self-Build and Custom Build Register.

3.12.   Vale of White Horse District Council and South Oxfordshire District Council have asked individuals and organisations looking to buy land to build their own

> ### Development Policy 1: Self and Custom-Build
>
> The Council will support the provision of plots for sale to self and custom builders.
>
> Self and Custom-Build plots may contribute towards affordable housing provision and will need to comply with **Core Policy 24: Affordable Housing**.
>
> Where plots on major[a] development sites have been made available and marketed appropriately for at least 12 months but have not sold, the plot(s) may either remain on the open market as Self or Custom-Build or be offered to the Council or a Housing Association as land to deliver additional affordable housing within 3 years of the date of a planning permission.
>
> After 3 years, if the plot has not been sold to a self or custom builder and no affordable housing provider has expressed an interest in delivering affordable housing on the land, in accordance with **Core Policy 24**, the developer will be able to develop the land for further private housing.
>
> The Council will develop a Supplementary Planning Document (SPD) to provide detailed guidance on planning for Self- and Custom-Build development within the Vale of White Horse district.
>
> [a]As defined by Development Management Procedure Order 2010

[58]Department for Communities and Local Government (2012) National Planning Policy Framework (NPPF), Paragraph 159, available at: https://www.gov.uk/guidance/national-planning-policy-framework   [59]Housing and Planning Act 2016, available at: http://www.legislation.gov.uk/ukpga/2016/22/contents/enacted   [60]Self-build and Custom Housebuilding Act 2015; available at: http://www.legislation.gov.uk/ukpga/2015/17/contents/enacted   [61]Housing and Planning Act 2016; available at: http://www.legislation.gov.uk/ukpga/2016/22/contents/enacted

3 Development Management Policies

home to express their interest. The Council maintains an up to date Self and Custom-Build Register that demonstrates interest in Self-Build and Custom-Build within the district. As of October 2018, there were 272 recorded interests for Self and Custom-Build in the district, although a number of these related to both Vale and South Oxfordshire districts[62].

3.13.   The Council will positively encourage opportunities for Self-Build provision to support those who wish to construct a Self or Custom-Build home. The Council's Housing Delivery Strategy (2017)[63] demonstrates that the majority of those interested in Self-Build are looking for individual plots to allow them to construct a bespoke home and the Self and Custom-Build Register will be used to bring together interested parties.

3.14.   The Council will therefore support opportunities for Self and Custom Build in the district where in accordance with **Core Policy 3: Settlement Hierarchy** and **Core Policy 4: Meeting our Housing Needs** and the Development Plan taken as a whole.

3.15.   Where opportunities arise for Self-Build plots to be provided through major development proposals, the Council will support their provision in small clusters where they are appropriately designed and incorporated into the masterplan for the site and consistent with other policies within the Development Plan.

Space Standards

3.16.   Following the publication of the Housing Standards Review in 2015, the Government launched a new set of technical standards for internal spaces in new buildings. The review concluded that government regulations and space standards should be simplified and recommended two approaches: the **Optional Building Regulations for High Accessibility Standards** and **the Nationally Described Space Standards**. The implementation of either approach by LPAs is optional, but in order to adopt these approaches, evidence and justification is required[64, 65].

3.17.   The Oxfordshire Strategic Housing Market Assessment (SHMA) 2014 demonstrates that there is a need for housing to be delivered in the Vale of White Horse District for people with specific requirements, such as the older population, and people with disabilities. **Core Policy 26: Accommodating Current and Future Needs of the Ageing Population** identifies the need for housing to be designed to meet the changing needs of the district's residents throughout their lives.

3.18.   Part M(4) of the Building Regulations 2010[66] sets out the accessibility standards for dwellings, with requirements set out in three categories as summarised in **Table 3.1**. Category 1 sets out the minimum standards required for dwellings, however LPAs can choose to set Optional Higher Accessibility Standards than these minimum standards based on local evidence[67].

3.19.   The Nationally Described Space Standards identify standards for the space within new dwellings and are suitable for application across all tenures. The standards set out requirements for the minimum gross internal (floor) area and storage of new dwellings. The PPG is clear that where a local planning authority wishes to require the Nationally Described Internal Space Standards,

[62]The Council retains a register to record self and custom build interest in the Vale for internal use for monitoring purposes. Individuals and organisations can also register their interest for plots for self-build and custom-build in both Vale of White Horse and South Oxfordshire Districts. Further information on self and custom build is available on the Council website at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/application-advice/general-planning-advice/custom-and-self   [63]The Council has prepared a Housing Delivery Strategy in partnership with South Oxfordshire District Council, available at http://www.whitehorsedc.gov.uk/services-and-advice/housing/joint-housing-delivery-strategy   [64]Vale of White Horse and South Oxfordshire District Councils have prepared a Housing Delivery Strategy, accompanied by a series of technical studies including: Wessex Economics (2017) – *Housing Study: To support the development of a joint Housing Delivery Strategy for South Oxfordshire and Vale of White Horse,* available at http://www.whitehorsedc.gov.uk/services-and-advice/housing/joint-housing-delivery-strategy   [65]Department for Communities and Local Government (2014) *Planning Practice Guidance:* Ref 56-005-20150327; available at: https://www.gov.uk/guidance/housing-optional-technical-standards   [66]HM Government (2010) The Building Regulations 2010 – *Approved Document M – Access to and use of buildings: Volume 1 – Dwellings,* available at: https://www.gov.uk/government/publications/access-to-and-use-of-buildings-approved-document-m   [67]Department for Communities and Local Government (2015) *Technical housing standards* – nationally described space standard, available at: https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard

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> ## Development Policy 2: Space Standards

Proposals for new residential development should meet the following space standard requirements except where it can be demonstrated they would be unviable[a].

Proposals for one and two bedroom market homes, and all affordable housing, will need to ensure they are in accordance with the Ministry of Housing, Communities and Local Government's Technical Housing Standards - Nationally Described Space Standard Level 1 as set out in **Appendix H.**

Proposals for major[b] residential development should ensure 15 % of market dwellings and all affordable housing are constructed to the Category 2 standard as set out in the Building Regulations Approved Document M Part 2.

For site of 100 units or more, 5 % of affordable housing should be built to Category 3 standard and an allowance of 2 % of market housing will be delivered to Category 3 standards if there is demonstrable need.

[a]Viability should be set out in an independent viability assessment on terms agreed by the relevant parties, including the Council, and funded by the developer. This will involve an open book approach.
[b]As defined by Development Management Procedure Order 2010

they can only do so through their Local Plan[68].

3.20. The Housing Delivery Strategy (2018) has identified a need for the district to implement different levels of the nationally described internal space standards (these are set out in **Appendix H**) for one and two bed market housing and affordable housing as set out in **Development Policy 2: Space Standards**.

Table 3.1: Part M of Building Regulations 2010

Category	Definition
M4(1) Category 1 - Visitable dwellings	A new dwelling makes reasonable provision for most people, including wheelchair users, to approach and enter the dwelling and to access and use the facilities.
M4(2) Category 2 - Accessible and adaptable dwellings	A new dwelling makes reasonable provision for most people to access the dwelling. It incorporates features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users.
M4(3) Category 3 - Wheelchair user dwellings	A new dwelling makes reasonable provision, either at completion or at a point following completion for a wheelchair user to live in the dwelling and use any associated private outdoor space, parking and communal facilities.

[68]Department for Communities and Local Government (2014) Planning Practice Guidance, Ref: 56-002-20160519; available at: https://www.gov.uk/guidance/housing-optional-technical-standards

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3.21. Where LPAs intend to adopt both the Optional Building Regulations for Higher Accessibility Standards and the Internal Space Standards, the impact of their delivery on viability needs to be considered. A Viability Assessment has been undertaken alongside preparation of the Part 2 plan and includes an assessment of these standards. This concludes that the policies will not have a detrimental impact on viability. However, the PPG[69] is clear that where there are instances that development may not be viable, the requirement of delivering the Optional Building Regulations Higher Accessibility Standards should not be applied. **Development Policy 2** therefore includes some flexibility in relation to viability.

'Sub-Division' of Dwellings

3.22. As part of new housing provision there is a need to ensure an appropriate balance of housing types. The Oxfordshire Strategic Housing Market Assessment[70] (SHMA) recommends a suitable housing mix to meet the district's needs. The delivery of this housing mix will be implemented through the application of **Core Policy 22: Housing Mix**.

3.23. The housing mix identified by the Oxfordshire SHMA includes the need to provide for some smaller housing units. These are particularly useful to help provide housing for younger households and for those looking to downsize. The Council therefore recognises that the sub-division of existing units can help to provide a proportion of the smaller housing units needed, and that sub-division can make an effective use of land. However, the sub-division of larger housing units can sometimes give rise to a detrimental effect on a building's design and the amenity of neighbours and the surrounding area.

3.24. To ensure accommodation is provided of an appropriate standard, proposals for sub-division need to consider and demonstrate: provision of adequate living space; an appropriate layout of rooms; adequate noise insulation measures; the availability of adequate parking within the site; and the provision of adequate garden and other amenity space. Proposals need to demonstrate compliance with **Development Policy 2: Space Standards**, and in particular will need to comply with Level 1 of the National Housing Described Standards.

3.25. The Sub-Division of dwellings are considered to be separate units which require their own facilities and living spaces. This differs from

> ## Development Policy 3: Sub-Division of Dwellings
>
> The sub-division of dwellings will be permitted provided that:
>
> i. each dwelling will be completely self-contained and have adequate living space in accordance with **Development Policy 2: Space Standards**
> ii. it is of a good quality design which maintains or enhances the character and appearance of the building, street scene and surroundings in accordance with the Council's Design Guide SPD
> iii. there would be no demonstrable harm to the amenity of the occupiers of neighbouring properties, and
> iv. adequate and safe access to each of the dwellings is achieved. and appropriate parking is provided in accordance with **Core Policy 35: Promoting Public Transport, Cycling and Walking**.

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[69]Department for Communities and Local Government (2014) *Planning Practice Guidance,* Ref: 56-002-20160519; available at: https://www.gov.uk/guidance/housing-optional-technical-standards [70]GL Hearn (2014) *Oxfordshire Strategic Housing Market Assessment,* available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031/evidence-base/strategi

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Houses of Multiple Occupancy (HMO) which have separate bedrooms but shared facilities. The sub-division of dwellings require planning permission which is monitored on an annual basis, whilst HMO's can be completed under Permitted Development Rights[71].

3.26. The sub-division of units can also give rise to significant changes in the external appearance of dwellings and their curtilage. It is therefore essential that good design is incorporated into proposals to minimise their impact on the character and appearance of the building and surrounding area, and to maintain or enhance its character. Compliance with Local Plan 2031: Part 1 **Core Policy 37: Design and Local Distinctiveness** and the adopted Design Guide[72] will be critical.

3.27. Proposals will also need to demonstrate that they do not lead to an impact on the amenity of the surrounding area (**Development Policy 23: Impact of Development on Amenity**) and that measures to minimise any adverse effect on the amenity of neighbouring properties are an integral part of the proposal.

3.28. The sub-division of housing units should also ensure that safe and appropriate access is provided as well as the provision of adequate parking, which should be in accordance with the Highway Authority's guidance[73] and the Council's Design Guide SPD[74]. Compliance with **Core Policy 35 and Development Policy 16: Access**, will also need to be demonstrated.

Residential Annexes

3.29. Residential annexes within the curtilage of existing dwellings can help to meet accommodation needs of growing families, such as for families to support older or disabled relatives. Such proposals are not covered by Local Plan 2031: Part 1 **Core Policy 26: Accommodating Current and Future Needs of the Ageing Population,** and for this reason **Development Policy 4** is set out below to address this requirement.

3.30. It is essential that proposals for residential annexes demonstrate there is a strong functional relationship between the existing dwelling and the annex, and the annex is within the curtilage of the existing dwelling.

Development Policy 4: Residential Annexes

Proposals for both detached and attached residential annexes will be permitted provided that:

i. it has been demonstrated there is a strong functional relationship between the existing dwelling and the proposed annex
ii. the annex is within the curtilage of the existing dwelling
iii. the size, scale, location and design of the annex is subordinate to the existing dwelling
iv. it is appropriate in size to meet its stated purpose
v. there would be no demonstrable harm to the amenity of neighbouring residents
vi. adequate and safe access is achieved, and
vii. the design and siting of the annex is capable of being reasonably integrated with the function of the original dwelling once the need for it has ceased, without creating an independent dwelling unit in the future.

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existing dwelling. This will apply for both detached and non-detached units. Where the proposal is for a detached unit, the conversion of an outbuilding would be preferable over construction of a new building.

3.31. The size, scale, location and design of the annex needs to be appropriate and subordinate to the existing dwelling. Although the Council supports, where appropriate, the use of annexes, overdevelopment will not be supported, nor the provision of singular independent units where they would otherwise be considered inappropriate. For this reason, proposals will need to ensure they can demonstrate how the annex could reasonably be integrated into the original dwelling, should the need for the annex cease in the future. The future use of annexes as single dwellings will not be supported.

3.32. Proposals should demonstrate they would not lead to a detrimental impact on the amenity of the surrounding area or neighbouring

residents. Safe and appropriate access to the annex would also need to be achieved. The design and access of an annex should be in accordance with the Council's Design Guide SPD[75].

Replacement Dwellings in the Open Countryside

3.33. The Council is seeking to avoid the development of new and isolated dwellings in the countryside in accordance with the NPPF[76]. However, where dwellings are constructed on previously developed land and replace existing dwellings on a one-for-one basis, they will be considered in accordance with **Core Policies 3 and 4** in the Local Plan 2031: Part 1, and **Development Policy 5: Replacement Dwellings in the Open Countryside**.

3.34. Proposals will need to demonstrate how they respect the rural character, landscape and their locality in the open countryside, through appropriate size, scale,

> ## Development Policy 5: Replacement Dwellings in the Open Countryside
>
> In the open countryside, the replacement of an existing dwelling will be permitted provided that:
>
> i. it is for a new dwelling which replaces an existing dwelling and only on a one-for-one basis
> ii. it is situated on the site of the original dwelling unless an alternative site can be shown to have equal or greater benefits for the locality, and
> iii. the size, scale, mass, footprint and visual impact of the new dwelling respects the rural character, locality and landscape setting.

and mass and comparison of the replacement dwelling.

3.35. The replacement dwelling should be on the site of the original dwelling unless it can be demonstrated that an alternative location has equal or greater benefits, for example, in terms of its effect on the landscape.

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[75]Vale of White Horse District Council (2015) *Design Guide Supplementary Planning Document* (SPD), available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/ supplementar-2   [76] Department for Communities and Local Government (2012) *National Planning Policy Framework (NPPF);* Paragraph 55

Vale of White Horse District Council

3 Development Management Policies

> ### Development Policy 6: Rural Workers' Dwellings
>
> The provision of a rural worker dwelling in the open countryside will be permitted provided that:
>
> i. it is essential, and can be demonstrated there is an existing need for one or more permanent full-time workers to be readily available at all times for the rural enterprise to operate viably
> ii. the functional need cannot be met by other suitable and available existing dwellings in the locality of the rural enterprise
> iii. the rural enterprise is economically sustainable, has been established for at least 3 years and is likely to remain economically viable for the foreseeable future
> iv. the size and scale of the dwelling is commensurate with the needs of the rural enterprise, and
> v. it respects the landscape setting, local character, and its locality.
>
> Development proposals will be required to submit a financial appraisal to demonstrate that criteria (i) and (iii) are met.
>
> If a rural worker dwelling is essential to support a new rural enterprise it should be provided temporarily by a caravan, a wooden structure which can easily be dismantled, or other temporary accommodation for the first three years.
>
> Planning permission will be subject to an appropriate occupancy condition, restricting its occupation to a person who is directly employed on a permanent full-time basis by a rural enterprise in the locality.

Rural Workers' Dwellings

3.36. The Council supports the provision and growth of rural enterprises in the district and is aware that the demands of rural businesses can sometimes necessitate the need for one or more employees to live either at, or close to, their place of work. This demand can arise from a range of rural based enterprises, such as farming, forestry, and commercial equine related businesses. The Council will therefore support the need for rural workers'[77] dwellings in the open countryside where there is a demonstrable need in order to sustain the effective operation of a viable rural business. A financial appraisal will need to be provided with any proposal.

3.37. The proposal will need to demonstrate that there is no suitable available existing accommodation in the vicinity of the rural business (such as the nearest settlement) or buildings suitable for re-use and conversion to residential use, either on the site of the rural enterprise, or in its locality.

3.38. Proposals from new rural enterprises requiring a rural worker dwelling will need to demonstrate how the business will be viable and sustainable for the longer term. If the proposal complies with this policy, permission will be given for temporary accommodation for the first three years before an application for a permanent dwelling will be considered.

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[77]The definition of rural workers includes those taking majority control of a farm business.   [78]Department for Communities and Local Government (2012) National Planning Policy Framework (NPPF); Paragraph 55

3 Development Management Policies

Bradfield Barn, Station Road, Grove

3 Development Management Policies

Re-use, Conversion and Extension of Buildings for Dwellings in the Open Countryside

3.39.   As set out above, new isolated homes in the open countryside are contrary to national policy[78] and should be avoided. However, under special circumstances, developments that re-use redundant or disused buildings may be appropriate, if the resultant development enhances the setting of the development. On this basis, the Council supports the appropriate re-use or conversion of buildings in the open countryside.

3.40.   Appropriate re-use and conversion of buildings in the countryside can avoid existing buildings being left vacant and thus prone to vandalism and dereliction. The re-use of these buildings can help to enhance the rural character and locality, particularly where traditionally designed buildings are brought back into use and their appearance is enhanced. Re-use and conversion can also help to reduce the demand for new developments in the countryside.

3.41.   Conversions need to be of a standard that would not result in the need for substantial alteration or rebuilding. To demonstrate this, proposals need to provide a structural report and, where relevant, a detailed survey of the original building. If the proposal would result in a complete or substantial reconstruction of the buildings, then the proposal will be considered under other relevant policies in the development plan regarding new development in the countryside.

3.42.   The re-use and conversion of buildings also needs to be in keeping with their surrounding rural character and locality as well as respecting the character and setting of the original building. Many old rural buildings are of traditional design, often constructed using local materials and thus are in keeping with the rural character and locality. Proposals that lead to the enhancement of the traditional design of the building will

> ### Development Policy 7: Re-use, Conversion and Extension of Buildings for Dwellings in the Open Countryside
>
> In the open countryside, the re-use, conversion and extension of buildings for housing will be permitted provided that:
>
> i.   the building is of permanent and substantial construction and is capable of conversion without extensive reconstruction. A structural survey will be required and a detailed survey may be required, where appropriate
> ii.   it respects the character, appearance and setting of the original building, and
> iii. it respects the rural landscape, character and locality, and
> iv.   it retains features of architectural or historic merit, where appropriate.

be supported. Proposals that extend the original building alongside the re-use and conversion of the original building, need to demonstrate they are proportionate to the original building.

3.43.   Proposals located within the Oxford Green Belt will need to comply with **Core Policy 13: Oxford Green Belt** and other relevant policies in the Development Plan.

[78]Department for Communities and Local Government (2012) National Planning Policy Framework (NPPF); Paragraph 55

3 Development Management Policies

Community Facilities Policies

Community Services and Facilities

3.44.   Community services and facilities play a key role in creating and sustaining healthy and inclusive communities. The quality and accessibility of community services, such as schools, places of worship, village and community halls and libraries is important as part of maintaining sustainable and viable places.

3.45.   The NPPF[79] refers to the importance of retaining and developing local services and community facilities, which include public houses, local shops and places of worship, to help support economic growth within rural areas. Furthermore, paragraph 70 of the NPPF sets out the need to plan positively for the provision of community facilities and to protect against their unnecessary loss.

3.46.   The Part 1 plan supports the provision and retention of community services and facilities and seeks to enhance their vitality and sustainability wherever possible. **Core Policy 3: Settlement Hierarchy**, as set out in the Part 1 plan, classifies the settlements in the Vale according to their role and function based on an assessment of their local services and facilities[80].

3.47.   Alongside **Core Policy 3: Settlement Hierarchy**, the Part 1 plan also seeks to direct growth to the most sustainable locations, namely the Market Towns, Local Service Centres and Larger Villages (**Core Policy 4: Meeting our Housing Needs**). Directing appropriate levels of development to our most sustainable settlements helps to protect and support the viability of our important community services and facilities.

3.48.   The Council will continue to support the protection of existing

Development Policy 8: Community Services and Facilities

a.   Development proposals for the provision of new or extended community facilities and services, including village and community halls will be supported, particularly where:

i.   they are located within or adjacent to the built-up area of an existing settlement
ii.   they would clearly meet an identified local need[a], and
iii.   they are accessible for all members of the community and promote social inclusion.

b.   Development proposals that would result in the loss of existing community facilities and services, including village and community halls, will only be supported where it can be demonstrated that:

iv.   it would lead to the significant improvement of an existing facility, or the replacement of an existing facility equally convenient to the local community it serves and with equivalent or improved facilities
v.   the facility is no longer economically viable for the established use, or there is a suitable and sustainable alternative that is located nearby, and
vi.   the facility is no longer required.

[a] a local standard is applied to village and community halls. This is set out in **Appendix K**.

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[79]Department for Communities and Local Government (2012) *National Planning Policy Framework (NPPF);* Paragraph 28 dynamic_serve.jsp?ID=1019020330&CODE=635CCD4D8303E9C0DA94AB93C9E40587

[80]Town and Village Facilities Study (2014); available at: http://www.whitehorsedc.gov.uk/java/support/

3 Development Management Policies

community services and facilities. **Development Policy 8: Community Services and Facilities** sets out criteria to inform proposals that would involve new provision, or the loss of an existing facility. Proposals involving the loss of an existing facility will need to provide evidence to demonstrate how the facility is no longer economically viable and / or no longer meets a local need. Proposals involving the change of use of local shops and / or other Class A uses will be assessed in accordance with **Development Policy 13: Change of Use of Retail Units to Other Uses**.

3.49. Proposals that are likely to involve the loss of a public house will be assessed in accordance with **Development Policy 9: Public Houses**.

3.50. Proposals for redeveloping services or facilities that either lead to an improvement in the provision or would result in alternative provision will be supported provided the alternative provision is an improvement to or is equivalent to the facility lost, and is conveniently located to serve the community.

3.51. Village and community halls are recognised as essential community facilities. They are often used to host a variety of community events and activities, as well as contributing towards developing community cohesion within new and existing developments.

3.52. The Council will support proposals that involve the provision of new village and community halls that are well located to serve the local community. Proposals for the loss of existing village and community halls will only be supported where developers are able to demonstrate that the criteria in **Development Policy 8: Community Services and Facilities** are adequately met.

3.53. A local standard has been developed (**Appendix K**) to ensure proposals for new village halls and community centres meet appropriate quality and accessibility measures. Developers should take this standard into account, along with the Council's Local Leisure Facilities Report (2016)[81], when preparing their proposals.

3.54. The local standards for village halls and community centres will also be expected to guide proposals for major development[82]. New provision or improvements to existing facilities will be met through either the Community Infrastructure Levy (CIL), or Section 106 planning obligations in accordance with **Core Policy 7: Providing Supporting Infrastructure and Services**.

St Mary's Church, Longworth

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[81]Vale of White Horse District Council (2016) *Local Leisure Facilities Report;* available at: www.whitehorsedc.gov.uk/LPP2   [82]As defined by Development Management Procedure Order 2010

3 Development Management Policies

Public Houses

3.55.   Public houses are often valued as local facilities within the communities they serve. For example, they may provide a meeting point, provide a venue for local events and more generally provide both social and economic benefits. The Part 1 plan seeks to retain and improve the vitality and sustainability of the Vale's rural communities, principally by supporting appropriate development, especially at the Vale's larger villages.

3.56.   To help support the vitality of rural communities, the Council will expect all reasonable options for retaining Public Houses to be considered before alternative uses will be supported. **Development Policy 9: Public Houses** sets out policy criteria for proposals that would involve the loss of a public house. In accordance with this policy, evidence will be required to demonstrate that the retention of the public house is no longer economically viable, that it has been marketed at a realistic market price and that there are no reasonable prospects for the building being used for an alternative community use.

Development Policy 9: Public Houses

Proposals that would result in the loss of a Public House will only be permitted where it can be clearly demonstrated that:

i. the retention of the public house is not economically viable and it can be demonstrated that all reasonable efforts have been made to sell or let the property as a public house on the open market at a realistic price, and
ii. there is no reasonable likelihood of a suitable alternative facility or service of benefit to the local community making use of the building.

The Flowing Well, Sunningwell

3 Development Management Policies

Supporting Economic Prosperity

Introduction

3.57.   The Local Plan 2031 plans for and supports a strong and sustainable economy with particular focus on promoting Science Vale as a world-class location for science and technology-based enterprise, especially the Enterprise Zone sites at Milton Park and Harwell Campus.

3.58.   The Local Plan reinforces the service centre role of the main settlements across the district, promotes thriving villages and rural communities, and supports the rural economy.

3.59.   The Part 1 plan makes provision for around 218 hectares of strategic employment land for new employment development, in accordance with our assessed need[83], which is anticipated to deliver approximately 23,000 jobs in the plan period up to 2031.

3.60.   Strategic Employment Sites are set out in **Core Policy 6: Meeting Business and Employment Needs** and safeguarded by each Sub-Area Strategy (**Core Policy 8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area; Core Policy 15: Spatial Strategy for South East Vale Sub-Area;** and **Core Policy 20: Spatial Strategy for Western Vale Sub-Area**).

3.61.   The Part 1 plan also identifies a number of strategic policies (**Core Policies 28-32**) that establish a planning policy framework to further support economic and retail development across the district. These policies cover: Change of Use; Further and Higher Education; Development to Support the Visitor Economy; and New Employment Development on Unallocated Sites and for Retail Development and other Main Town Centre Uses.

3.62.   The Local Plan 2031: Part 2 sets out additional detailed policies to complement those set out in the Part 1 plan.

Employment Policies

3.63.   The Part 1 plan **Core Policy 6** allocates land for additional new employment development over the plan period at a number of key strategic locations. The Part 1 plan **Core Policy 28** supports proposals for additional employment uses on unallocated sites, subject to certain criteria and **Core Policy 29** safeguards the strategic employment sites identified in the plan for future employment uses.

3.64.   The Part 2 plan policies provide additional guidance enabling appropriate ancillary uses at strategic employment sites which support existing and new employment generating uses and promote the use of Community Employment Plans to foster a more localised approach to skills and employment. Other employment policies aim to support rural diversification and enable equestrian developments.

3.65.   Policies relating to employment set out within the Part 2 plan are:

- **Development Policy 10: Ancillary Uses on Employment Land – which** seeks to support the provision of ancillary uses on existing employment land

- **Development Policy 11: Community Employment Plans –** which encourages a more localised approach to recruitment, associated with new development, and

- **Development Policy 12: Rural Diversification and Equestrian Developments –** which supports proposals for rural diversification and new equestrian uses and buildings in the countryside.

Retail Policies

3.66.   Alongside the Part 1 plan **Core Policy 32: Retail Development and other Main Town Centres Uses**, the retail policies within the Part 2 plan provide additional guidance on other types of retail, including village and local shops, retail parks and for change of use.

[83] URS (2014) Vale of White Horse Employment Land Review Update

3 Development Management Policies

3.67. The retail policies in the Part 2 plan are:

- **Development Policy 13: Change of Use of Retail Units to Other Uses –** which sets out measures to support proposals involving the change of use of retail units in different locations and includes the following sub-policies:
  - **Development Policy 13a: Primary Shopping Frontages**
  - **Development Policy 13b: Secondary Shopping Frontages**
  - **Development Policy 13c: Town Centres Uses**
  - **Development Policy 13d: Faringdon Town Centre, and**
  - **Development Policy 13e: Local Shopping Centres**

- **Development Policy 14: Village and Local Shops –** which seeks to protect existing village and local shops and supports proposals to meet local needs, and

- **Development Policy 15: Retail Parks –** which sets out guidance for proposals for change of use on retail parks.

102 Park Drive, Milton Park

3 Development Management Policies

Employment Policies

Ancillary Uses on Employment Land

3.68.   Providing facilities ancillary to the main business uses on large employment sites helps to make them more attractive to incoming firms and improve the quality of the working environment for employees. Ancillary facilities also help employment sites to develop sustainably by reducing the need for traffic movements.

3.69.   The need for ancillary facilities is particularly important at some of the Vale's most significant employment sites, such as the Enterprise Zone sites at Milton Park and Harwell Campus, as these have developed from historic sites that are located away from larger settlements. Harwell Campus and Milton Park both contain a range of ancillary facilities that include cafés, restaurants, shops and recreation and sporting facilities.

3.70.   It is important that any ancillary uses are appropriate, to support the main employment uses of the sites. The provision of larger scale retailing, such as food superstores and non-food retail warehouses, for example, could prejudice the availability of land for other business uses. The use of Local Development Orders (LDOs) or Supplementary Planning Documents (SPDs) can also support the sustainable development of employment sites by providing further guidance.

3.71.   The Part 1 plan supports appropriate new employment development in the Vale and recognises the need to protect existing employment sites. The Council will consider proposals for alternative uses on employment sites in accordance with **Core Policy 29: Change of Use of Existing Employment Land and Premises**, particularly where they provide ancillary supporting services.

3.72.   In accordance with **Core Policy 29, Development Policy 10: Ancillary Uses on Employment Land** sets out criteria to support the provision of ancillary uses on existing

> ### Development Policy 10: Ancillary Uses on Employment Land
>
> Proposals for uses other than B1, B2 and B8 business uses on existing employment land will be permitted if the following criteria are satisfied:
>
> i.   the proposal is primarily designed to provide for users of the employment site
> ii.   the use is ancillary to the main business or employment function of the wider site, and
> iii.   the use, either alone or combined with other existing or proposed uses, would not adversely affect the vitality and viability of any town centre or shopping centre (including local centres) or the social and community vitality of a nearby village.
>
> In connection with any planning permission, conditions may be imposed to limit the scale of the operation and to restrict the range of activities proposed or goods sold, where necessary, to ensure that the criteria set out above are met.
>
> Proposals will also be permitted where they are considered acceptable through an adopted Local Development Order or Supplementary Planning Document.

3 Development Management Policies

employment land, such as business parks and industrial estates, provided the proposals are small in scale.

Community Employment Plans

3.73.   Sustainable development can include new jobs or should make it easier for jobs to be created locally, and a key principle of National Planning Policy[84] is to drive and support economic development. Development should therefore consider how to maximise opportunities to deliver the greatest benefit for local communities.

3.74.   Providing jobs and training for the local community offers the opportunity to generate and share increased economic prosperity. Community Employment Plans (CEPs) prepared in partnership with developers, the council, and skills providers can play an important role in achieving this. A CEP is an employer-led initiative which can form part of planning obligations for significant developments. The measures

contained within a CEP seek to mitigate the impacts of development through ensuring local people can better access employment, skills, and training opportunities arising from development. CEPs can also help to create the proper alignment between the jobs created and a local labour force with the appropriate skills. CEPs can reduce the need to source employees from outside of the area, reducing the need for longer distance commuting.

3.75.   The Oxfordshire Strategic Economic Plan[85] identifies the importance of CEPs as an action to help deliver the People Programme, in particular by addressing exclusion from the labour market, upskilling and other measures to help young people and adults who are marginalised or disadvantaged from work. CEPs will assist with delivering the council's Corporate Plan 2016-2020[86] strategic priorities to optimise employment opportunities; encourage local apprenticeships and local workforce

> ## Development Policy 11: Community Employment Plans
>
> All new development proposals should demonstrate how opportunities for local employment, apprenticeships and training can be created and seek to maximise the opportunities for sourcing local produce, suppliers and services, during both construction and operation.
>
> The Council may require the submission of a site-specific Community Employment Plan (CEP) for the construction and operation of major[a] development sites, using a planning condition or legal agreement.
>
> The CEP should be prepared in partnership with the District Council and any other partners to deliver the agreed CEP. The CEP should cover, but not be limited to:
>
> i.   local procurement agreements
> ii.   apprenticeships, employment and training initiatives for all ages and abilities, and
> iii. training and work experience for younger people including those not in education, employment or training.
>
> [a]As defined by Development Management Procedure Order 2010.

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[84]Department for Communities and Local Government (2012) *National Planning Policy Framework (NPPF),* Paragraph 9, available at: https://www.gov.uk/guidance/national-planning-policy-framework   [85]Oxfordshire Local Enterprise Partnership (LEP) (2014) *Strategic Economic Plan;* available at: http://www.oxfordshirelep.org.uk/content/strategic-economic-plan   [86]*Vale of White Horse District Council Corporate Plan 2016-2020;* available at: http://www.whitehorsedc.gov.uk/about-us/how-we-work/corporate-plan

3 Development Management Policies

schemes that benefit our young people; support the Government's objective of achieving full employment, and; ensure that the skills needed by our employers are identified, and that training programmes are in place to provide a skilled labour force.

3.76. To support this approach, all new development is encouraged to maximise opportunities for local economic development and we may seek the preparation of CEPs for major development. Where a CEP is required developers will be provided with a template as a basis. Through discussion with the council, appropriate targets and outcomes for the site-specific CEP will be agreed. The CEP will then be subject to regular review and monitoring meetings with the council. We will provide assistance to identify appropriate local partner agencies and organisations to work with and support the developer to facilitate the timely delivery of the CEP.

View across Faringdon

Supporting a Prosperous Rural Economy

3.77. National policy supports the need for economic growth in rural areas to create jobs and prosperity[87]. It seeks to support sustainable growth and expansion of all types of business and enterprise in rural areas, including the development and diversification of agricultural and other land-based rural businesses. It also seeks to promote the retention and development of local services and community facilities in villages, such as local shops.

3.78. The NPPF also encourages rural diversification as a source of extra income to help rural businesses, including agricultural businesses[88]. Some producers could benefit from getting closer to the market, for example by establishing farm shops to sell their produce direct to the public. In other cases, it may be beneficial for producers to provide other services. For example, farmers

providing agricultural equipment hire and maintenance facilities can gain economic advantages in the purchase of larger and more specialised machinery.

3.79. The Part 1 plan supports appropriate development to help meet the local needs of the Vale's rural communities. In particular, **Core Policy 28: New Employment Development on Unallocated Sites** sets out the Council's approach for the provision of new employment development on unallocated sites, including in rural areas. This policy supports the re-use, conversion and adaptation of existing buildings for employment in rural areas, subject to a number of criteria.

[87]Department for Communities and Local Government (2012) *National Planning Policy Framework (NPPF),* Paragraph 28, available at: https://www.gov.uk/guidance/national-planning-policy-framework   [88]Department for Communities and Local Government (2012) *National Planning Policy Framework (NPPF),* Paragraph 28, available at: https://www.gov.uk/guidance/national-planning-policy-framework

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> **Development Policy 12: Rural Diversification and Equestrian Development**

Proposals for rural diversification will be supported provided they are ancillary to, and related to, the existing business enterprise. The re-use, conversion or adaptation of suitable existing buildings will be determined in accordance with the requirements of Core Policy 28. Proposals may be subject to a condition to safeguard their use in the interest of the local economy.

Farm shops will be supported where it can be demonstrated that they do not undermine the viability and vitality of shopping provision in nearby villages. Control over the types of produce sold may be sought by planning condition.

Proposals for the keeping, rearing, training and livery of horses on a commercial basis will be permitted where:

i. the proposed premises will have safe access from the site to public bridleways, gallops or other exercise areas in order to avoid conflict between horses and other public highway users, and
ii. the proposal does not unacceptably impact upon the site and the amenity of its neighbours.

Rural Diversification and Equestrian Development

3.80. In accordance with **Core Policy 28, Development Policy 12: Rural Diversification and Equestrian Development** sets out guidance to support and promote proposals for rural diversification where they are ancillary to the main use of the site, or relate to the existing enterprise. The following policy applies to proposals requiring full planning permission and will be relevant to cases where the planning authority has power to determine whether prior approval is required. Where proposals are located within the Oxford Green Belt, **Core Policy 13: Oxford Green Belt** in the Part 1 plan will also apply.

3.81. **Development Policy 12** also supports proposals for new equestrian use and buildings in the countryside, provided they are accessible and appropriate to the landscape and the surrounding environment. Development proposals involving new equestrian use and buildings that are associated with the keeping of horses for private use and the business of horse breeding, training and livery, will be supported where they are appropriate within the landscape and fully accord with other planning policies set out in the Local Plan 2031 and all other material planning considerations.

3.82. The provision of rural workers' dwellings is set out separately under **Development Policy 6: Rural Workers' Dwellings**.

Retail Policies

3.83. The Part 1 plan seeks to strengthen the service centre role of the Vale's Town Centres and Local Shopping Centres by maintaining and enhancing their vitality and viability. The plan's Spatial Strategy reinforces the service centre roles of the Vale's main settlements by concentrating retail provision in the town centres of Abingdon-on-Thames, Wantage and Faringdon, and the local centres of Grove and Botley, as defined in the **Adopted Policies Map**.

3 Development Management Policies

> ## Development Policy 13: Changes of Use of Retail Units to Other Uses
>
> ### Development Policy 13a: Primary Shopping Frontages
>
> Proposals within primary frontages[a] involving a net loss of Class A1 retail space at ground floor level will not be permitted, unless a marketing exercise of 12 months demonstrates that the site or premises are not reasonably capable of being used or redeveloped for these uses.
>
> [a]As defined on the **Adopted Policies Map** or where amended through an adopted Neighbourhood Development Plan

3.84.   The Part 1 plan supports the function of the Market Town of Abingdon-on-Thames and the Local Service Centre of Botley to provide main shopping and commercial uses for residents and visitors of the Vale, in line with **Core Policy 10: Abbey Shopping Centre and the Charter and Core Policy 11: Botley Central Area**.

3.85.   The Part 1 plan also supports proposals for new retail development and town centre uses in Market Towns and Local Service Centres, in line with **Core Policy 32: Retail Development and other Main Town Centre Uses**.

Changes of Use of Retail Units to Other Uses

3.86.   National policy supports the need to clearly define Primary and Secondary Shopping Frontages in designated centres and to make clear which uses are acceptable in such locations. However, new permitted development rights have been introduced allowing change of use from retail to other uses, including A1 (shops) to A2 (professional and financial services) uses, without the need for planning permission[89].

3.87.   Town Centre areas are designated in Abingdon-on-Thames, Wantage and Faringdon. Primary and Secondary Shopping Frontages are identified in the town centres of Abingdon-on-Thames and Wantage.

3.88.   Primary Frontages are likely to include a high proportion of retail uses, which may include food, drinks, clothing and household goods. Secondary Frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses[90].

3.89.   The Primary and Secondary Shopping Frontages have been updated through preparation of the Vale of White Horse Retail and Town Centres Study (2017). This work recommends some minor changes to these retail areas and new areas to be designated. New Primary Shopping Frontages are proposed for Kings Walk and Limborough Road in Wantage. New Secondary Shopping Frontages are proposed for the Square and Ock Street in Abingdon-on-Thames, and for Arbery Arcade in Wantage. All of these are shown in **Appendix I** and further detail is available within the Study[91].

3.90.   All proposals will be required to be of high-quality design that contributes positively to making better places to live and work in line with **Core Policy 37: Design and Local Distinctiveness** and the Design Guide SPD or other relevant policies in the Development Plan.

[89]The Town and Country Planning (General Permitted Development) (England) Order 2015, available at: http://www.legislation.gov.uk/uksi/2015/596/contents/made *National Planning Policy Framework (NPPF)* Annex 2, available at: https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary [90]Department for Communities and Local Government (2012) [91]Nathaniel Litchfield and Partners (NLP) (2017) *Retail and Town Centres Study Update,* available at: www.whitehorsedc.gov.uk/LPP2

3.91. The Council will consider the impact of proposals on the amenity of neighbouring uses in accordance with **Development Policy 23: Impact of Development in Amenity, Development Policy 24: Effect of Neighbouring or Previous Uses on New Developments, Development Policy 25: Noise Pollution** and any other relevant policies in the Development Plan.

3.92. **Core Policy 32** supports a sequential approach for proposals involving new retail and other main town centre uses outside of the designated Primary and Secondary Shopping Frontages and town centre areas. This policy also supports proposals for the change of use to retail and other main town centre uses in suitable locations.

3.93. In line with **Core Policy 32**, the Part 2 **Development Policy 13: Change of Use of Retail Units to Other Uses** supports the change of use from retail to other uses, subject to criteria including the impact on the function, character and appearance

of existing provision and the amenity of neighbouring uses. This policy includes five sub-policies covering the following scenarios for proposals involving a change of use from retail to other uses:

- **Development Policy 13a: Primary Shopping Frontages –** which seeks to protect retail space within Primary Shopping Frontages

- **Development Policy 13b: Secondary Shopping Frontages –** which seeks to support the change of use from retail to other uses within Secondary Shopping Frontages subject to a set of criteria

- **Development Policy 13c: Other Town Centre Uses –** which seeks to support the change of use from retail to other uses within the town centres of Abingdon-on-Thames and Wantage and supports access to upper floors in town centres

- **Development Policy 13d: Faringdon Town Centre –** which seeks to protect retail space within

Faringdon Town Centre, and

- **Development Policy 13e: Local Shopping Centres –** which seeks to support the change of use from retail to other uses within Local Shopping Centres **(Appendix J)**.

3.94. Development proposals involving a net loss of Class A1 retail space in designated Primary Shopping Frontages will be assessed in accordance with **Development Policy 13a**. In seeking to demonstrate that the unit(s) has no reasonable prospect of being used or redeveloped for retail purposes,

applicants will be expected to demonstrate that the unit(s) is no longer viable for its present, or any other realistic and suitable, retail use. They must demonstrate that the unit(s) has remained un-sold or un-let for at least 12 months. In addition, applicants will need to provide evidence relating to the marketing of the unit(s) for its present use for a minimum period of 12 months up to the date at which the planning application was lodged. Applicants are encouraged to contact the Council to discuss the scope of the marketing exercise.

Bury Street, Abingdon

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Development Policy 13b: Secondary shopping frontages

Proposals within secondary frontages[a] involving a change of use at ground floor level from Class A1 (Retail) to uses within other A Classes, to offices (Class B1), to healthcare facilities (within Class D1), to amusement / entertainment uses and for residential accommodation (Class C3), will be supported if the following criteria are met:

i.   the proposal would not individually, or cumulatively with other non-retail uses, cause harm to the function, character or appearance of the existing shopping provision or to the town centre as a whole
ii. the proposal would add to the range and variety of goods and services available to the local residents, and
iii. there would be no harm caused to the public amenity of the town centre or living conditions of any neighbouring residents in terms of noise, odours or general disturbance.

Conditions may be applied relating to the hours of opening, sound proofing and control of cooking odours where appropriate.

[a]As defined on the **Adopted Policies Map** or where amended through an adopted Neighbourhood Development Plan

Development Policy 13c: Other Town Centre Uses

Proposals in the town centres of Abingdon-on-Thames and Wantage (other than on the ground floor of premises in the primary and secondary frontages) within classes A2, A3, B1 (offices), for healthcare facilities (within class D1), for amusement / entertainment uses and for residential accommodation (class C3) will be supported, provided there would be no demonstrable harm caused to the living conditions of any neighbouring residents in terms of noise, odours or general disturbance.

Conditions may be applied relating to the hours of opening, sound proofing and control of cooking odours where appropriate to ensure that environmental, highway or other problems are not created and that residential amenities are protected.

New shopping and commercial development (including changes of use) within the town centres of Abingdon-on-Thames, Faringdon and Wantage[a] shall, where possible, incorporate specific provision to maintain or improve the means of access to upper floors.

[a]As defined on the **Adopted Policies Map** or where amended through an adopted Neighbourhood Development Plan

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Development Policy 13d: Faringdon Town Centre

Proposals within Faringdon Town Centre involving a change of use from retail (within Class A1, A2, A3) to other uses including residential (Class C3), healthcare facilities (within Class D1) or office (Class B1) uses will not be permitted on ground floor frontages unless they retain active frontages in accordance with the Design Guide Supplementary Planning Documents and comply with other relevant policies of the Development Plan.

New residential, healthcare or office uses will be permitted on upper floors subject to no demonstrable harm being caused to the living conditions of any neighbouring residents in terms of noise, odours and general disturbance.

Market Place, Faringdon

Development Policy 13e: Local Shopping Centres

Within the existing local shopping centres at Peachcroft, Abingdon-on-Thames, Mill Brook Park and Grovelands at Grove[a], proposals involving a change of use from Class A1 (retail) to Classes A2 (professional services) and A3 (food and drink) will be supported provided that:

i.   the proposal would not individually, or cumulatively with other non-retail uses, cause harm to the function, character or appearance of the existing shopping provision or to the town centre as a whole
ii. the proposal would add to the range and variety of goods and services available to the local residents, and
iii. there would be no harm caused to the public amenity of the town centre or living conditions of any neighbouring residents in terms of noise, odours or general disturbance.

Proposals involving a change of use to residential (Class C3) or office (Class B1) uses will not be permitted at ground floor level. Such uses will be permitted on upper floors subject to criteria (i) and (iii) above being met.

[a]As defined by the **Adopted Policies Map** or where amended through an adopted Neighbourhood Development Plan

3 Development Management Policies

Village and Local Shops

3.95.   The Council recognises the importance of small neighbourhood shops, particularly village shops, to local communities. Village shops located in the Larger and Smaller Villages and local shops, such as individual corner shops, located in the Market Towns and Local Service Centres, play a key role in creating and sustaining healthy, inclusive communities.

3.96.   The retention of existing village and local shops or the provision of new ones is key to the development of sustainable and inclusive communities.

3.97.   National policy is clear for the need to promote the retention and development of local services and communities' facilities in villages, in particular the need to guard against the unnecessary loss of valued facilities and services where this would reduce the communities ability to meet day-to-day needs. It also recognises the need to plan positively for the provision of community facilities and other local services to enhance the sustainability of communities.

3.98.   The Part 1 plan seeks to ensure that development is supported by a sufficient range of services and facilities and particularly focuses development in the rural areas to maintain the vitality and sustainability of local services, as well as supporting appropriate development in Smaller Villages to help meet the local needs of rural communities.

3.99.   **Development Policy 14: Village and Local Shops** seeks to protect the loss of existing village and local shops, subject to criteria, to ensure that local shopping provision is retained to help meet the local needs. The policy also supports proposals for village and local shops at a small scale where they accord with relevant policies in the Local Plan 2031.

> ### Development Policy 14: Village and Local Shops
>
> Proposals for the development or extension of village and other local shops with less than 500 sq.m gross retail floorspace, designed to meet the day-to-day needs of the local population, will be permitted provided they comply with other relevant policies in the Local Plan 2031.
>
> Proposals that result in the loss of a village shop and or local shop will be permitted provided that it demonstrates:
>
> i.   the building is or has become unsuitable for its existing use and is no longer economically viable, taking into account all reasonable efforts made to sell or let the property on the market at a realistic price, and
> ii. there is no reasonable likelihood of a suitable alternative facility or service of benefit to serve the needs of the local community making use of the building.

3 Development Management Policies

Retail Parks

3.100. The District currently has two significant Retail Parks; Fairacres Retail Park, Abingdon-on-Thames and Seacourt Tower Retail Park, Botley. These have been established to provide outlets for bulky goods. Both are located in edge of town locations that are outside the main town centre of Abingdon-on-Thames and the Local Service Centre of Botley.

3.101. The Part 1 plan seeks to support a strong and sustainable economy within the district. The Spatial Strategy seeks to deliver sustainable growth by reinforcing the service centre roles of the main settlements, in particular concentrating larger shopping, tourism and community facilities at Abingdon-on-Thames, Botley, Faringdon, Grove and Wantage.

3.102. **Core Policy 32: Retail Development and other Main Town Centre Uses** sets out a sequential test for retail development, with town centres being the highest priority for new retail development. Development proposals over 1,000 sq.m of floor space in the town centres and 500 sq.m of floor space elsewhere will need to be supported by an impact assessment to assess the likely impacts on existing retail provision.

3.103. In line with **Core Policy 32, Development Policy 15: Retail Parks**, seeks to restrict uses at the existing retail parks at Fairacres in Abingdon-on-Thames and Seacourt Tower in Botley to stores selling bulky goods.

3.104. The policy also supports proposals for convenience retail uses subject to specific criteria, including taking into account impacts on existing retail provision and assessing alternative locations.

> ## Development Policy 15: Retail Parks
>
> Uses on retail parks within the district, including at Fairacres in Abingdon-on-Thames and Seacourt Tower Retail Park in Botley, will be restricted to stores selling bulky goods.
>
> Change of use on retail parks within the district to convenience retail uses, or for new convenience retail units, will only be permitted if:
>
> i.   the impact assessment required under Core Policy 32 demonstrates that the development would not have a detrimental impact on the existing retail provision in the town centre of Abingdon-on-Thames or the Local Service Centre in Botley, and
> ii. it can be demonstrated that there are no suitable alternative sites within Abingdon-on-Thames town centre or the Botley Central Area

3 Development Management Policies

Supporting Sustainable Transport and Accessibility

Introduction

3.105. The Spatial Vision and Strategic Objectives of the Local Plan 2031: Part 1 seek to encourage sustainable modes of transport and a reduction in the need to travel wherever possible. This is consistent with the objectives set out in the NPPF and the Oxfordshire Local Transport Plan 4[92] (updated 2016). The Local Transport Plan includes Area Strategies for the Science Vale area and the A420, which are both located within the Vale of White Horse.

3.106. The Part 1 plan also identifies a number of site-specific proposals and policies relating to transport and these are set out in our three Sub-Area Strategies. The spatial focus for new jobs and homes to be located in the Science Vale area is recognised by the Part 1 plan as requiring a comprehensive package of supporting transport infrastructure and this is set out in more detail by **Core Policy**

17. Core Policies 12, 18, 19 and 21 also safeguard land to support the future delivery of strategic highway improvements.

3.107. Chapter 2 of this plan (Local Plan 2031: Part 2) sets out how the agreed quantum of unmet housing need to be addressed within the Vale will be addressed by allocating additional development sites. Chapter 2 also augments our Sub-Area Strategies, where new policies are needed to support the additional development sites, or where new information is available to support the planning of these areas.

3.108. Additional future transport schemes are therefore supported by **Core Policies 12a, 18a** and **19a** (Chapter 2). These relate, in particular, to an identified need for air quality improvements and the wider Oxfordshire Public Transport Strategy.

3.109. The Part 1 plan also identifies a number of strategic policies (**Core Policies 33-36**) which seek to promote sustainable transport modes and

accessibility and through supporting key improvements to the transport network, including a specific policy relating to the A34 (**Core Policy 34**).

- **Core Policy 33: Promoting Sustainable Transport and Accessibility -** sets out how the Council will work with the County Council and others to promote sustainable transport and accessibility including measures set out in the Local Transport Plan.

- **Core Policy 34: A34 Strategy -** recognises that the Council will continue to work with Highways England and Oxfordshire County Council in planning for managing traffic on the A34, including addressing Air Quality impacts on the route.

- **Core Policy 35: Promoting Public Transport, Cycling and Walking -** sets out how the Council will ensure that new development promotes public transport, cycling and walking, and

- **Core Policy 36: Electronic Communications -** sets out the district's intention to ensure that electronic communication infrastructure, in particular superfast broadband, is provided in new development, which will maximise opportunities for working and accessing services at home.

3.110. The Local Plan 2031: Part 2 sets out more detailed Development Management policies that seek to provide additional detailed guidance on specific matters to complement those policies listed above and as set out in the Part 1 plan.

3.111. The Part 2 transport policies provide additional guidance to ensure proposals adequately evaluate their transport impacts and provide safe and suitable access. There are also two specific policies addressing local issues relating to car parking and lorry services.

3.112. The transport policies set out within Local Plan 2031: Part 2 are:

3 Development Management Policies

- **Development Policy 16: Access –** which sets out the key requirements for suitable and safe access within development proposals

- **Development Policy 17: Transport Assessments and Travel Plans –** which provides additional guidance on the information required within Transport Assessments or Statements and Travel Plans

- **Development Policy 18: Public Car Parking in Settlements –** which seeks to protect and improve the quality of car parks in appropriate settlements, and

- **Development Policy 19: Lorries and Roadside Services –** which seeks to enable and focus lorry and roadside services at appropriate locations.

Radley Train Station

3 Development Management Policies

Access

3.113. Improving the quality of new development and achieving high design standards is a priority for the Local Plan 2031: Part 1, as supported by **Core Policy 37: Design and Local Distinctiveness**, which sets out criteria that all new developments need to demonstrate are met.

3.114 The physical form and qualities of a place shape the way it is used and the way people and vehicles move through it. The NPPF is clear that development proposals should ensure "*safe and suitable access to the site can be achieved for all people*"[93].

3.115. Furthermore, the NPPF states that

"*plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised*"[94].

3.116. The NPPF also stresses the importance of:

- the efficient delivery of goods and supplies

- giving priority to pedestrian and cycle movements

- safe and secure layouts which minimise conflicts, and

- considering the needs of people with disabilities[95].

3.117. **Core Policy 37: Design and Local Distinctiveness** sets out twelve criteria that all development proposals should comply with to ensure they are comprehensively planned; these include consideration for connectivity, and the safe movement and access for all users so developments are not overly dominated by vehicular traffic.

3.118. **Development Policy 16: Access** sets out some additional detail to complement that provided by **Core Policy 35: Promoting Public Transport, Cycling and Walking, Core Policy 37: Design and Local Distinctiveness**, and other Part 1 policies.

> ### Development Policy 16: Access
>
> All proposals for new development will be required to be of high quality design in accordance with **Core Policy 37: Design and Local Distinctiveness**. In addition to those criteria set out in **Core Policy 37** and other relevant Local Plan policies, proposals for development will also need to provide evidence to demonstrate that:
>
> i. adequate provision will be made for loading, unloading, circulation, servicing and vehicle turning, and
> ii. acceptable off-site improvements to the highway infrastructure (including traffic management measures), cycleways, public rights of way and the public transport network can be secured where these are not adequate to service the development.

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[93]Department for Communities and Local Government (2012) National Planning Policy Framework (NPPF), Paragraph 32 [94]Department for Communities and Local Government (2012) National Planning Policy Framework (NPPF), Paragraph 34 [95]Department for Communities and Local Government (2012) National Planning Policy Framework (NPPF), Paragraph 35

3 Development Management Policies

Transport Assessments and Travel Plans

3.119. Promoting sustainable modes of travel, such as through public transport, cycling, and walking, is a key priority for both Vale of White Horse District Council and for Oxfordshire County Council. These modes of travel can help to reduce congestion, make a positive contribution to local air quality and help to encourage active and healthy lifestyles[96] for communities within the Vale. For this reason, the Part 1 plan sets out the requirement for major development proposals to be supported by a Transport Assessment or Statement and Travel Plan (**Core Policy 35: Promoting Public Transport, Cycling and Walking**) which will need to take into account Oxfordshire County Council and National Planning Practice Guidance[97].

3.120. Ensuring that proposals for development are accompanied by appropriate supporting information helps to support a comprehensive approach to their assessment and the identification of appropriate mitigation measures, should they be necessary.

3.121. A Transport Assessment should set out the transport issues relating to a proposed development. It will be used to help us determine whether the impact of the development is acceptable and therefore should be supported by appropriate traffic modelling and take account of any particular local sensitivities, such as those relating to air quality, noise and / or safety.

3.122. Mitigation measures may be required to address the transport impacts of development. The Community Infrastructure Levy (CIL) Regulation 123 list should be referred to*, as some infrastructure projects and types will be wholly funded by CIL. Where applicable, mitigation measures may be required through Section 106 and Section 278 agreements. Transport Assessment or Statements

> ## Development Policy 17: Transport Assessments and Travel Plans
>
> Proposals for [a]major development will need to be supported by a Transport Assessment or Statement and Travel Plan in accordance with Oxfordshire County Council guidance, including their Walking and Cycling Design Standards, and the latest National Planning Practice Guidance[b]. The scope of the assessment should be agreed with the County Council as the highway authority, in association with the district council, as the planning authority. Highways England should also be consulted as appropriate, in accordance with Highways England guidance[c].
>
> The Transport Assessment and Travel Plan should consider opportunities to support the take up of electric and / or low emission vehicles, in accordance with latest best practice, and in particular if part of mitigation identified in line with **Development Policy 26: Air Quality**.
>
> The Transport Assessment and Travel Plan will need to demonstrate consistency with **Core Policy 37: Design and Local Distinctiveness** in addition to the sustainable transport priorities identified in Local Plan 2031: Part 1 and other relevant Local Plan policies.
>
> [a] As defined by Development Management Procedure Order 2010.
> [b] Refer to Oxfordshire County Council Guidance for New Developments, available at https://www.oxfordshire.gov.uk/cms/public-site/transport-new-developments; Oxfordshire County Council Walking and Cycling Design Standards (2017), available at: https://www.oxfordshire.gov.uk/cms/content/transport-development-control-tdc and CLG (2014) Travel plans, transport assessments and statements, available at: https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements
> [c] Highways England (2015) The Strategic Road Network: planning for the future (2015) and Highways England and Circular 02/2013: the strategic road network and the delivery of sustainable development.

[96]Oxfordshire County Council (2016) *Connecting Oxfordshire: Local Transport Plan 2015 – 2031 – Active & Healthy Travel Strategy,* available at: https://www.oxfordshire.gov.uk/cms/content/ltp4-countywide-strategies   [97] Refer to Oxfordshire County Council *Guidance for New Developments,* available at https://www.oxfordshire.gov.uk/cms/public-site/transport-new-developments; *Oxfordshire County Council Walking and Cycling Design Standards (2017)* available at: https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments/transport-development-control and Department for Communities and Local Government (2014) *Travel Plans, Transport Assessments and Statements,* available at: https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements   * No longer exists following recent changes to CIL by government

3 Development Management Policies

and Travel Plans will be required under condition through Section 106 agreement.

3.123. A Travel Plan should set out how a development will be managed, post occupation, to meet targets for car journeys to and from the site and promote sustainable travel. It should comprise a package of measures and initiatives with the aim of reducing the number of car journeys made by people travelling to and from the site by providing greater choice. It should also take account of initiatives identified by local organisations, for example, schools may have an interest in whether safety improvements are needed for key walking and cycling routes.

Public Car Parking in Settlements

3.124. The promotion of public transport, cycling and walking remains an important priority, especially to provide good access to town centres for employment purposes or for the higher order goods and services they provide. However, in a rural district like the Vale, it is also important that high quality car parking continues to be made available. This is particularly important for those living in the more rural areas of the district who may not have access to public transport or other sustainable transport options.

3.125. The provision of high quality parking in town centres is supported by the NPPF, that states, for example, that *"Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure"* [98] and highlights the need to protect the viability of facilities that provide for 'day to day needs' [99].

> ## Development Policy 18: Public Car Parking in Settlements
>
> Within the town centres of Abingdon-on-Thames, Wantage and Faringdon and the local centres at Abingdon-on-Thames, Botley, Faringdon, Grove and Wantage, as defined by the **Adopted Policies Map**, the loss of public car parking, particularly for short stays, will not be permitted if it would adversely affect the vitality and viability of these centres[a].
>
> Any proposals for the replacement of parking should demonstrate how replacement provision will be made of equivalent capacity, accessibility and convenience.
>
> Proposals for improving the quality of town centre parking provision will be supported, particularly where the proposals complement **Core Policy 32: Retail Development and other Main Town Centre Uses**.
>
> [a]Proposals should be accompanied by an assessment of parking using parameters agreed by the District and Local Town or Parish Council and demonstrate that the viability of the town and local centre will not be affected.

3.126. Proposals for improving or replacing town centre parking provision will be supported where the proposals complement **Core Policy 32: Retail Development and other Main Town Centre Uses** in the Local Plan 2031: Part 1, the Design Guide Supplementary Planning Document[100] and Oxfordshire County Council's Parking Standards[101].

[98]Department for Communities and Local Government (2012) *National Planning Policy Framework (NPPF),* Paragraph 40   [99]Department for Communities and Local Government (2012) *National Planning Policy Framework (NPPF),* Paragraph 70   [100]Vale of White Horse Design Guide Supplementary Planning Document (2015), available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/supplementar-2   [101]Refer to *Oxfordshire County Council Guidance for New Developments,* available at https://www.oxfordshire.gov.uk/cms/public-site/transport-new-developments

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3.127. The district will therefore continue to support the availability of suitable and sufficient car parking within town and local centres and ensure that proposals for their redevelopment provide for an equivalent level of parking in accessible and convenient locations. Where appropriate, the district will also support plans for improving the quality of car parking provision including the provision of segregated pedestrian walkways within car parks.

Lorries and Roadside Services

3.128. The NPPF states that local authorities should work with other stakeholders to develop strategies for the provision of roadside facilities for motorists to support the safety and welfare of the road users[102].

3.129. Within the Vale of White Horse District, there are currently two main routes identified on which roadside service improvements will will generally be supported. Firstly, central government has identified

concerns over safety in relation to the A34, and in line with **Core Policy 34: A34 Strategy**, the district will continue to work with Highways England, the County Council and others on exploring and reviewing route improvements on this road. The A420 also performs a strategic function for transport access between Oxford and Swindon and the appropriate provision of service facilities along this important route can help to contribute towards the promotion of road safety.

3.130. However, whilst safety considerations on these roads imply a need to support roadside facilities, there is a need to guard against the unnecessary proliferation of sites. There is also a need to ensure that high standards of provision can be achieved on existing sites before looking to new sites. These two objectives will be achieved through **Development Policy 19: Lorries and Roadside Services**. The existing sites on the A34 and A420 are located at:

> ## Development Policy 19: Lorries and Roadside Services
>
> The provision of additional service facilities (including facilities for refuelling, car and lorry parking, toilets, refreshment facilities and picnic areas) along the A420 and A34 will be permitted within the boundaries of the following sites identified on the **Adopted Policies Map**:
>
> i. Milton Interchange
> ii. Buckland, and
> iii. Park Road, Faringdon.
>
> In line with **Core Policy 34: A34 Strategy**, the Council will continue to work with Highways England, the County Council and others on assessment of proposals for any new lorry and / or roadside service areas along the A34 and A420 in the Vale of White Horse where these are seen as required as part of the on-going development of the Route Based Strategy and / or other highway safety reviews.

- Milton Interchange on the A34, and

- Buckland and Park Road, Faringdon on the A420

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[102]Department for Communities and Local Government (2012) *National Planning Policy Framework (NPPF),* Paragraph 31

3 Development Management Policies

Protecting the Environment and Responding to Climate Change

Introduction

3.131. The Local Plan 2031 seeks to protect the natural, built and historic environment and respond to climate change. The Spatial Vision and Strategic Objectives help to achieve this by setting out a policy framework to ensure new development achieves high-quality design standards and by responding to climate change.

3.132. The Part 1 plan identifies a number of strategic policies (**Core Policies 37 - 46**) that help to maintain and achieve a high-quality environment across the district. These policies set out how the Council will seek to respond to climate change and continue to protect the Vale's historic, built and natural environment

3.133. This section includes policies that apply across the whole district under a number of environmental topic areas: design; landscape; Green Infrastructure; leisure and historic environment

3.134. The policies in Local Plan 2031: Part 2 relating to Protecting the Environment and Responding to Climate Change are:

- **Development Policy 20: Public Art –** which seeks to support or encourage the promotion of public art in new development

- **Development Policy 21: External Lighting –** which sets out measures to ensure that development involving external lighting is appropriately designed and located

- **Development Policy 22: Advertisements –** which sets out measures to ensure that development involving advertisements is appropriately designed and located

- **Development Policy 23: Impact of Development on Amenity –** which sets out measures to minimise the impact of development on neighbouring amenity

- **Development Policy 24: Effect of Neighbouring or Previous Uses on New Developments –** which sets out measures to ensure new occupiers are less affected by existing or neighbouring uses

- **Development Policy 25: Noise Pollution –** which seeks to ensure new development is acceptable in relation to noise pollution

- **Development Policy 26: Air Quality –** which seeks to ensure all new development adequately considers air quality

- **Development Policy 27: Land Affected by Contamination –** which sets out measures to ensure land affected by contamination is appropriately remediated and mitigated

- **Development Policy 28: Waste Collection and Recycling –** which sets out measures to ensure the provision of adequate and appropriate facilities for the sorting, storage and collection of waste for development proposals

- **Development Policy 29: Settlement Character and Gaps –** which sets out measures to ensure that proposals do not compromise important gaps between settlements

- **Development Policy 30: Watercourses –** which seeks to ensure that watercourses are accommodated appropriately within new development

- **Development Policy 31: Protection of Public Rights of Way, National Trails and Open Access Areas –** which seeks to support improvements to the Public Rights of Way Network and Open Access Areas, and to protect National Trails

- **Development Policy 32: The Wilts and Berks Canal –** which seeks to support the long-term vision for the restoration of the Wilts and Berks Canal

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- **Development Policy 33: Open Space –** which sets out measures and local standards for the provision of open space in association with new developments and the protection of existing open space in the Vale

- **Development Policy 34: Leisure and Sports Facilities –** which sets out measures and local standards for the provision of leisure and sport facilities in association with new developments and the protection of existing leisure and sports facilities in the Vale

- **Development Policy 35: New Countryside Recreation Facilities –** which supports the development of small-scale countryside recreational facilities in the open countryside

- **Development Policy 36: Heritage Assets –** which sets out the Council's approach to conserve and enhance heritage assets in the Vale

- **Development Policy 37: Conservation Areas –** which sets out measures to ensure Conservation Areas are protected from inappropriate development

- **Development Policy 38: Listed Buildings –** which sets out the Council's measures for assessing development proposals that affect a Listed Building and / or its setting

- **Development Policy 39: Archaeology and Scheduled Monuments –** which sets out the Council's approach to the conservation and enhancement of Scheduled Monuments, nationally important archaeological remains and other non-designated archaeological sites

Design

3.135. Good design is a key aspect of sustainable development and should contribute positively to making better places. New development should create a sense of place and distinct character where people will feel safe and be proud to live and work.

3.136. The importance of achieving good design in new developments can also contribute towards improving health and well-being, by creating opportunities for social interaction and by making people more active within the community[103].

3.137. The Vale of White Horse District consists of a network of historic market towns and other settlements that are set in a diverse and attractive rural landscape. It is therefore important that new development respects the local character and distinctiveness of these towns and villages in the Vale.

3.138. The Local Plan 2031: Part 1 sets out a strategic policy framework to support the delivery of high quality design, in particular through **Core Policy 37: Design and Local Distinctiveness** and **Core Policy 38: Design Strategies for Strategic and Major Development Sites**. In addition, the Council has an adopted Design Guide Supplementary Planning Document (SPD), which sets out more detailed guidance to ensure that new development is provided to the highest quality standards that are appropriate for the Vale.

3.139. The Local Plan 2031: Part 2 provides further guidance to support and encourage the promotion of public art in association with new development along with providing guidance for development associated with external lighting, advertisements, and the impact on amenity and previous uses.

[103]Sport England (2015) *Active Design,* available at: https://www.sportengland.org/media/3426/spe003-active-design-published-october-2015-email-2.pdf

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Public Art

3.140. Public art can improve the quality of new developments, and along with high quality design can help to create stimulating and rewarding environments that are of benefit to current and future generations. It can also play a significant part in the character of the public realm, creating distinctive places, as well as forming legible features. Public art can include, for example, traditional sculptures, innovative designs of signs, gateways and paving or major landmark or urban design features.

3.141. National policy places an emphasis on public art in design and place-making for new developments. Successful schemes can make places more interesting, exciting and aesthetically pleasing for residents and the community. Public art incorporated into public spaces can also help to bring neighbourhoods together and provide a space for social activities and civic life. The Council's Arts Development Team

have secured many examples of public art across the district[104]. These include the artistic gates for Kingston Bagpuize Millennium Green, Kingston Bagpuize with Southmoor, the East Hendred Owl Trail and the Betjeman Statue at the Vale and Downland Museum, Wantage.

3.142. The Council will seek to support public art within new development schemes in accordance with its Arts Development Strategy. Public art should be considered at an early stage of the design process. Developers will be expected to demonstrate as part of the Design and Access Statement that the inclusion of public art has been considered as part of their development proposals, taking into account the design and location in accordance with the Council's Design Guide SPD. **Development Policy 20: Public Art** seeks to promote quality art within new developments by encouraging partnership working between professional artists and craftspeople and encouraging local participation to help establish an

> ## Development Policy 20: Public Art
>
> For all proposals for major development[a], or sites larger than 0.5 hectares, the provision of public art will be sought that makes a significant contribution towards the appearance of the scheme or the character of the area, or which benefits the local community.
>
> Applicants will be required to set out details for the provision of public art, including its location and design in accordance with the Council's Design Guide SPD.
>
> [a]As defined by Development Management Procedure Order 2010.

identity for an area.

3.143. Developers will be expected to contribute towards the provision of public art in order to help improve the appearance of the scheme in accordance with the Council's Developer Contributions SPD[105].

3.144. The Council will support proposals for art within residential and commercial development that benefits the local community and helps to establish civic or corporate

identity for an area.

pride and identity, encourage public enjoyment and engagement, promote the renewal of social skills or support the local economy. Proposals that contribute towards the appearance of a scheme, for example, to make a positive contribution to the character of an area or draw inspiration from local culture and history to improve the 'sense of place', will also be supported.

[104] http://www.whitehorsedc.gov.uk/services-and-advice/sports-and-leisure/arts/public-art-vale   [105]Vale of White Horse District Council (2017) *Developer Contributions – Delivering Infrastructure to Support Development* Supplementary Planning Document (SPD), available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/delivering-infrastructure/section-106-plan

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External lighting

3.145. Light can be seen as a form of pollution, where it impedes a view of the night sky or causes glow in the countryside, and can harm local biodiversity. Light fittings can also affect the visual amenity of an area. For example, inappropriately designed and/or located spotlights can have a detrimental impact on an area's character. Pole-mounted light fittings are often required for many sport and recreation facilities and the height and number of these fittings can be obtrusive, particularly if located within the open countryside or in a Conservation Area.

3.146. Given the increasing demand for all types of outdoor lighting, it is important that the impact on the amenity of the surrounding area is considered when determining applications that involve the use of external lighting. This can be particularly important when related to illuminated advertisements, security floodlights for commercial and residential premises, street lighting and floodlights for outdoor sports and recreational facilities.

> ### Development Policy 21: External Lighting
>
> Development that involves external lighting will be permitted provided that:
>
> i.   there would not be an adverse effect on the character of the area, the amenity of neighbouring uses or on local biodiversity
> ii. there would not be a hazard for pedestrians or people using any type of transportation, and
> iii. the lighting proposed is the minimum necessary to undertake the task for which it is required
>
> Where permission is granted for external lighting, conditions may be imposed that require:
>
> iv. the fitting of devices to reduce glare and light spillage, and
> v.   restricting the hours during which the lighting may be operated.

3.147. Although some lighting is considered to be Permitted Development, the Council will ensure applications that involve the use of lighting will be determined in accordance with **Development Policy 21: External Lighting**.

3.148. The Council will expect applicants to demonstrate, through preparation of a lighting strategy, that they have appropriately considered the design of their scheme in accordance with **Development Policy 21**, the principles set out in the Design Guide SPD, **Core Policy 44: Landscape** and **Core Policy 37: Design and Local Distinctiveness** (in the adopted Local Plan 2031: Part 1).

3.149. Development proposals located within the North Wessex Downs Area of Outstanding Natural Beauty (AONB) or its setting should seek to avoid and reduce light pollution, including control of lighting schemes that threaten the integrity of dark night skies, taking account of the North Wessex Downs AONB Management Plan[106].

3.150. Applications for the display of advertisements that involve an element of external lighting should demonstrate that the proposal would not have an adverse effect on the local character or the amenity of neighbouring uses, and would not cause harm towards the safety of pedestrians.

3.151. Where permission is granted for a proposal that involves external lighting, the Council may impose planning conditions to mitigate the impacts from external lighting.

3.152. In certain circumstances, applicants may be required to take

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[106]North Wessex Downs AONB Management Plan 2014-2019, available at: http://www.northwessexdowns.org.uk/uploads/File_Management/NWD_Docs/About_Us/Management_Plan/NWD_AONB_Management_Plan_2014-19.pdf

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appropriate measures to control the level of illumination, glare, spillage of light, angle and hours of operation. This is particularly relevant where external lighting could affect an adjacent area of Green Infrastructure or other areas with light sensitive biodiversity.

3.153. The Council encourages applicants to use the Institution of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light (2011) that contains design and installation guidance and recommendations in different Environmental Zones[107].

3.154. In assessing proposals that would generate external lighting, reference must also be made to **Development Policy 22: Advertisements**.

Advertisements

3.155. Advertisements cover a wide range of external display material and signage, including, for example: fascia signs on shops; poster hoardings; highway signage; and pole mounted signs at petrol stations.

3.156. Advertisements are essential to commercial activity in the district and as the range of premises with flexible opening hours expands, the demand for illuminated advertisements continues to increase. Unsympathetic, poorly-positioned or intrusively illuminated signs can harm the appearance of a building or area and may also cause a hazard to pedestrians, including people with visual impairments and road users.

3.157. The Council considers that illuminated signs can, if carefully designed, be appropriate in commercial areas where they can provide visual interest and vitality.

3.158. Advertising hoardings and stand-alone boards may also detract from the quality of the townscape of the district, and lead to a poor visual

> ## Development Policy 22: Advertisments
>
> Proposals for advertisements should demonstrate how they contribute to maintaining or achieving a safe, attractive and well-designed environment, and:
>
> i. not cause a hazard for pedestrians or people using any type of transportation
> ii. not obscure or hinder any interpretation of any traffic sign, railway sign, or aid to navigation by water or air
> iii. not hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle
> iv. not adversely affect the historical significance of buildings, or the character of an area through size and setting
> v. not contribute to an unsightly proliferation or clutter of signage in the vicinity and detract from the amenity of the street scene
> vi. not cause visual intrusion by virtue of light pollution into adjoining residential properties and avoid light pollution of nearby wildlife habitats, and
> vii. not include flashing internal or external illumination.

environment within their vicinity. For example, in residential areas, they are likely to be visually intrusive and spoil the appearance of the neighbourhood. To ensure advertisements are not visually intrusive, the Council will encourage developers to consider the design, size, materials and the degree of illumination[108].

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[107]The Institute of Lighting Engineers (2000) *Guidance Notes for the Reduction of Light Pollution,* available at: https://www.gov.je/SiteCollectionDocuments/Planning%20and%20building/SPG%20Lightpollution%202002.pdf; The Institute of Lighting Professionals (2011) *Guidance Notes for the Reduction of Obtrusive Light;* available at: https://www.theilp.org.uk/documents/obtrusive-light/   [108]Vale of White Horse Design Guide Supplementary Planning Document (SPD) (2015), available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/supplementar-2

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3.159. Advertisement proposals are guided by national policy and guidance, the Town and Country Planning (Control of Advertisements, England) Regulations 2007, and subsequent amendments.

3.160. The Council will seek to ensure that no harm is caused by the cumulative effects of illuminated advertisements associated with commercial property.

3.161. Proposals for development involving the use of illuminated advertisements will need to demonstrate compliance with **Development Policy 22: Advertisements** along with other relevant policies: **Core Policy 37: Design** and **Local Distinctiveness; Core Policy 39: The Historic Environment;** and **Development Policy 21: External Lighting**.

3.162. Developers will be required to ensure that proposals for illuminated advertisements will not harm or detract from amenity and public safety. Advertisements may not be acceptable where, cumulatively, they would spoil the appearance of a town centre or the open countryside. The Council will encourage businesses in the same location to combine their advertising needs for this reason.

3.163. **Development Policy 22** also ensures that advertisements do not cause visual intrusion by virtue of light pollution, and avoid flashing internal or external illumination.

3.164. Where advertisements are proposed in relation to business premises, the Council may seek appropriate mitigation through a planning condition to reduce any harmful impacts, for example, limiting the hours of operation of any illumination.

Impact of Development on Amenity

3.165. In addition to applicants demonstrating that their proposals achieve high design standards (in accordance with **Core Policies 37 and 38** and the Design Guide SPD), it is also important that their proposals will not cause harm to the amenity of neighbouring or nearby properties.

3.166. Amenity can be compromised by new development in a number of ways: through detrimental loss of daylight and sunlight to existing and adjacent occupiers; loss of privacy and outlook, and harmful noise, odour, vibration and air pollution from existing and proposed developments.

3.167. Care should be taken to ensure new development does not overshadow or visually dominate existing properties or adversely affect their existing levels of privacy. Furthermore, it is important that the design of new development minimises any impacts, both for the short and long term.

3.168. The Council will consider the impact of development proposals on amenity in accordance with **Development Policy 23: Impact of Development on Amenity**.

> ## Development Policy 23: Impact of Development on Amenity
>
> Development proposals should demonstrate that they will not result in significant adverse impacts on the amenity of neighbouring uses when considering both individual and cumulative impacts in relation to the following factors:
>
> i.   loss of privacy, daylight or sunlight
> ii. dominance or visual intrusion
> iii. noise or vibration
> iv. dust, heat, odour, gases or other emissions
> v.   pollution, contamination or the use of / or storage of hazardous substances; and
> vi. external lighting.

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Effect of Neighbouring or Previous Uses on New Developments

3.169 **Development Policy 23: Impact of Development on Amenity** seeks to ensure that development proposals are acceptable in amenity terms, including for neighbouring uses. However, it is equally important to ensure that any potential effects of neighbouring uses would not harm the occupiers of the proposal. Potential impacts could include: noisy uses or activities; sources of pollution or odour; land affected by contamination; and installations using or storing hazardous substances.

3.170 **Development Policy 24: The Effect of Neighbouring or Previous Uses on New Developments** requires applicants to consider any potential adverse impacts from existing and potential sources.

3.171 Where proposals for new development are likely to lead to adverse impacts to occupiers by neighbouring uses, appropriate mitigation measures should be incorporated into the proposal as agreed with Council officers.

3.172. Proposals should also demonstrate conformity with **Core Policy 37: Design and Local Distinctiveness** and **Policy 38: Design Strategies for Strategic and Major Development Sites** and the Design Guide Supplementary Planning Document along with: **Development Policy 23: Impact of Development on Amenity; Development Policy 25: Noise Pollution;** and **Development Policy 27: Land Affected by Contamination**.

> ### Development Policy 24: Effect of Neighbouring or Previous Uses on New Developments
>
> Development proposals should be appropriate to their location and should be designed to ensure that the occupiers of new development will not be subject to adverse effects from existing or neighbouring uses.
>
> Development will not be permitted if it is likely to be adversely affected by existing or potential sources of:
>
> i. noise or vibration
> ii. dust, heat, odour, gases and other emissions
> iii. pollution, contamination of the site or its surroundings and hazardous substances nearby
> iv. loss of privacy, daylight or sunlight
> v. dominance or visual intrusion, or
> vi. external lighting

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Noise Pollution

3.173. Noise and associated vibration can have an adverse impact on environmental amenity and on biodiversity, and may have a range of sources, which can include: road traffic; trains; aircraft; commercial uses; and entertainment premises.

3.174. Noise pollution can lead to harmful impacts on health and well-being, which may be from direct or indirect sources, for example, through the loss of sleep or by affecting relaxation and social interaction.

3.175. The planning process can assist by ensuring that, as far as possible, 'noise sensitive' developments, such as dwellings, schools, hospitals and nursing homes are located away from existing sources of noise. Furthermore, development types that may be associated with generating noise can be located in areas where noise will be less likely to lead to harmful impacts.

3.176 In accordance with national policy, the Council will ensure that where new development may create additional noise, and in instances where new development would be sensitive to the existing acoustic environment, the impact of noise will not cause an unacceptable impact on amenity.

3.177 **Development Policy 25: Noise Pollution** seeks to ensure that development proposals set out a scheme of mitigation, where noise-generating development would otherwise result in an unacceptable impact on neighbouring uses, environment or biodiversity. Developers should also take into account **Core Policy 44: Landscape** in the Local Plan 2031: Part 1 if proposals are likely to impact on the landscape, including the North Wessex Downs AONB and / or its setting.

3.178. The policy also ensures that noise-sensitive uses are located and designed in such a way that they are protected from existing sources of environmental noise. Depending on the level of environmental noise, the impact can in some cases be satisfactorily mitigated, allowing noise-sensitive development to proceed on the affected site. The Council will require an appropriate scheme of mitigation that should have regard to the need to provide a satisfactory environment for future occupiers and take account of other material planning considerations such as urban design.

3.179. Proposals for noise-sensitive development in areas with elevated noise levels, and / or proposals for noise-generating development in noise-sensitive locations, will be required to provide evidence of existing levels of environmental noise and the measures needed to bring noise down to acceptable levels[109]. This will typically require the submission of an assessment of environmental noise and scheme of mitigation as part of a planning application.

3.180. The Council may also seek measures from the developer to control the exposure to noise through planning conditions. For example, developers may be required to insulate buildings, erect screens or natural barriers, ensure adequate distances are established between noise and the noise sensitive land use or limit the operating times of a potentially noisy activity.

3.181. Developers will be expected to take into account the council's noise planning guidance to ensure noise is adequately addressed and mitigated within their development proposals. Developers should further engage with the Council's Environmental Health team early during the planning process to help ensure the approach taken is acceptable.

[109]Chartered Institute of Environmental Health, Acoustic & Noise Consultants, Institute of Acoustics (2016) *Draft Professional Practice Guidance on Planning & Noise - New Residential Development;* available at: http://www.association-of-noise-consultants.co.uk/propg-planning-noise-new-residential-development/; World Health Organisation (1999) *Guidelines for Community Noise;* available at: http://www.euro.who.int/en/health-topics/environment-and-health/noise

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Development Policy 25: Noise Pollution

Noise-Generating Development

Noise-generating development that would have an impact on environmental amenity or biodiversity will be expected to provide an appropriate scheme of mitigation that should take account of:

i. the location, design and layout of the proposed development
ii. existing levels of background noise
iii. measures to reduce or contain generated noise, and
iv. hours of operation and servicing.

Development will not be permitted if mitigation cannot be provided within an appropriate design or standard[a].

Noise-Sensitive Development

Noise-sensitive development in locations likely to be affected by existing sources of noise[b] will be expected to provide an appropriate scheme of mitigation to ensure appropriate standards of amenity are achieved for future occupiers of the proposed development, taking account of:

v. the location, design and layout of the proposed development
vi. measures to reduce noise within the development to acceptable levels, including external areas, and
vii. the need to maintain adequate levels of natural light and ventilation to habitable areas of the development.

In areas of existing noise, proposals for noise-sensitive development should be accompanied by an assessment of environmental noise and an appropriate scheme of mitigation measures.

Development will not be permitted if mitigation cannot be provided to an appropriate standard with an acceptable design.

[a]Currently set out in British Standards 4142:2014 and 8233:2014. The Council is currently developing guidance relating to noise mitigation.
[b]Busy roads, railway lines, aerodromes, industrial / commercial developments, waste, recycling and energy plant, and sporting, recreation and leisure facilities.

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Water Quality

3.182. The pollution of controlled waters may pose a risk to human health and lead to an impact on wildlife. It is therefore important the planning process is used, as far as possible, to minimise the risk of pollution caused by new development.

3.183. Maintaining and enhancing water quality of rivers, lakes and underground water bodies can also be important because they can be an important source of water and can provide a valuable amenity and recreational resource.

3.184. The Water Framework Directive (WFD) requires that all 'water bodies' including rivers, lakes, estuaries, coastal waters and groundwater, achieve a good ecological status. Under the WFD, all water bodies are classified by current and future water quality, ecological, hydromorphological and chemical status. It is therefore important that future development,

including the provision of supporting infrastructure, in the Vale[110] is carefully planned to help achieve the objectives set out in the WFD[111].

3.185. Development would be considered unacceptable if it led to a deterioration in WFD status, or prevents the waterbody achieving 'good' ecological status.

3.186. National policy requires councils to consider the need to plan effectively to protect and enhance local surface water and groundwater to allow new development to proceed, while avoiding costs at the planning application stage. In doing so, councils should consider the type or location of new development where an assessment of the potential impact on water bodies may be required. The Council has worked with the Environment Agency and Thames Water to prepare an addendum to the Water Cycle Study which is an update to the study that informed the Part 1 plan. This assesses the

environmental and physical demand of growth on water resources and supply and wastewater collection and treatment. It identifies opportunities for more sustainable planning and improvements so proposals do not exceed the existing water cycle capacity.

3.187. **Core Policy 43: Natural Resources** seeks to ensure that developers make provision for the effective use of natural resources, including the need for proposals to cause no deterioration in, and where possible, achieving improvements in, water quality.

3.188. In line with **Core Policy 43: Natural Resources** the Council will therefore resist developments that pose unacceptable risk to water quality. **Core Policy 43** will help to ensure that development is either located where adequate water resources are already available, or where new provision of water resource can be made to serve the

new development, without adversely affecting abstraction, river flows, water quality, agriculture, fisheries, amenity or nature conservation.

3.189. In circumstances where development may be likely to have an adverse impact on water quality, it will be necessary for a detailed water quality assessment to be undertaken. The need for an assessment will depend on the type or location of new development

3.190. Where development is allowed, the Council may require developers to undertake measures to ensure that a proposed development does not contaminate surface or groundwater resources, including ponds, streams and other watercourses. Works may also be required to remedy historical contamination to protect these water resources.

3.191. The Environment Agency (EA) has published a Thames River Basin Management Plan[112] that identifies areas

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[110]Core Policy 7: Providing Supporting Infrastructure and Services in the adopted Local Plan 2031: Part 1 and-building/planning-policy/new-local-plan-2031/evidence-base 2015#thames-river-basin-district-rbmp:-2015

[111]Vale of White Horse Water Cycle Study (2015); available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-
[112]Environment Agency (2015) *Thames River Basin Management Plan;* available at: https://www.gov.uk/government/collections/river-basin-management-plans-

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of poor water quality and assesses surface watercourses, lakes, canals and groundwater for various characteristics including those that may be required to achieve a 'good' ecological status. The Council will support the EA and other partners to prevent groundwater pollution and improve surface water quality. In accordance with **Core Policy 43: Natural Resources**, proposals will be expected to include sufficient information to demonstrate how they have taken into account the Thames River Basin Management Plan.

Air Quality

3.192. National planning policy is clear on the importance of taking into account the potential impacts of air quality when assessing development proposals. Furthermore, legislative[113] limits are set for concentrations of major air pollutants that may impact on public health, amenity and local biodiversity, such as airborne particulate matter and nitrogen dioxide.

3.193. Air quality within the Vale of White Horse District is predominantly good, although there are specific areas where air pollution exceeds the levels set by European and UK regulations. For this reason, the Council has declared three Air Quality Management Areas (AQMAs), which relate to elevated levels of nitrogen dioxide (NO2). These are located at Abingdon-on-Thames, Botley and Marcham.

3.194 Development proposals located within these areas will need to demonstrate how they take into account the Council's Air Quality Action Plan[114] in accordance with **Core Policy 43: Natural Resources**.

3.195 Proposals will be considered in accordance with **Development Policy 26: Air Quality**. Early engagement with the Council's Air Quality Officer is encouraged to help ensure the approach taken is acceptable.

3.196 It is likely that an Air Quality Assessment will be required, where

> ## Development Policy 26: Air Quality
>
> Development proposals that are likely to have an impact on local air quality, including those in, or within relative proximity to, existing or potential Air Quality Management Areas (AQMAs) will need to demonstrate measures / mitigation that are incorporated into the design to minimise any impacts associated with air quality.
>
> Where sensitive development is proposed in areas of existing poor air quality and / or where significant development is proposed, an air quality assessment will be required.
>
> The Council will require applicants to demonstrate that the development will minimise the impact on air quality, both during the construction process and lifetime of the completed development, either through a redesign of the development proposal or, where this is not possible or sufficient, through appropriate mitigation in accordance with current guidance.
>
> Mitigation measures will need to demonstrate how the proposal would make a positive contribution towards the aims of the Council's Air Quality Action Plan.
>
> Mitigation measures will be secured either through a negotiation on a scheme, or via the use of a planning condition and / or planning obligation depending on the scale and nature of the development and its associated impacts on air quality.

3 Development Management Policies

proposals are of a large scale and / or likely to have a significant or cumulative impact upon local air quality, particularly where development is located in or within relative proximity to an AQMA. The level of assessment will depend on the nature, extent and location of the development.

3.197   Any air quality assessments and other related work should be undertaken by a competent person / company in line with best practice and the Council's emerging Air Quality Developer Guidance[115].

Land Affected by Contamination

3.198   The Government has encouraged councils to consider the need to reclaim and redevelop brownfield land rather than greenfield sites. Brownfield land is land that has been previously developed, often for industry and so where the potential for contamination may be greater. The contamination of land can have adverse impacts on health and social well-being, as well as damaging

natural habitats and contributing to the pollution of surface waters and groundwater.

3.199   Land contamination is often a result of previous industrial activities such as fuel storage, vehicle maintenance, landfills, gasworks and other industrial activities. Other locations, such as rural areas, may contain contaminants from agricultural practices, natural occurrence, unsuitable made ground used in previous developments, or as a result of leaching, gas or groundwater contamination from surrounding land.

3.200   Source Protections Zones (SPZs) are mapped zones that are used to identify areas close to drinking water sources where the risks associated with groundwater contamination are greatest. Developments within SPZs must not increase the risk to drinking water supply abstraction. Types of development associated with risks of high pollution, including, for example,

cemeteries or waste operations may not be appropriate within SPZs. This is particularly notable within SPZ1, the area immediately around the drinking water source.

3.201   National policy and guidance is clear that the responsibility for safe development on sites affected by contamination lies with the developer and / or landowner. The developer / landowner is responsible for identifying land affected by contamination, ensuring that remediation is undertaken to secure a safe development and that the land is suitable for its proposed use.

3.202   The need to adequately deal with contamination is a national requirement, and efforts should be made to reduce the potential risk or harm caused to human health, property and the wider environment. The Council has a legal duty to address contamination in accordance with European Directives, for example, the Water Framework Directive, the Environmental Protection Act

1990, Building Regulations and Environmental Permitting Regulations.

3.203   **Development Policy 27: Land Affected by Contamination** requires developers to address all land contamination risks to the development, environment, controlled waters and adjacent land associated with the development.

3.204   **Development Policy 27: Land Affected by Contamination** will be used by the Council to assess and determine the suitability of development proposals by considering the potential implications of any existing contamination for the new development, environment, controlled waters and adjacent land, and to also ensure that developers are able to demonstrate that the proposal will prevent unacceptable risk from pollution in the future.

3.205   Where development, redevelopment or re-use is proposed on or adjacent to land that is suspected or known to be

[115]Environmental Protection UK and Institute of Air Quality Management (2017) *Land-Use Planning and Development Control: Planning for Air Quality;* available at: http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf

3 Development Management Policies

> ## Development Policy 27: Land Affected By Contamination
>
> Proposals for the development, redevelopment or re-use of land known, or suspected, to be contaminated, will be required to submit a Contaminated Land Preliminary Risk Consultant Report.
>
> Where development involves a particularly vulnerable use[a] to contamination and land is not suspected, or known to be contaminated, a Contaminated Land Questionnaire will be required.
>
> Planning conditions may be imposed where the Council is satisfied that all risks associated with the development, environment, controlled waters and neighbouring land uses from land affected by contamination have been identified and the development is viable.
>
> Proposals that fail to demonstrate that the intended use would be compatible with the condition of the land, or which fail to exploit appropriate opportunities for decontamination, will be refused.
>
> [a]Developments that are classed as particularly vulnerable to contamination include: residential (limited to creation of new residential units); nursing homes; allotments; schools; nurseries and crèches; children's playing areas and playing fields; and mixed use development, including vulnerable proposals.

contaminated, proposals should be accompanied by an appropriate level of information in the form of a Contaminated Land Preliminary Risk Consultant Report. This would typically consist of a desk-based study and a site walkover as a minimum.

3.206 Where development involves a particularly vulnerable use to contamination and land is not suspected, or known to be contaminated, a Contaminated Land Questionnaire will be required as a minimum[116].

3.207 These assessments should be submitted with the planning application and undertaken in accordance with the Council's best practice and current national guidance[117].

3.208 Further works will be required before a planning application is determined if the developer has not provided sufficient information to demonstrate that the development is considered viable.

3.209 Where the Council is satisfied that the development is viable, subject to any further contaminated land investigations and / or remedial works, planning permission may be granted subject to appropriate conditions or obligations that ensure any land contamination is addressed.

3.210 Applicants who are aware of possible land contamination will be encouraged to engage in pre-application discussions with the Council's Contaminated Land Officer and, where appropriate, the Environment Agency, prior to submitting a planning application. This will indicate whether further preliminary investigations, intrusive site investigations data and remedial proposals may be needed before a planning application can be determined.

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[116]Vale of White Horse and South Oxfordshire District Council's (2016) *Contaminated Land Questionnaire;* available at: http://www.whitehorsedc.gov.uk/services-and-advice/environment/pollution/contaminated-land/contaminated-land-planning-advice   [117]Oxfordshire Contaminated Land Group Consortium (2017) *Oxfordshire Planning Advice Note: Dealing with Land Contamination During Development – A Guide for Developers*, available at: http://www.whitehorsedc.gov.uk/services-and-advice/environment/pollution/contaminated-land/contaminated-land-planning-advice; Environment Agency (2016) Land Contamination: Technical Guidance; available at: https://www.gov.uk/government/collections/land-contamination-technical-guidance

3 Development Management Policies

Waste Collection and Recycling

3.211. National Policy requires councils to consider the importance of waste provision and management alongside other land uses when looking at development opportunities. In promoting good urban design, new development should integrate opportunities for local waste management.

3.212. The key role of the Local Plan 2031 is to ensure that proper provision is made for waste and recycling, storage and collection, and opportunities are taken for incorporating re-use and recycling facilities in all new developments.

3.213. The Council will encourage developers to make provision for the effective use of natural resources, including minimising waste and making provision for the recycling of waste on site, in accordance with **Core Policy 43: Natural Resources**.

> **Development Policy 28: Waste Collection and Recycling**

All development proposals will be expected to be consistent with the Council's Waste Planning Guidance.

For development proposals, the Council will consider favourably the use of sustainable waste management initiatives, where they are likely to provide environmental and financial benefits

1. Development proposals for residential use must ensure:

i. sufficient space is provided for the storage of individual or communal recycling and refuse containers, and
ii. access is provided that is safe for existing users / residents and for refuse and recycling collection vehicles.

2. Development proposals for non-residential use must ensure:

iii. sufficient space is provided for the storage of communal recycling and refuse containers, and
iv. provision is made that is adequate for the proposed use class.

The location and design of recycling and refuse provision should be integral to the design of the proposed development. In assessing recycling and refuse provision, the following points should be considered:

v. the level and type of provision, having regard to the above requirements and relevant space standards
vi. the location of the provision, having regard to the need to provide and maintain safe and convenient access for occupants, while also providing satisfactory access for collection vehicles
vii. the impact of the provision on visual amenity, having regard to the need to minimise the prominence of the facilities and screen any external provision
viii. the impact of the provision on health and amenity of neighbouring development and the proposed development, and
ix. the security of the provision against scavenging pests, vandalism and unauthorised use.

Recycling and refuse storage should be separate from cycle storage, car parking and key circulation areas.

Development will not be permitted if recycling and refuse provision that meets the above requirements cannot feasibly or practicably be provided.

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3.214. In line with **Core Policy 43, Development Policy 28: Waste Collection and Recycling** seeks to ensure that proposals for new development provide adequate facilities for the sorting, storage and collection of waste and to further encourage sustainable waste management initiatives.

3.215. For development proposals, developers will be required to provide adequate storage space for wheeled bins in accordance with the Council's Waste Planning Guidance. The Council will particularly support development proposals that use sustainable waste management initiatives, including for example, home composting, water butts, grey water schemes and on street litter bins.

3.216. Refuse and recycling storage and collection facilities should be designed and provided in accordance with the Council's adopted Design Guide SPD and Vale of White Horse and South Oxfordshire District Council's Waste Planning Guidance[118].

Landscape

Landscape Character

3.217. The Vale of White Horse occupies an attractive part of the Upper Thames Valley. It consists of a distinctive and diverse landscape incorporating the rolling sweep of the chalk downs (including parts of the North Wessex Downs Area of Outstanding Natural Beauty; AONB), wide vistas of the lowland clay vale, the rising limestone Corallian Ridge, the River Ock and areas of floodplain of the River Thames.

3.218. The Part 1 plan seeks to protect, and where possible enhance, key features that contribute to the nature and quality of the district's landscape.

3.219. In particular, **Core Policy 44: Landscape**, as set out in the Part 1 plan, identifies the most important landscape features that should be protected and enhanced and requires proposals to demonstrate how they have responded to these identified

aspects of landscape character. Proposals will be expected to:

- incorporate appropriate landscape proposals that reflect the character of the area through appropriate design and management, and
- preserve and promote local distinctiveness and diversity and, wherever possible, enhance damaged landscape areas.

3.220. The Part 1 plan makes it clear that **Core Policy 44: Landscape** will be applied using the most up-to-date evidence and landscape studies available from Natural England, the District and County Council, and from the North Wessex Downs AONB Board. The most up-to-date study prepared by the Vale of White Horse is the Vale of White Horse Landscape Character Assessment (2017)[119].

3.221. Proposals will also be considered in accordance with **Core Policy 37: Design and Local Distinctiveness** and the Council's Design Guide SPD.

View from White Horse Hill, Uffington

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[118]Vale of White Horse and South Oxfordshire District Council (2015) *Waste Planning Guidance;* available at: http://www.whitehorsedc.gov.uk/services-and-advice/recycling-rubbish-and-waste/our-policies-and-your-questions/future-planning-pr-0   [119]Hankinson Duckett Associates (2017) *Vale of White Horse Landscape Character Assessment,* available at: www.whitehorsedc.gov.uk/LPP2

White Horse Hill near Uffington

3 Development Management Policies

Settlement Character and Gaps

3.222. The conservation of the intrinsic character and beauty of the countryside is a core planning principle of the NPPF.

3.223. The Spatial Strategy for the Local Plan 2031: Part 1 supports the need to promote thriving villages and rural communities, whilst safeguarding the countryside and village character. The Part 1 plan supports appropriate development in Smaller Villages to help meet the local needs of rural communities. **Core Policy 3: Settlement Hierarchy** classifies the settlements in the Vale according to their role and function. In particular, villages not included within this classification are considered to form part of the open countryside.

3.224. The Part 1 plan supports the need to protect the local character and distinctiveness of rural settlements and the open countryside. **Core Policy 4: Meeting our Housing Needs** restricts development in the countryside, principally in order to maintain its rural character except where consistent with rural exception policies[120].

3.225. The district's countryside performs an important role in protecting parts of the open countryside that are accessible by the Public Rights of Way network. These provide recreation and amenity value for residents and visitors of the Vale alike. The open countryside also acts to separate and provide a setting for the district's individual settlements.

3.226. The Council recognises the importance of safeguarding the separate identity and characteristics of individual settlements as well as the open gaps that help separate these places. This separation protects the local character and distinctiveness that gives each settlement a unique identity that is cherished and valued.

3.227. **Core Policy 44: Landscape**, set out in the Part 1 plan, includes the need to protect, and where possible enhance, the important landscape settings of settlements.

3.228. **Development Policy 29: Settlement Character and Gaps** seeks to protect further against the loss of physical or visual separation between settlements. In applying this policy, the Council will take into account **Core Policy 4: Meeting our Housing Need** in the Part 1 plan and the Landscape Character Assessment when assessing development proposals that are located between settlements. Such proposals will be assessed, having taken into account the individual effects of the proposal, the cumulative effects of existing and other proposed development or the loss

> ### Development Policy 29: Settlement Character and Gaps
>
> Development proposals will need to demonstrate that the settlement's character is retained, and physical and visual separation is maintained between settlements.
>
> Development proposals will be considered in the context of **Core Policy 4** in the Local Plan 2031: Part 1, and in addition, will only be permitted provided that:
>
> i. the physical and visual separation between two separate settlements is not unacceptably diminished
> ii. cumulatively, with other existing or proposed development, it does not compromise the physical and visual separation between settlements, and
> iii. it does not lead to a loss of environmental or historical assets that individually or collectively contribute towards their local identity.

[120]Development in open countryside will not be appropriate unless specifically supported by other relevant policies as set out in the Development Plan or national policy, as stated in Core Policy 4: Meeting our Housing Needs in the Local Plan 2031 Part 1.

3 Development Management Policies

of environmental or historical assets that contribute towards a settlement's distinct and local identity.

Green Infrastructure

3.229. The Local Plan 2031: Part 1 seeks to ensure that new development provides an appropriate contribution to delivering Green Infrastructure and takes account of the Council's Green Infrastructure Strategy[121].

3.230. The Green Infrastructure Strategy sets out a vision for the creation of an interconnected, multifunctional Green Infrastructure (GI) network of green and blue spaces and corridors in the Vale. In considering new development proposals, it is important to ensure that GI is designed in a way that enhances the connectivity between GI assets at both district and local level.

3.231. Green Infrastructure relates to the active planning and management of multi-functional open space

networks. It includes sites protected for their importance to wildlife or the environment, nature reserves, greenspaces and greenway linkages. Other assets include, but are not limited to: woodlands; parks; rivers; watercourses; trees; ponds; Public Rights of Way; and cycle paths. Together they provide a network of green space, both urban and rural, within and adjacent to settlements.

3.232. The provision of GI promotes a positive effect on people's physical health and well-being by providing opportunities for access to nature, sport, play, recreation and social interaction. It serves as a function for improving the quality of the visual and natural environment and mitigating flood risk. GI also protects and enhances local nature conservation by creating and connecting habitats for wildlife.

3.233. **Core Policy 45: Green Infrastructure** ensures that GI is appropriately designed and integrated

into new developments and helps to improve the function and linkages to existing GI assets across the Vale.

3.234. The Council recognises the importance of improving the health and well-being of residents in the Vale, whilst maintaining and enhancing the natural environment, including biodiversity, landscape, GI and waterways.

3.235. The Local Plan 2031: Part 2 provides additional detail that focuses on the importance of watercourses as an asset of GI. Watercourses are vital to biodiversity and provide a unique range of habitats that form an important part of the Vale's ecological network.

Watercourses

3.236. The term watercourse refers to both main rivers, (larger rivers, brooks and streams) as defined as those present on the main river map for England[122] and ordinary watercourses (headwaters, smaller brooks, streams and ditches)[123]. All types of watercourse and their corridors have a part to play in enhancing biodiversity across the district.

3.237. All watercourses are vital to biodiversity, providing a unique range of habitats, acting as wildlife corridors, and forming an important element of the Vale's ecological network. They make a significant contribution towards the character of our landscape and form an important part of GI. Watercourses also provide vital ecosystem services, particularly in terms of improving water quality and drainage and flood management, but also providing green space for informal recreation, benefiting health and well-being.

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[121] Chris Blandford Associates (2017) *Vale of White Horse and South Oxfordshire District Councils Green Infrastructure Strategy* (2017), available at: www.whitehorsedc.gov.uk/LPP2   [122]https://www.gov.uk/government/collections/main-river-map-for-england-proposed-changes-and-decisions   123Watercourses as defined in s72(1) Land Drainage Act 1991, available at: http://www.legislation.gov.uk/ukpga/1991/59/section/24; Ordinary watercourses as defined in the Flood and Water Management Act 2010, available at: http://www.legislation.gov.uk/ukpga/2010/29/contents

3 Building Healthy and Sustainable Communities

> **Development Policy 30: Watercourses**

Development of land that contains or is adjacent to a watercourse will only be permitted where it would not have a detrimental impact on the function or setting of the watercourse or its biodiversity, or the detrimental impact can be appropriately mitigated.

Plans for development adjacent to or encompassing a watercourse should include a minimum 10 m buffer zone along both sides of the watercourse to create a corridor of land and water favourable to the enhancement of biodiversity.

Proposals which involve culverting a watercourse are unlikely to be considered acceptable.

Development which is located within 20 m of a watercourse will require a construction management plan to be agreed with the Council before commencement of work to ensure that the watercourse will be satisfactorily protected from damage, disturbance or pollution.

3.238. Of specific note are the Vale's globally rare chalk streams. There are around 224 known chalk streams in England, which constitutes over 85 % of the total world resource. As a result Chalk Rivers have been specifically identified as a priority for conservation under Section 41 of the Natural Environment and Rural Communities Act (2006)[124].

3.239. The geology of chalk streams produces characteristic features that support special wildlife habitats and species. Fed from aquifers in the chalk rocks of the North Wessex Downs, the water is characterised as having high clarity and quality with a stable temperature regime. It is the quality of the water as well as the in-stream and bankside habitats that make chalk streams so important for a variety of rare and protected species, including, for example, White Clawed Crayfish, Otters and Water Voles. Chalk streams in the Vale arise from the escarpment of the North Wessex Downs, and the headwaters are often associated with spring-line villages. Examples include the Letcombe Brook and Ginge Brook.

3.240. It is estimated that only around a quarter of Britain's chalk streams are achieving good ecological status under the Water Framework Directive[125]. The health of all watercourses are under pressure from a variety of issues including abstraction, pollution originating from urban developments, and increased human associated disturbance.

3.241. The Part 1 plan seeks to maintain and improve the natural environment including GI and waterways. **Core Policy 45: Green Infrastructure** ensures a net gain in GI is achieved for new development proposals. The Part 1 plan recognises the contribution of waterways and river corridors to the character, biodiversity and landscape quality in the Vale. **Core Policy 46: Conservation and Improvement of Biodiversity** in the Part 1 plan ensures that proposals likely to harm links between priority habitats or corridors for priority species achieve a net gain in biodiversity either through appropriate mitigation or off-setting.

3.242. In line with these Part 1 policies, Part 2 sets out **Development Policy 30: Watercourses** to ensure that watercourses are positively integrated in the design of new development from the outset, and that the ecological importance of the watercourse is not compromised, and biodiversity is retained and enhanced. By giving consideration to the watercourses from the start of

[124]S41 Natural Environment and Rural Communities Act 2006, available at: http://www.legislation.gov.uk/ukpga/1991/59/contents wwf.org.uk/downloads/wwf_chalkstreamreport_jan15_forweb.pdf

[125]World Wildlife Fund (WWF) (2015) *The State of England's Chalk Streams,* available at: http://assets.

the design process, it is possible to make the most of attractive riverside settings that can form natural areas of GI useful for informal recreation and other ecosystem services. Proposals should consider how access to watercourses can be improved for all users (depending on biodiversity sensitivities) including provision for those with mobility impairments.

3.243. All development proposals adjacent to watercourses should aim to avoid damaging impacts on the watercourse, its biodiversity or historical significance and provide mitigation for any unavoidable impacts. All development proposals that incorporate watercourses should ensure that the watercourse is protected from the development and aim to provide enhancements to the watercourse that benefit biodiversity and other ecosystem services.

Buffer zones

3.244. Buffer zones are important along watercourses to give species

and habitats protection from increased disturbance associated with development. The extent of the buffer is dependent on the size and nature of the development, but it should be a minimum of 10 metres wide, measured from the top of each bank and remain free of any built development. Where a watercourse flows through a development, a buffer zone should be provided on both sides of that watercourse . Larger developments should provide further buffering, and these additional areas can be used for informal recreation.

3.245. Undeveloped buffer zones are important as they can help to:

- allow the watercourse to undergo the natural processes of erosion and deposition and natural changes to the bank profile without necessitating intrusive and harmful bank protection works

- provide space for semi-aquatic and terrestrial habitats which are important to the lifecycle of many species

- create, maintain and enhance wildlife corridors which can also be used as part of the green infrastructure networks within development

- prevent permanent overshadowing of the water by buildings

- reduce the risk of pollution caused by run-off, and

- reduce incidences of flooding by allowing water storage and the natural drainage of rainwater.

3.246. Proposals should:

- include long term management plans for the buffer zone which retain and enhance its biodiversity value

- where a 10 m wide buffer zone is not considered possible by the local planning authority (for example in dense urban areas where existing development comes closer to the watercourse), a smaller buffer

zone may be allowed, but should still be accompanied by detailed plans to show how the land will be managed to promote biodiversity, and how maintenance access to the watercourse will be created. Wherever possible, a minimum 10m buffer should be maintained. Where development occurs on land outside the boundaries of an existing settlement a significantly wider buffer is likely to be required.

- seek to reinstate buffer zones where previous land uses or development have not provided this, and

- where a buffer zone is not included in a proposal, justification must be provided by the developer to the satisfaction of the local planning authority before planning permission will be granted.

3.247. Buffer zones should be reserved as a natural or semi-natural habitat, free from built development and formal landscaping. Soft infrastructure such as pedestrian footpaths should be kept
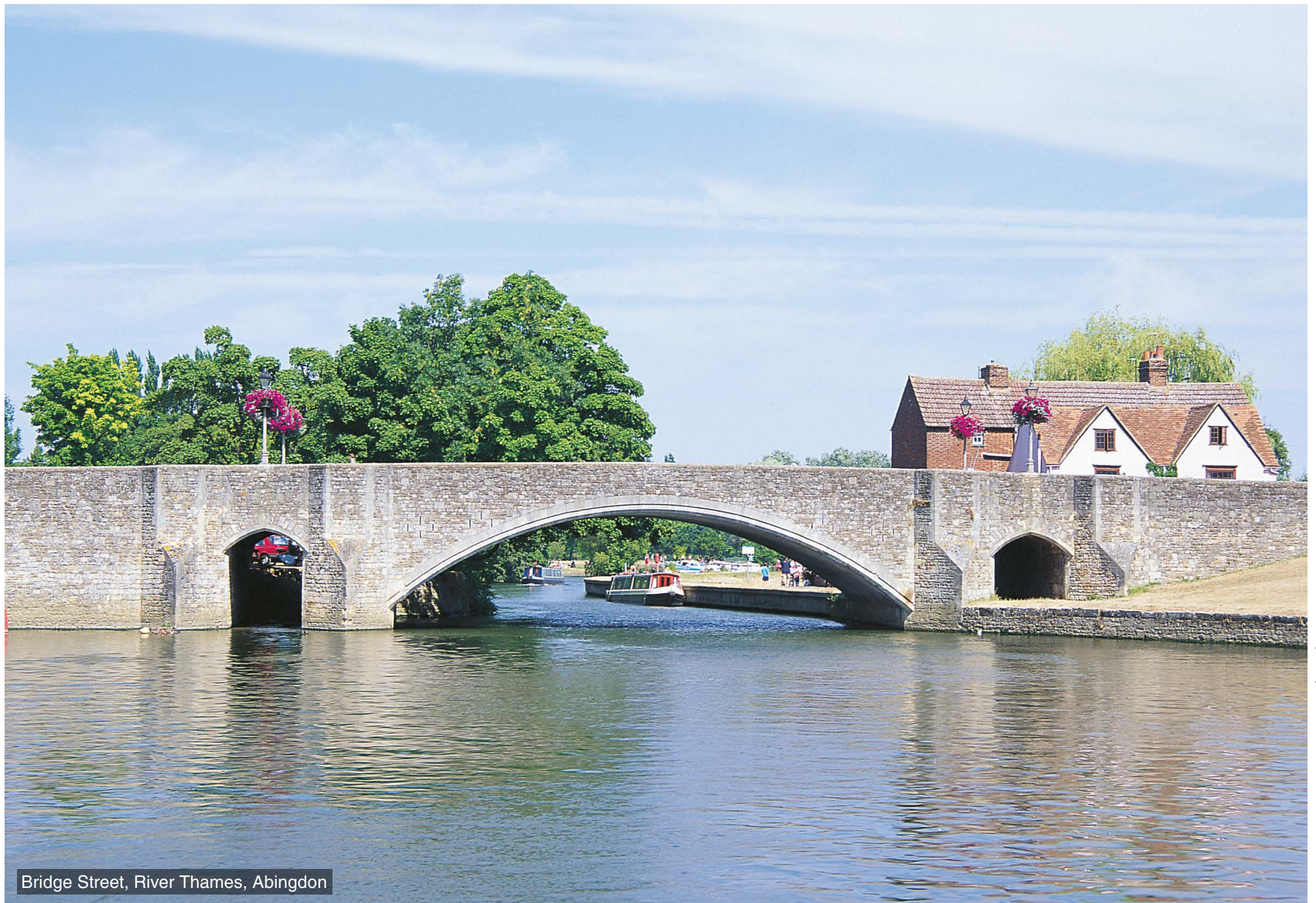
Bridge Street, River Thames, Abingdon

Icknield Way near Harwell

to a minimum, for example a footpath that provides limited pedestrian access to the watercourse is more likely to be considered acceptable than one which closely follows the length of the watercourse. Buffer zones should be planted with native species that are naturally found by local riversides. It should not form domestic land or parking areas of any kind, but may form part of the requisite GI for new developments.

3.248. Watercourses should be designed into the development to create a safe space, overlooked by, and where possible, fronted by, dwellings or other buildings, and forming an attractive part of the development with a positive impact on the visual amenity and character of the settlement.

Culverts

3.249. Culverting a watercourse has an impact on the ecology of the watercourse by removing habitat and fragmenting the channel and its river corridor. All opportunities to de-culvert

a watercourse should be taken. New culverting should be avoided and only used as a last resort as:

- the absence of sunlight, natural banks and vegetation means that culverts are not usually able to sustain significant life

- changes in the channel dynamics resulting from the flow are focused into a particular route

- culverts are often protected from blockage by screens, which usually makes the culvert impenetrable to animals such as otter, water voles, fish and invertebrates

- culverts can prevent the movement of species along the river corridor and lead to animals, such as otters and other large mammals, being forced onto roads in order to seek food and shelter. Not only can this lead to animal deaths, it can also lead to road traffic incidents, and

- culverting can significantly increase

the risk of flooding due to the risk of blockage; restricted access can make maintenance and clearing of blockages more complicated.

3.250. For these reasons, sites for new development with existing culverts will be expected to investigate the feasibility of de-culverting the watercourse. Where bridges are proposed as an alternative to culverting, the construction method should take into account the importance of maintaining an obstruction free bank for wildlife.

3.251. It should be noted that in addition to any planning permission, consent is required from either the Environment Agency or the Lead Local Flood Authority to carry out any work within 8 metres of a watercourse.

3 Building Healthy and Sustainable Communities

Public Rights of Way, National Trails and Open Access Areas

Protection of Public Rights of Way, National Trails and Open Access Areas

3.252. Public Rights of Way, National Trails and designated Open Access Areas are an important resource for health and well-being, recreational and tourism activities and for their tranquillity, landscape, ecological and historical significance to the Vale. Such routes and areas also provide both residents and visitors to the Vale with an opportunity to access, enjoy and experience the diversity of farmed and open countryside areas used for a number of recreational activities, including walking, cycling and horse-riding.

National Trails

3.253. National Trails are long distance routes designated under legislation, two of which run through the Vale. These are the Ridgeway and the Thames Path.

3.254. The Ridgeway is one of the oldest routes in Europe. The trail runs from Overton Hill, near Avebury in Wiltshire, to Ivinghoe Beacon in Buckinghamshire, and offers attractive views and, in most places, a sense of remoteness to visitors and residents in the Vale.

3.255. The Thames Path is a long distance walking trail, following the route of the River Thames. Starting from its source in the Cotswolds, the route passes features such as water meadows and the historic Market Town of Abingdon-on-Thames.

3.256. The Council supports the continued need to protect and further enhance these long-distance recreational paths.

Public Rights of Way

3.257. National policy recognises Public Rights of Way as an important component of sustainable transport

> ## Development Policy 31: Protection of Public Rights of Way, National Trails and Open Access Areas
>
> Development on and / or over public rights of way will be permitted where the development can be designed to accommodate satisfactorily the existing route, or where the right of way is incorporated into the development site as an attractive, safe and continuous route. Alternative routes will need to be made equally or more attractive, safe and convenient to rights of way users.
>
> The Council will actively seek opportunities to improve the accessibility and the addition of new connections and status upgrades to the existing rights of way network, including National Trails. Proposals of this nature will be supported where they would not lead to increased pressure on sensitive sites, such as those of important ecological value.
>
> Development will not be permitted where proposals remove, narrow or materially impair the approved line of the Thames Path or Ridgeway National Trails, key connecting routes, and / or public access to them.

3 Building Healthy and Sustainable Communities

links that should be protected or enhanced. Paragraph 75 of the NPPF requires councils to seek opportunities to provide better facilities for rights of way users by adding links to existing rights of way networks, including National Trails[126].

3.258. The Oxfordshire Rights of Way Management Plan 2015-2025[127], produced by Oxfordshire County Council, sets out the vision for the management and improvement of access to the rights of way network by identifying opportunities for improvements to the network.

3.259. The Council will seek to protect public rights of way and long-distance footpaths so that the routes and their existing recreational and amenity value are not undermined by new development. Opportunities to improve the access to, and the addition of links to the existing rights of way network, including National Trails, will be supported.

Open Access Areas

3.260. Open Access Areas are identified in the Countryside and Rights of Way Act 2000 as areas of open country and / or common land. These areas are important to the Vale in providing for a range of recreational activities including walking, sight-seeing, bird watching, climbing and running.

3.261. The areas of Open Access land are defined and mapped by Natural England[128], with additional mapping by Oxfordshire County Council to show access points and permissive linking routes[129].

3.262. **Core Policy 37: Design and Local Distinctiveness** in the Part 1 plan and the Design Guide SPD, ensures proposals for new development are of a high-quality design that meets recreational needs, including the need to link or integrate Public Rights of Way with the existing development pattern.

3.263. The Part 2 plan sets out **Development Policy 31: Protection of Public Rights of Way, National Trails and Open Access Areas** to ensure development proposals improve access to rights of way that are safe and attractive. Developers will also be encouraged to consider how access to rights of way can

be improved for all users, including provision for people with physical disabilities. Alternative provision must meet the statutory tests and legal process and be necessary to enable development[130]. This policy also ensures the continued protection of National Trails and key connections.

The Causeway, Steventon

[126]Department for Communities and Local Government (2012) National Planning Policy Framework (NPPF), Paragraph 75   [127]Oxfordshire County Council (2014) Oxfordshire Rights of Way Management Plan 2015-2025, available at: https://www.oxfordshire.gov.uk/residents/environment-and-planning/countryside/countryside-access/rights-way-management-plan   [128]Natural England (2017) CRoW & Coastal Access Maps, available at: http://www.openaccess.naturalengland.org.uk/wps/portal/oasys/maps/MapSearch   [129]Oxfordshire County Council (2017) Countryside Access Maps, available at https://www.oxfordshire.gov.uk/cms/content/countryside-access-maps   [130]Section 257 of the Town and Country Planning Act 1990

3 Building Healthy and Sustainable Communities

Wilts and Berks Canal

3.264. The Wilts & Berks Canal is an important historic feature in the landscape and links the River Thames at Abingdon-on-Thames with the Kennet and Avon Canal at Semington near Melksham. The historic route of the canal crosses the Vale from south of Shrivenham, passing through the settlements of Uffington, West Challow, East Challow, Wantage and Grove, to Abingdon-on-Thames. The historic line of the Wilts and Berks Canal is identified on the **Adopted Policies Map**.

3.265. The canal ceased to function as a navigable route in 1914 and the Wilts & Berks Canal Trust is now working to a long-term vision towards the full restoration of the canal. Wiltshire, Swindon and Oxfordshire Canal Partnership has recently published its Restoration Strategy for the completion and future development of the Wilts & Berks Canal[131]. This strategy sets out the Partnership's vision to restoring the Wilts & Berks

Canal as a navigable waterway to deliver a community asset and GI corridor, linking Wiltshire, Swindon and Oxfordshire.

3.266. Restoration works have been undertaken on sections of the canal that are located within the Vale, including at Shrivenham, Wantage, Grove, Drayton and the creation of a new junction at Abingdon. These restored sections now provide a valuable ecological and nature conservation resource. The full reinstatement of the canal's entire towpath would enhance the route's recreational and socio-economic value.

3.267. The Council supports in principle the restoration of the Wilts & Berks Canal located within the Vale. Once restored, the canal would bring significant benefits in terms of attracting visitors to the Vale, contributing towards the local economy, promoting sustainable transport, including for pedestrians, cyclists and horse riders, and providing an important element of the strategic GI network in the district.

3.268. The historic line of the Wilts and Berks Canal should be safeguarded from development that would prejudice the canal's restoration.

3.269. **Development Policy 32: Wilts and Berks Canal** safeguards the historic route of the canal. The policy also ensures that proposals for restoring the canal demonstrate that the potential impacts of restoration on the existing wildlife and natural environment have been fully considered, both locally and as part of the whole restoration scheme. The policy ensures that invasive non-native species have been considered in terms of their presence in existing reaches of the canal, and how their spread, through any newly connected reaches of the canal network, will be prevented.

3.270. The future restoration of the canal will follow the historic route as shown on the **Adopted Policies Map**. As the historic route to the south of Abingdon has already been developed, an exception

from the historic line to the south of Abingdon will also be safeguarded in accordance with **Development Policy 32: Wilts and Berks Canal**. If future development were to come forward to the south of Abingdon, the route of the canal will be reviewed through a masterplanning process in accordance with **Core Policy 38: Design Strategies for Strategic and Major Development Sites** in the Local Plan 2031: Part 1.

3.271. Proposals for the restoration of the canal must take into account the status and objectives of relevant existing waterbodies in the area, as set out in the Thames River Basin Management Plan (2015), prepared under the Water Framework Directive. The proposals will need to identify where the source of water will be obtained from to ensure that it will not have a detrimental impact on existing waterbodies, or aquatic and semi-aquatic habitats

3.272. The preparation of masterplans and supporting documents will assist

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[131]Wiltshire, Swindon and Oxfordshire Canal Partnership (2015) *A Restoration Strategy for the Completion and Future Development of the Wilts & Berks Canal;* available at: http://www.canalpartnership.org.uk/index.php/restoration-strategy

3 Development Management Policies

> ## Development Policy 32: Wilts and Berks Canal

The Council will continue to safeguard a continuous route corridor for restoration of the Wilts & Berks Canal using the historic line wherever possible, as identified on the **Adopted Policies Map**.

The Council will support schemes for the restoration of the canal in line with the delivery plan identified in the Wiltshire, Swindon & Oxfordshire Canal Partnership Restoration Strategy by:

i. ensuring that development protects the integrity of the canal corridor alignment and its associated structures
ii. ensuring that where the canal is affected by development, the alignment is protected or an alternative alignment is provided, and
iii. ensuring associated infrastructure of development does not prejudice the delivery of the canal.

Proposals designed to develop the canal's recreational and nature conservation potential, in particular, the use of the old line of the canal for walking and cycling, will be supported.

Proposals for the reinstatement of the canal along its historic alignment will need to demonstrate that the cultural, historic and natural environment will be protected and enhanced, with no overall adverse effect, and that potential impacts on ecology, landscape, flood risk, water resources (abstraction) and water quality have been fully assessed and taken into account. Proposals for the reinstatement of discrete sections of the canal will also need to demonstrate that the potential environmental impacts of the restoration project as a whole have been assessed and taken into account.

Where directly related to the development, financial contributions may be sought via legal agreements towards the improvement or restoration of the related canal and towpaths and appropriate mitigation.

the consideration of the likely overall impacts of the canal restoration scheme and how to minimise or mitigate any likely negative effects.

3.273. The Council is likely to expect a developer to undertake an Environmental Assessment as part of

an application to demonstrate that the spread of invasive non-native species, and the disturbance to the existing ecology and water supply have been fully considered.

3.274. The Council will support appropriate measures to improve

access to the Wilts and Berks Canal. Development proposals located on or adjacent to the route of the canal will be expected to contribute towards the improvement or restoration of the canal. Financial contributions will have to comply with relevant legislation and national advice.

3 Development Management Policies

Leisure Policies

3.275. Open space, leisure and sports facilities make a valuable contribution towards improving the health and well-being of local communities and increasing opportunities for social interaction across the district.

3.276. The Part 1 plan seeks to improve the health and well-being of Vale residents by ensuring development is supported by a sufficient range of services and facilities, creating well designed and attractive places and protecting and enhancing the natural environment.

3.277. The Part 2 plan provides detailed policies that focus on new provision of open space, leisure and sports facilities, protecting existing facilities, and providing support for small-scale recreational facilities within the countryside.

Major Commercial Leisure Facilities

3.278. Major commercial leisure facilities such as sports halls, swimming pools and cinemas are considered as main town centre uses as reflected by **Core Policy 32: Retail Development and other Main Town Centre Uses**, as set out in the Local Plan 2031: Part 1. The policy is based on a sequential approach, which aims to locate these types of development within the town centre boundaries wherever possible. This approach is consistent with paragraphs 23, 24, 26 and 27 of the NPPF[132].

> ### Development Policy 33: Open Space
>
> a. Proposals for major[a] residential developments will be required to provide or contribute towards safe, attractive and accessible open space in accordance with the open space standards as set out in **Appendix K** including:
>
> i. children's play and youth provision
> ii. public open space (15% of the residential area), and
> iii. allotments.
>
> b. Development of open space will only be permitted provided that:
>
> iv. when assessed against the Open Spaces Report, it is clearly shown that the open space is surplus to requirements; or
> v. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of scale, quantity and quality in a suitable and accessible location; or
> vi. the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss; or
> vii. the proposed development is ancillary to the main use of the site and strengthens its public open space function.
>
> [a]As defined by Development Management Procedure Order 2010.

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[132]Department for Communities and Local Government (2012) *National Planning Policy Framework* (NPPF); Paragraph 23, 24, 26 and 27

Vale of White Horse District Council

3 Development Management Policies

Open Space, Leisure and Sports Facilities

Open Space

3.279. Open space can be defined as primarily open land, whether green or hard surfaced, that offers important opportunities for sport and recreation, as well as providing visual amenity. Open space can include, but is not limited to: areas of public open space that have a recreational function (e.g. parks, gardens and amenity green space); children's play and youth provision (e.g. designated equipped playing space); and allotments. Full definitions of the types of open space provision within the Vale are contained within **Appendix K**.

3.280. Parks and gardens form part of public open space and are defined as formal green spaces that include: urban parks; country parks; forest parks; and formal gardens. They provide accessible, high quality usable public open space for informal and formal recreational activities that can be enjoyed by residents and visitors of the Vale alike.

3.281. Amenity green space also forms part of public open space and this is recognised as informal recreational spaces, communal green spaces in and around housing developments, and village greens. Their primary purpose is to improve and enhance the appearance of the local environment and to enhance the well-being of residents.

3.282. There is a good level of access to a range of open spaces across the district, although the provision of open space does vary within individual settlements. The Vale of White Horse Open Spaces Report[133] highlights where any shortfalls in open space provision exist across the district and provides an assessment of the quantity, quality, and accessibility of open spaces, and identifies any future requirements for the provision of children's play and youth provision and allotments.

3.283. A combined standard for amenity green space, parks and gardens will apply for new developments to ensure multi-functional green space is incorporated and designed appropriately.

3.284. In order to ensure that adequate new provision is made and existing deficiencies are not exacerbated, the Council will require the provision of open space in association with new development in line with **Development Policy 33: Open Space**.

3.285. Major development proposals will need to provide or contribute towards public open space that is safe, accessible and of high quality, in accordance with the standards set out in **Appendix K**. 15% of the proposed residential area should be provided as public open space.

3.286. The Council will continue to protect existing open spaces in accordance with **Development Policy 33: Open Space**.

Development proposals that result in the loss of open space will need to demonstrate that the proposal would either provide a community benefit or that alternative provision of equal or better value will be provided.

[133] Vale of White Horse District Council (2016) *Open Spaces Report,* available at: www.whitehorsedc.gov.uk/LPP2

3 Development Management Policies

Leisure and Sports Facilities

3.287. Access to both indoor and outdoor leisure and sports facilities is important to allow local communities and residents to participate in sporting activities and contribute towards their health and well-being. Outdoor sports facilities can include: natural or artificial playing pitches; bowling greens; tennis courts and Multi Use Game Areas (MUGA's). Indoor sports facilities can include: sports halls; swimming pools; athletics tracks; and gyms. Full definitions of the types of sports and leisure facilities within the Vale are provided in **Appendix K.**

3.288. The Vale has a good level of provision and access to a range of leisure and sports facilities. The Vale of White Horse Playing Pitch Study[134] and the Vale of White Horse Leisure Facilities Study[135] provide an up-to-date assessment of the quality, quantity, and accessibility of each type of leisure and sport facility in the district. The most recent and up-to-date studies should be utilised by applicants to inform their proposals.

3.289. The provision of leisure and sports facilities will be determined in accordance with **Development Policy 34: Leisure and Sports Facilities** and the application of the local standards contained in **Appendix K**.

3.290. Developers will be expected to refer to the Council's Priority Action Plan[136], which identifies the specific projects and future priorities for sport and leisure facilities in the Vale.

3.291. Where more than one development is taking place on adjoining sites, the Council will expect developers to consider how the provision of sports and leisure facilities can be coordinated locally.

> ### Development Policy 34: Leisure and Sports Facilities
>
> a. New housing developments will be required to provide or contribute towards indoor and outdoor leisure and sports facilities in accordance with the local standards as set out in **Appendix K**.
>
> On sites of major development[a] financial contributions towards providing or improving off-site provision will be required.
>
> b. Development of existing leisure and sports facilities will only be permitted provided that:
>
> i. when assessed against the Leisure Facilities Study, Local Leisure Facilities Study and / or Playing Pitch Study, it is clearly shown that the leisure and / or sport facility is surplus to requirements; or
> ii. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of scale, quantity and quality in a suitable and accessible location; or
> iii. the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss; or
> iv. the proposed development is ancillary to the main use of the site and strengthens its function.
>
> [a] As defined by Development Management Procedure Order 2010.

[134] Vale of White Horse District Council (2015) *Playing Pitch Study,* available at: www.whitehorsedc.gov.uk/LPP2   [135] Vale of White Horse District Council (2014) *Leisure and Sports Facilities Study 2013-2031,* available at: www.whitehorsedc.gov.uk/LPP1; Vale of White Horse District Council (2016) Local Leisure Facilities Study, available at: www.whitehorsedc.gov.uk/LPP2   [136] The Priority Action Plan is set out in the Council's up to date Playing Pitch Study and Leisure and Sports Facilities Study.

3 Development Management Policies

New Countryside Recreation Facilities

3.292. The countryside is used extensively for informal recreational activities, such as walking, cycling, running, riding and fishing. National policy and guidance makes clear the importance of supporting sustainable rural tourism and leisure activities, especially where they benefit communities and visitors.

3.293. The Part 1 plan seeks to support a strong and sustainable economy, recognising the role that the Vale's open countryside and surrounding rural settlements can play in promoting a visitor economy, whilst improving the health and well-being of residents and visitors alike.

3.294. **Core Policy 31: Development to Support the Visitor Economy** encourages new development to advance the visitor economy for leisure and business purposes. The policy supports small-scale development

related to the visitor economy within the Oxford Green Belt or the North Wessex Downs Area of Outstanding Natural Beauty (AONB), provided it respects the scale and character of the locality and is consistent with other relevant policies set out in the Development Plan.

3.295. The Council will support proposals for small scale recreational facilities in the countryside that may include the provision of small picnic sites, roadside parking areas, viewing points and interpretation facilities. Proposals should consider how access can be improved for all users including provision for those with mobility impairments.

3.296. In line with **Core Policy 31: Development to Support the Visitor Economy,** the Local Plan 2031: Part 2 sets out **Development Policy 35: New Countryside Recreation Facilities** to provide support for small scale proposals for recreational facilities in the open countryside.

Proposals need to demonstrate there is no harm to the AONB, Green Belt, heritage assets and that the settlement character and ecology of the area is respected.

> ### Development Policy 35: New Countryside Recreation Facilities
>
> Development proposals for small scale countryside recreational facilities will be supported, provided that:
>
> i.   it does not harm the North Wessex Downs Area of Outstanding Natural Beauty and / or its setting
> ii. it is consistent with **Core Policy 13: Green Belt**
> iii. it does not adversely impact on heritage assets
> iv. it is located within good access to public transport and will not impact on the existing Public Rights of Way Network
> v.   it respects the settlement character, locality and intrinsic beauty, and
> vi. it does not harm the ecology of the area.

3 Development Management Policies

The Historic Environment

Heritage Assets

3.297. The Vale of White Horse benefits from substantial heritage assets that make a positive contribution towards the district's local character and distinctiveness. They also have wider social, cultural, economic and environmental benefits by encouraging community pride and promoting tourism.

3.298. National policy and guidance places significant emphasis on the need to conserve heritage assets in a manner appropriate to their significance, so they can be enjoyed and continue to contribute towards the quality of life of current and future generations.

3.299. Heritage assets may be classified as either Designated or Non-Designated and both can be important to consider through the planning process. Heritage assets include Listed Buildings, Scheduled Monuments, Conservation Areas and Registered Parks and Gardens.

3.300. The Part 1 plan seeks to ensure all new development conserves and enhances the natural, historic, cultural and landscape assets of the Vale. **Core Policy 39: The Historic Environment** sets a framework to ensure proposals conserve and enhance heritage assets in accordance with national policy and legislation.

3.301. The Part 2 plan incorporates **Development Policy 36: Heritage Assets**, which sets out how development proposals will be considered in the context of the social, environmental, cultural and economic significance of the assets.

3.302. The Oxfordshire Historic Landscape Characterisation (HLC) prepared by Oxfordshire County Council and Historic England forms part of the evidence base to support the Local Plan 2031 and will be a material consideration

> ## Development Policy 36: Heritage Assets
>
> Proposals for new development that may affect heritage assets (designated and non-designated) must demonstrate that they conserve and enhance the special interest or significance of the heritage asset and its setting in accordance with **Core Policy 39** (Local Plan 2031: Part 1), and particularly where they:
>
> i. make a positive contribution to local character and distinctiveness and / or
> ii. make a positive contribution towards wider social and economic benefits and / or
> iii. provide a viable future use for a heritage asset that is consistent with the conservation of its significance, and / or
> iv. provide a sustainable, non-damaging use for a heritage asset that is currently at risk of neglect, decay or other threats.
>
> Heritage assets are an irreplaceable resource, and will be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations.
>

3 Development Management Policies

> **Development Policy 36: Heritage Assets (continued from previous page)**

When considering the impact of a proposed development on the significance of a designated heritage asset, great weight will be given to the asset's conservation (and the more important the asset, the greater the weight that will be given). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harms to its significance.

Any harm to, or loss of, the significance of a designated heritage asset will require clear and convincing justification.

In weighing applications that directly, or indirectly affect non-designated heritage assets, a balanced judgement will be made having regard to the scale of any harm or loss and the significance of the heritage asset.

These judgements will be made in accordance with national policy.

Developers will also be expected to report, publish and deposit the results of any investigations into heritage assets with the Historic Environment Record (HER) and the relevant local and county authorities.

in the determination of planning applications[137]. The HLC helps to inform our understanding and management of the Vale's historic landscape. The study examines the historical and archaeological processes that have influenced the landscape and helps identify the specific characteristics that make the Vale's landscape locally distinctive. The Oxfordshire Historic Environment Record (HER) provides an overview of the historic environment and archaeological monuments and features in the district.

3.303. Developers should refer to sources of information on the historic environment such as the HLC, the HER[138], the National Heritage List for England[139] and, where relevant, Conservation Area Character Appraisals, early on to ensure their proposals are based on an understanding of the significance of any heritage assets that may be affected.

3.304. Development proposals should also take into account the principles set out in the Council's Design Guide SPD.

3.305. The Council will make information about the significance of the historic environment gathered as part of plan-making or development management publicly accessible.

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[137]Oxfordshire County Council and Historic England (2017) *Oxfordshire Historic Landscape Characterisation Project,* available at: https://www.oxfordshire.gov.uk/cms/content/oxfordshire-historic-landscape-characterisation-project
[138]Oxfordshire County Council (2016) *Historic Environment Record,* available at: https://www.oxfordshire.gov.uk/cms/content/historic-environment-record   [139]Historic England (2017) *The National Heritage List for England,* available at: https://historicengland.org.uk/advice/hpg/heritage-assets/nhle/

3 Development Management Policies

Conservation Areas

3.306. Conservation Areas are designated due to their historic or architectural interest. They form an important and visible part of the Vale's cultural heritage and enhance the attractiveness of individual settlements for residents and visitors alike.

3.307. As required under Section 69 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the Council has designated Conservation Areas to cover parts of the district that are of special architectural or historic interest. There are 52 Conservation Areas in the Vale. These are listed in **Appendix E**.

3.308. The pattern of development in a locality may contribute to a Conservation Area's special interest. For example, some of the older parts of the Vale's towns and villages reflect patterns of development created by burgage plots (medieval rental plots with long narrow curtilages). An example can be found on the east side of Stert Street in Abingdon-on-Thames. This distinctive pattern of development, of tightly knit narrow buildings with rear plots, makes a positive contribution towards the character and local distinctiveness of the area.

3.309. **Core Policy 39: The Historic Environment** sets out the Council's approach to planning for Conservation Areas, for example, setting out a commitment to prepare Conservation Area Character Appraisals and Management Plans. The Council continues to review the district's Conservation Areas and will prepare or update Conservation Area Character Appraisals on a rolling basis[140]. The Council will resist development proposals that would lead to harming Conservation Areas. As part of this process, buildings, structures and features that are of particular interest will be identified and added to the list of such assets developed under Core Policy 39.[141]

3.310. Proposals that would lead to the harm or loss of a non-designated heritage asset, including those on the local list, will be assessed in accordance with Development Policy 36, Development Policy 37 (where relevant) and national policy.

3.311. **Development Policy 37: Conservation Areas** sets out measures to ensure that Conservation Areas are protected from inappropriate development. Proposals located in a designated Conservation Area will need to satisfy a number of criteria to show it can conserve or enhance the special interest, character and appearance of the asset. This can include the setting of the Conservation Area, the relationship with the landscape, the local character and distinctiveness, or the wider social and environmental effects.

3.312. Developers should also take into account the relevant principles set out in the Council's Design Guide SPD to ensure proposals are appropriately designed to reflect the Conservation Area's special interest and character and its surrounding features.

3.313. Historic shopfronts are a finite resource, which should be restored or preserved where possible. Proposals for new shopfronts, or the alteration to an existing shopfront, within commercial centres should ensure the design reflects the special interest and traditional characteristics of existing shopfronts within the settlement in accordance with the Design Guide SPD and **Development Policy 37: Conservation Areas**.

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[140] Planning (Listed Buildings and Conservation Areas) Act 1990   [141] Historic England (2016) Local Heritage Listing: *Historic England Advice Note 7*, available at: https://historicengland.org.uk/images-books/publications/local-heritage-listing-advice-note-7/

3 Development Management Policies

> ## Development Policy 37: Conservation Areas

Proposals for development within or affecting the setting of a Conservation Area must demonstrate that it will conserve or enhance its special interest, character, setting and appearance. Development will be expected to:

i. demonstrate that it contributes to the conservation area's special interest and its relationship within its setting
ii. take into account important views within, into or out of the conservation area and show that these would be retained and unharmed
iii. respect the local character and distinctiveness of the conservation area in terms of the development's: siting; size; scale; height; alignment; materials and finishes (including colour and texture); proportions; design; and form, in accordance with the Design Guide Supplementary Planning Document and any relevant Conservation Area Character Appraisal
iv. be sympathetic to the original curtilage of the dwelling and pattern of development that forms part of the historic interest of the conservation area

v. be sympathetic to important spaces such as paddocks, greens, gardens and other gaps or spaces between buildings which make a positive contribution to the pattern of development in the conservation area
vi. ensure the wider social and environmental effects generated by the development are compatible with the existing character and appearance of the conservation area, and
vii. ensure no loss of or harm to any building or feature that makes a positive contribution to the special interest, character or appearance of the conservation area unless the development would make an equal or greater contribution in terms of public benefit.

Wherever possible the sympathetic conservation or restoration and re-use of structures which make a positive contribution to the special interest, character or appearance of the Conservation Area, will be encouraged to prevent harm through the cumulative loss of features that are an asset to the Conservation Area.

3 Development Management Policies

Listed Buildings

3.314. The Vale has over 2000 listed buildings, ranging from country houses to cottages and includes structures such as bridges, memorials, telephone kiosks and gravestones.

3.315. A listed building is contained in the National Heritage List for England[142]. Listing identifies a building as showing special architectural and historic interest, and gives it statutory protection so that it can be protected for future generations.

3.316. The listing of a building applies to the interior as well as exterior, and includes any object or structure fixed to the building, or that forms part of the land[143]. Listed Buildings form part of our communal heritage; their outward appearance and internal make-up contributes to the local distinctiveness of the Vale's historic landscape.

3.317. The NPPF makes clear that any harm or loss of a Listed Building should be exceptional and would require convincing justification in terms of public benefit. Applications involving listed buildings should describe the significance of any heritage assets affected, proportionate to the asset's significance and the proposal. In some circumstances, further surveys and analysis may be required prior to the application being determined. Heritage Statements, Statements of Significance and Impact Assessments should be produced in line with current best practice and relevant national guidance.

3.318. **Core Policy 39: The Historic Environment** seeks to conserve and enhance designated heritage assets, including Listed Buildings. Proposals that would harm the significance of such assets and their setting will be resisted in line with **Core Policy 39: Historic Environment** and national guidance.

3.319. **Development Policy 38: Listed Buildings** provides further guidance to ensure applicants

Development Policy 38: Listed Buildings

Proposals for additions or alterations to, or the demolition of, a Listed Building (including partial demolition), and/or for development within the curtilage, and/or within the setting of, a Listed Building must demonstrate that they will preserve or enhance its special architectural or historic interest and significance.

Proposals directly affecting a Listed Building must demonstrate that they will be sympathetic to the Listed Building and its setting in terms of its siting, size, scale, height, alignment, materials and finishes (including colour and texture), design, form and character, in order to retain the special interest that justifies its designation through appropriate design, in accordance with Core Policy 37 and the Design Guide Supplementary Planning Document.

Proposals within the setting of a Listed Building must demonstrate that they will:

i. respect, preserve or enhance features that contribute to the special interest and significance of the building, including, where relevant, structures and trees, the historic curtilage or context, such as burgage plots, parkland or fields or its value within a group and / or its setting, such as the importance of a street frontage or traditional shopfronts, designed landscapes or historic farmyards.

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[142] Historic England (2017) The National Heritage List for England, available at: https://historicengland.org.uk/advice/hpg/heritage-assets/nhle/   [143] Planning (Listed Building and Conservation Areas) Act 1990

3 Development Management Policies

> **Development Policy 38: Listed Buildings (continued from previous page)**
>
> Proposals for the change of use of a Listed Building or building within its curtilage will be viewed favourably where it can be demonstrated that the new use can be accommodated in a manner appropriate to its significance and historic character without any adverse effect on the special architectural or historic interest of the building and its appearance or character.

demonstrate that proposals within or affecting the setting of a Listed Building would enhance their significance, whilst respecting the existing local character and distinctiveness.

3.320. Proposals for the partial or total demolition of a Listed Building will only be permitted in exceptional circumstances in accordance with national policy[144], provided an applicant can demonstrate that its significance would not be diminished and no pertinent details of its appearance or construction would be lost.

3.321. Any alteration or extension to a Listed Building must take into account its significance and special architectural and historic interest, and should not detract from or overwhelm the existing building. Extensions or new development in the curtilage of a Listed Building should normally be clearly subservient to the original building in appearance, with appropriate textures and colours of materials to protect or enhance the historic significance taking into account the Council's Design Guide SPD and any other relevant guidance.

13th-century stone barn, Great Coxwell

[144] Department for Communities and Local Government (2012) *National Planning Policy Framework* (NPPF), Paragraph 132

3 Development Management Policies

3.322. Applications for reasonable adjustments to Listed Buildings to improve access for people with mobility issues or disabilities, which would not otherwise significantly harm the fabric of the building and, if necessary, could be removed without harm to the significance of the building at a later date, will be considered favourably.

Registered Parks and Gardens

3.323. The Vale of White Horse District has eight Registered Parks and Gardens that are identified by Historic England on the National Heritage List for England[145]. These are shown on the **Adopted Policies Map** and listed in **Appendix G**. There are also many non-designated historic parks and gardens of local interest. The Council will seek to work with Oxfordshire Gardens Trust and others to establish a local list of historic parks and gardens.

3.324. Proposals that would lead to the harm or total loss of a Registered Park or Garden will be assessed in accordance with **Development Policy 36: Heritage Assets** and Paragraphs 132 and 133 of the NPPF.

Archaeology and Scheduled Monuments

3.325. Archaeological remains are a finite and irreplaceable resource that represent a unique record of past times. The remains are often fragile and highly vulnerable to damage and disruption by development or agricultural activity.

3.326. The Vale has an important archaeological heritage, with remains dating back to prehistoric times, and is home to an extensive range of archaeological features, including burial mounds, field systems, historic routes and ancient settlements. The majority of these features are buried below ground, although there are some features, for example, The Barn at Great Coxwell, which are situated above ground that provide a significant contribution towards the Vale's distinctive landscape.

3.327. The Vale also contains a wealth of ancient settlements including those from the prehistoric period, the Roman occupation and the Saxon, Norman and medieval periods. Examples of sites of archaeological interest include the Neolithic Long Barrow at Wayland Smithy, the Iron Age hillfort at Uffington Castle, the Roman temple at Frilford, the lost medieval villages at Seacourt and Tulwick (near Grove) and the White Horse itself, thought to date from the Bronze Age.

3.328. A network of historic routes also exist as an archaeological feature, ranging from pre-historic tracks such as The Ridgeway, Roman roads, medieval coffin ways, salt roads, and droveways, to later turnpike roads, historic waterways and canals. These routes are integrated into the Vale's landscape and serve an important function in linking settlements and forming a unique setting for the Vale's distinctive landscape features, such as White Horse Hill and Uffington Castle.

3.329. Some nationally important sites are selected for protection as Scheduled Monuments by the government on the advice of Historic England. At present there are 69 Scheduled Monuments within the district. Scheduled Monuments are given statutory protection under the Ancient Monuments and Archaeological Areas Act 1979, which requires consent to be obtained from the Secretary of State for any works that affect them. These are listed in **Appendix F**.

3.330. Some non-scheduled archaeological sites may demonstrably be of equivalent significance to Scheduled Monuments and should be considered subject to the policies for Scheduled Monuments. Other non-designated archaeological assets are protected under the government's policy on non-designated heritage assets[146] and **Core Policy: 39 The Historic Environment** in the Part 1 plan.

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[145]Historic England (2017) *The National Heritage List for England (NHLE);* available at: https://historicengland.org.uk/listing/the-list/   [146]Department for Communities and Local Government (2012) National Planning Policy Framework (NPPF), Paragraph 139

3 Development Management Policies

> ### Development Policy 39: Archaeology and Scheduled Monuments

Development will be permitted where it can be shown that it would not be detrimental to the site or setting of Scheduled Monuments or nationally important designated or non-designated archaeological remains.

When researching the development potential of a site, applicants will be expected to undertake an assessment of appropriate detail to determine whether the site is known or is likely to contain archaeological remains, and demonstrate how the development proposals have had regard to any such remains.

Where the assessment indicates known archaeological remains on site, and development could disturb or adversely affect important archaeological remains and / or their setting, applicants will be expected to:

i.   submit an appropriate archaeological desk-based assessment, or
ii. undertake a field evaluation (conducted by a suitably qualified, archaeological organisation) where necessary.

Nationally important archaeological remains (whether scheduled or demonstrably of equivalent significance) should be preserved in situ. Development proposals that would lead to substantial harm or total loss of significance of such remains will only be permitted in exceptional circumstances where:

iii. it can be clearly and convincingly demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the circumstances in paragraph 133

of the NPPF apply.

For other archaeological remains, the effect of a development proposal on the significance of the remains, either directly or indirectly, will be taken into account in determining the application. As such assets are also irreplaceable, the presumption will be in favour of the avoidance of harm. The scale of the harm or loss will be weighed against this presumption and the significance of the heritage asset.

Where harm to or loss of significance to the asset is considered to be justified, the harm should be minimised and mitigated by a programme of archaeological investigation, including excavation, recording and analysis. Planning permission will not be granted until this programme has been submitted to, and approved by, the local planning authority, and development should not commence until these works have been satisfactorily undertaken by an appropriately qualified organisation. The results and analysis of findings subsequent to the investigation should be published and made available to the Historic Environment Record (HER) and the relevant local and county authorities.

3 Development Management Policies

3.331. The Part 1 plan ensures that new development conserves and enhances designated heritage assets and non–designated heritage assets and their setting, including Scheduled Monuments and assets of archaeological importance.

3.332. Developers are encouraged to take into account **Core Policy 39: The Historic Environment** and the Oxfordshire Historic Landscape Characterisation Project (published by Oxfordshire County Council and Historic England) when considering proposals for development.

3.333. In line with **Core Policy 39: The Historic Environment, Development Policy 39: Archaeology and Scheduled Monuments** provides greater guidance to support the conservation and enhancement of Scheduled Monuments, nationally important archaeological remains and other non-designated archaeological sites that are of demonstrably equivalent significance.

3.334. Proposals will need to demonstrate that development would not have a detrimental impact on the site and / or its setting. An assessment should be undertaken that refers to records such as the Oxfordshire Historic Landscape Characterisation (HLC) and Oxfordshire County Council's Historic Environment Record (HER) to determine whether a site has or is likely to contain known archaeological remains.

3.335. Depending on the outcome of this assessment, developers may be required to submit an appropriate archaeological desk-top based assessment or a field evaluation conducted by a suitably qualified archaeological organisation for instances where there are known archaeological remains on site. In the event that significant archaeological materials are discovered once works are commenced, the developer should contact Oxfordshire County Council's archaeological officer for further advice.

3.336. Development proposals that are likely to lead to the substantial harm or total loss of significance of nationally important archaeological remains will be assessed against the criteria in **Development Policy 39: Archaeology and Scheduled Monuments**, in particular the need to demonstrate that the substantial harm or loss is necessary to achieve public benefits that outweigh that harm or loss.

3.337. Proposals affecting other archaeological remains will be assessed by the Council based on the degree of harm to the significance of the asset versus the public benefits of the development proposal.

3.338. Where the substantial harm or loss to such assets is justified, the Council will expect the developer to minimise the harm through appropriate mitigation measures, including a programme of archaeological investigation, agreed by the Council, based on excavations, recording and analysis.

4 Implementing the Plan

Overview

This chapter sets out a detailed monitoring framework to ensure the plan policies are delivered. It sets out:

- what will be delivered by each policy
- targets to monitor progress towards achieving the Strategic Objectives as set out in Local Plan 2031: Part 1, and
- what action we will take if the policies do not deliver in accordance with the targets.

The implementation of the plan will be reported against the targets through the Authority's Monitoring Report.

Chalk Horse, White Horse Hill near Uffington

4 Implementing the Plan

Introduction

4.1.   Monitoring the Local Plan 2031 policies is important to ensure they are effectively being delivered, that they continue to be relevant to the local area, and meet the requirements of national planning policy.

4.2.   This chapter sets out how we will implement the strategy and includes clear arrangements for the delivery, monitoring and review of the plan and its policies.

Delivery and Contingency

4.3.   We will continue to work jointly with stakeholders to deliver Local Plan 2031 objectives. This will include partnership working with both public agencies and the private sector and is necessary to ensure development progresses in a manner consistent with the strategy identified in this plan.

4.4.   To deliver the visions and objectives in this plan, the Council will work collaboratively with key partners and stakeholders involved, this includes (and is not limited to) the Local Enterprise Partnership, neighbouring authorities, developers, infrastructure providers, local communities and interest groups and other organisations relating to the 'Duty to Cooperate'.

4.5.   The Council will publish information at least annually to show progress with Local Plan implementation in its Authority Monitoring Report.

4.6.   The Council has included a Monitoring Framework at **Appendix M**, which identifies how the Council will monitor the effectiveness and implementation of the Local Plan 2031: Part 2 for each policy. The Council recognises that appropriate action will need to be taken if implementation of the plan is clearly off track.

4.7.   The Council is also aware that the plan needs to be resilient to changing circumstances and be flexible and responsive if the plan is not delivering in accordance with the Monitoring Framework. **Core Policy 47a: Delivery and Contingency**, sets out the Council's intended approach.

Core Policy 47a: Delivery and Contingency

Core Policy 47a will work in tandem with Core Policy 47 to ensure effective monitoring of both Local Plan 2031: Part 1 and Local Plan 2031: Part 2.

If the Local Plan 2031: Part 2 policies are not delivered in accordance with the Monitoring Framework set out in **Appendix M** the contingency measures identified in the Monitoring Framework will apply.

As with Local Plan 2031: Part 1, if the development of the additional sites and Sub Area Strategies identified in Local Plan 2031: Part 2 is not taking place as envisaged, the Council, in conjunction with its partners, will investigate the reasons for the situation and will implement appropriate action which may include one or more of the following:

i.   seeking alternative sources of funding if a lack of infrastructure is delaying development or causing significant problems as a result of new development;

ii.   seeking to accelerate delivery on other permitted or allocated sites

iii. identifying alternative deliverable sites that are in general accordance with the spatial strategy of the Part 1 Plan, through the appropriate mechanisms; and if required

iv.   undertaking a partial or full review of the Local Plan 2031, if investigation indicates that its strategy, either in whole or in part, is no longer appropriate.

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of White Horse
District Council

Adopted
October 2019

Local Plan 2031
Part 2
Strategic Sites
and Policies

APPENDICES

Contents

Appendix A: Site Development Templates

1. Introduction

This section sets out the Site Development Templates for the additional sites allocated for housing development in the Local Plan 2031 Part 2. The Site Development Templates identify key objectives for each site and set out requirements relating to issues such as infrastructure provision, urban design, green infrastructure, ecology, flood risk and drainage.

The Site Development Templates comprise two parts; general requirements (section two) and site-specific details (section three). These parts highlight the issues that should be addressed in detail at the planning application stage and should be read together.

Core Policies 8a (**Additional site allocations for Abingdon-on-Thames and Oxford Fringe Sub-Area**) and **15a** (**Additional site allocations for South East Vale Sub-Area**) explain that the additional allocations will be brought forward through a master planning process involving the community, Local Planning Authority, the developer and other stakeholders. The Core Policies go on to state that the sites should meet any requirements set out in the Site Development Templates.

In bringing forward the additional housing sites, the Council will expect to see high quality developments, in accordance with the National Planning Policy Framework and **Core Policies 37** and **38**, that are sustainable in the long term, and that integrate with and contribute to the existing settlement(s).

In order to achieve this, we will expect every application for the additional housing sites to be accompanied by:

- a Masterplan which identifies the vision for the development and sets out a clear description of the type of place that will be created
- a detailed Design and Access Statement that sets out the vision for the site and demonstrates a commitment to creating a successful place, with well-designed new homes and supporting infrastructure
- an Infrastructure Schedule that sets out the planned infrastructure, including green infrastructure, for the scheme and how it will be delivered
- a Development Delivery Agreement which shows the proposed programme of house building, and demonstrates the number of homes the development will contribute to the district's five year housing land supply, and

- a Statement of Community Involvement that sets out how the Parish Council and other local organisations have been involved in the master planning process.

The Council has prepared a Design Guide Supplementary Planning Document (SPD) which looks specifically at enhancing local distinctiveness, as well as ensuring high quality development. The design guidelines will be treated as a material consideration in the assessment of all future planning schemes.

In all housing development areas, community involvement and consultation is key to ensuring that the appropriate facilities are identified and designed to meet the needs of those who will use them. Community engagement and involvement is essential for ensuring that new communities integrate with existing communities.

Where there is agreement between the local community and site promoters, the Council will seek to be flexible in how the sites are delivered, providing the additional housing requirement is met and urban design principles and infrastructure provision is not compromised.

Development must comply with all relevant policies in the Local Plan 2031, unless material considerations indicate otherwise. The Site Development Templates highlight some of the key requirements for development at each site at the time of writing and do not preclude other requirements being identified at a later date. The Infrastructure Delivery Plan (IDP) captures this detail and is a live document that should be read in conjunction with the site templates. Where there is conflict, the IDP will be taken as to set out the most up-to-date requirements.

Oxfordshire County Council has responsibility for some of the infrastructure or services identified, such as schools and transport. Detailed requirements for these elements will need to be investigated and agreed with the County Council.

2. General Requirements for All Housing Site Allocations

Subject to viability testing, development will be required to meet the following:

Key objectives:
- Contribute towards provision of necessary education services and facilities.
- Contribute to the delivery of strategic transport infrastructure measures, where required.
- Provide 35% affordable housing and a suitable mix of housing in line with **Core Policies 24 and 22**.
- Have regard to, and contribute towards, the aims and objectives of any adopted Neighbourhood Development Plans.

Utilities:
- Liaise with Thames Water, gas and electricity providers to ensure that appropriate works are carried out if needed.
- Proposals will need to demonstrate that there is adequate water supply capacity and/or waste water capacity both on and off the site to serve the development and that it would not lead to problems for existing or new users. In some circumstances, it may be necessary for developers to fund studies to ascertain whether the proposed development will lead to overloading of existing waste water infrastructure. Developers should enter into discussion with Thames Water as early as possible to agree a way forward.

Access and highways:
- Create a permeable road network within the site with clearly defined route hierarchies.
- Contribute towards public transport.
- Connect to existing footpaths, cycleways and Public Rights of Way (PRoW) wherever possible to enhance permeability and connectivity, including to public transport where appropriate.
- Safeguard PRoW.
- A Transport Assessment should be submitted with a planning application to identify the measures that will be taken to adequately mitigate or compensate for any harmful transport impacts **(Core Policy 35)**.

Social and community:
- Contribute towards education capacity (early years, special education needs, primary and secondary).

- Provide public open space and recreational facilities in accordance with the requirements of the Infrastructure Delivery Plan (IDP).
- Contribute towards health care, leisure provision, and other community services and facilities where appropriate, in accordance with the requirements of the IDP.
- A Health Impact Assessment that identifies and takes account of the health status and needs in the area and provides information about how to improve health and well-being.

Urban design principles:
- Design of development should enable a high degree of integration and connectivity between new and existing communities.
- Green Infrastructure should be part of the design process leading to connected Green Infrastructure both within the development and to Green Infrastructure on neighbouring sites.
- Housing should be designed to a density that is appropriate for the location.
- Development should make a positive contribution towards local character and distinctiveness.

Environmental health:
- Investigate potential noise and air pollution impacts and ensure that the land is safe and suitable for the intended use.

Biodiversity:
- Habitat and species surveys should be carried out in accordance with the Guidelines for Ecological Impact Assessment produced by the Chartered Institute of Ecology and Environmental Management and relevant best practice guidance.
- Important ecological assets should be retained where possible. If loss is unavoidable then appropriate mitigation or, as a last resort, compensation measures should be provided.
- Development should achieve a net gain in biodiversity, for example, by incorporating natural habitats into development and designing buildings with integral bat boxes and bird nesting opportunities, in appropriate circumstances.

Landscape considerations:
- Landscape and visual impact assessment or appraisal (LVIA) will need to be undertaken. The LVIA should inform the site design, layout, capacity and mitigation requirements.
- A Landscape Strategy should be submitted with a planning application **(Core Policy 44)**.

Flood risk and drainage:
- A Flood Risk Assessment / surface water drainage strategy, based on information available in the Council's Strategic Flood Risk Assessment and liaison with the Environment Agency, will need to support a planning application **(Core Policy 42)**.
- Sustainable Urban Drainage (SUDs) principles and methods should be used to drain the surface water from the development. SUDs features should be designed and managed to also provide ecological and water quality benefits.

Historic environment and cultural heritage:
- Pre-determination evaluation of potential archaeological features on the site should be undertaken prior to any planning application being determined, unless it can be demonstrated that such an evaluation is not appropriate for the site. Appropriate mitigation may be required depending on the outcome of that evaluation.
- Development should respect listed buildings, conservation areas, scheduled monuments, registered parks and gardens and their settings and look for opportunities to enhance or better reveal their significance.
- Heritage assets should be conserved and enhanced, where appropriate.
- Environmental Impact Assessments, Heritage Statements, Impact Assessments and Conservation Area Appraisals should be undertaken to establish the local character and distinctiveness, and the significance of heritage assets and their settings.

3. South-East Vale Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

North-West of Grove (28.35 ha)	Housing Allocation - Around 400 dwellings up to 2031.
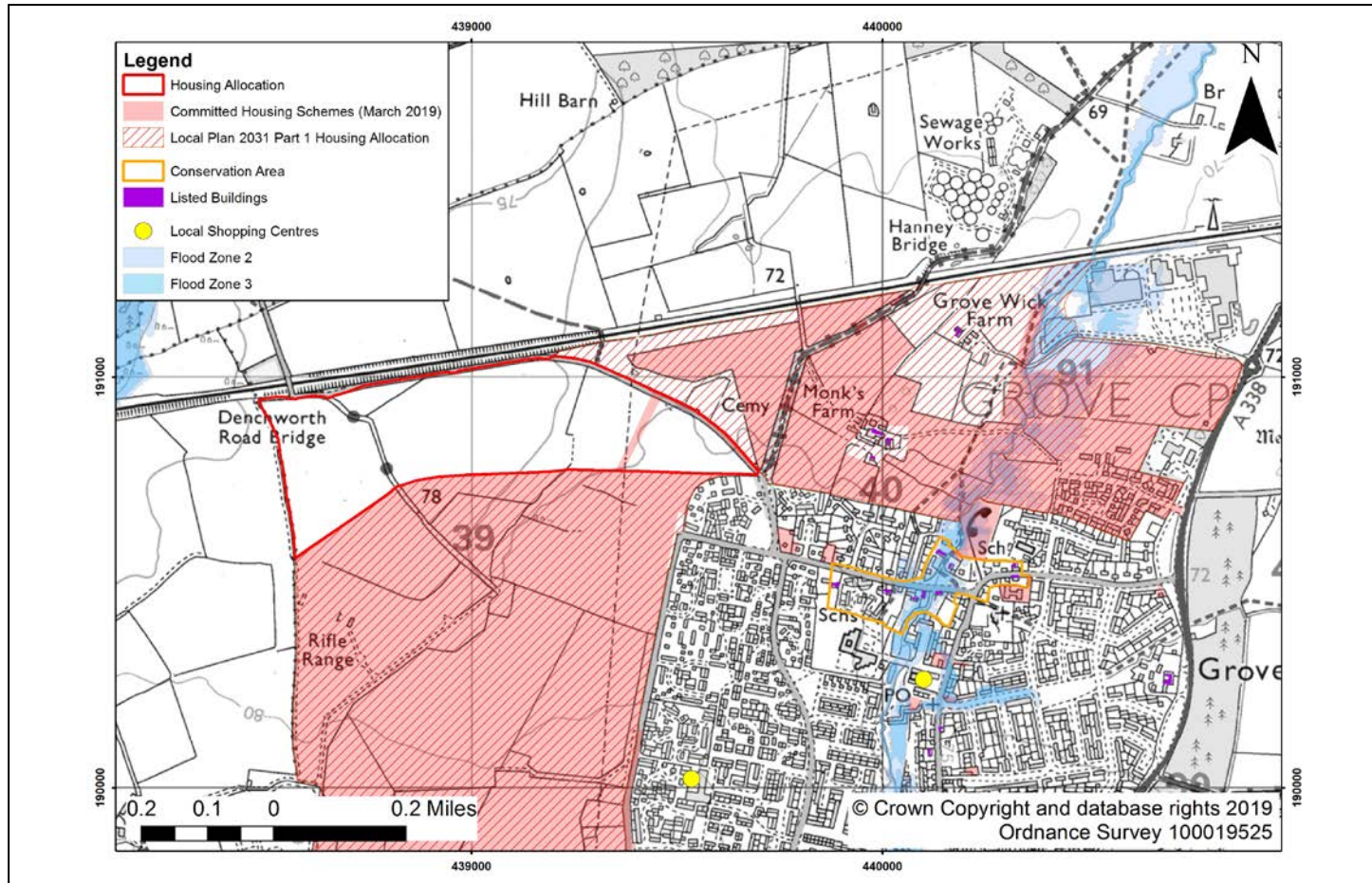
North-West of Grove

Site Specific Requirements:

Key objectives:
- To deliver a high quality and sustainable urban extension to the north-west of Grove, which is comprehensively integrated with Grove so residents can access existing facilities in the village.
- To contribute towards infrastructure in the Science Vale Area Strategy, as set out in **Core Policy 17** of Local Plan 2031 Part 1 and the Oxfordshire Local Transport Plan.

Urban design principles:
- Ensure the site maximises connectivity with the existing settlement of Grove including the neighbouring allocations of Monks Farm and Grove Airfield.
- The masterplan should give consideration to the development potential of the entire site, and ensure infrastructure requirements are considered from the outset.
- Incorporate active frontages, particularly along the route of the Grove Northern Link Road (GNLR).
- Buildings should be predominantly two stories high.
- Land used for noise buffers shall not be counted towards recreational space but should incorporate good quality Green Infrastructure.
- Conserve and enhance the setting of the nearby cemetery on Downsview Road.

Utilities:
- Upgrades to the sewer network may be required ahead of occupation.

Access and highways:
- Investigate access arrangements.
- Contribute to the completion of the Grove Northern Link Road and any necessary mitigation measures identified through the site transport assessment, which may include signalising the Brook Lane Railway Bridge.
- Contribute towards improving the bus services and associated infrastructure for the area and explore opportunities for linking new bus services with the neighbouring allocations of Grove Airfield and Monks Farm.

- Provide a network of safe and attractive walking and cycling routes connecting with Grove village centre, and the adjacent allocations of Grove Airfield and Monks Farm.

Social and community:
- Depending on the scale of development, provide a new primary school with nursery provision on site or contribute towards expansion of existing / planned schools in the vicinity including provision of sufficient early years and child care capacity.
- Contribute towards the improvement of existing healthcare provision and other community facilities in the area.
- Contribute towards the need for additional secondary and SEN school places in Grove / Wantage.
- Contribute towards the expansion and enhancement of the nearby cemetery.

Landscape considerations:
- Create a new landscape structure to contain new housing and limit the impact on the wider landscape. The landscape structure should build on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) and coordinate with the Grove Airfield development and existing Grove settlement.

Environmental health:
- Investigate potential noise impacts from the existing railway line; mitigation measures are required to provide an adequate buffer.
- Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Biodiversity and Green Infrastructure:
- A biodiversity net gain is required for the development site. If it is unachievable on site then an adjacent or off-site location may be considered acceptable.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Wantage and Grove.

Flood risk and drainage:
- Mitigation measures may be required to prevent any detrimental impact on groundwater quality.

4. Abingdon-on-Thames and Oxford Fringe Sub-Area

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

Dalton Barracks (Shippon) (76.72 ha)	Housing Allocation Around 1,200 dwellings up to 2031
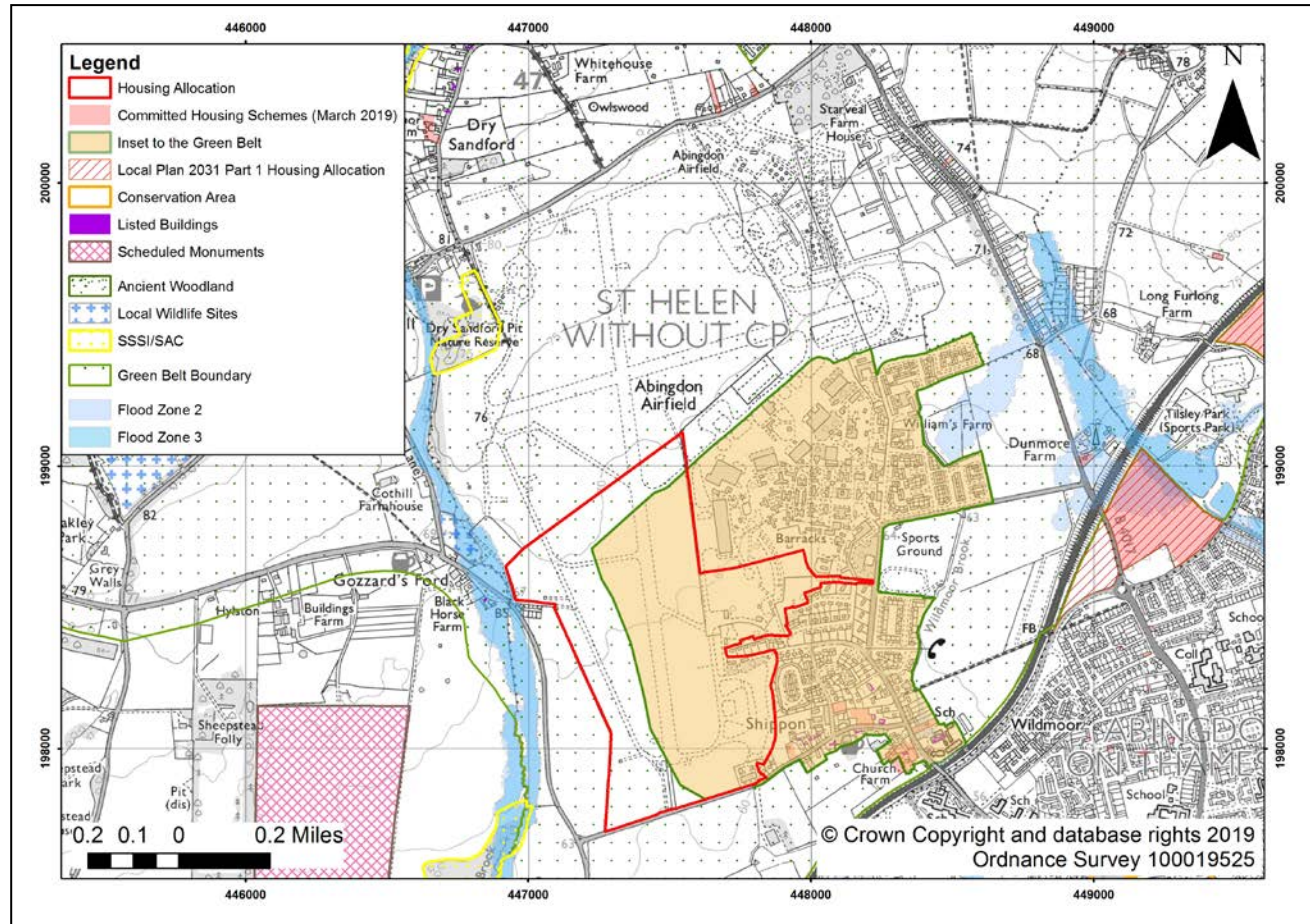
Dalton Barracks (Shippon)

Site Specific Requirements:

Key objectives:
- To deliver an exemplar, sustainable, mixed use community that reflects Garden Village principles and follows a comprehensive approach in accordance with **Core Policy 8b: Dalton Barracks Strategic Allocation** and Supplementary Planning Document for Dalton Barracks.
- To make effective use of land, by materialising the re-use of land that has been previously developed upon (brownfield).
- To avoid all direct and indirect impacts to Cothill Fen SAC, Dry Sandford Pit SSSI, Barrow Farm Fen SSSI and Frilford Heath ponds and fen SSSI.

Urban design principles:
- The site's masterplan should be developed in accordance with **Core Policy 8b** and follow a comprehensive development framework approach in accordance with the Supplementary Planning Document, when adopted.
- The site's masterplan should ensure infrastructure requirements, including Green Infrastructure, are considered from the outset.
- The development of the site will be informed by a comprehensive approach to masterplanning, and additional guidance will be provided through the preparation of the Supplementary Planning Document.
- The masterplan should ensure any development on land that is retained within the Oxford Green Belt, are compatible uses within the Green Belt, in accordance with **Core Policy 13 and 13a: Oxford Green Belt, from Local Plan 2031 Part 1 and 2**.
- Proposals for buildings and structures will not unacceptably harm the character and appearance of the surrounding area, taking into account their location, scale, bulk and height.

Utilities:
- Upgrades to the sewer network may be required ahead of occupation.

Access and highways:
- The occupation of dwellings on the site will not begin prior to (1) the completion of the upgrade to Frilford Junction unless an alternative phasing plan is agreed with the County Council and (2) satisfactory air quality mitigation for Marcham.
- The development should be in accordance with and meet the requirements of a travel plan for the site to make necessary contributions in order to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling.
- Access to the A34 should be investigated, along with cycle/ pedestrian access to proposed Park and Ride sites at Lodge Hill and Cumnor.
- Provide a network of safe and attractive walking and cycling routes connecting with the surrounding area.
- Contribute to infrastructure improvements as required through a transport assessment which may include proposed park and ride sites, a bus lane on the A34, cycle bridges, Frilford Junction upgrade, roundabout at Barrow Road/unnamed road, roundabout at unnamed road/Marcham Road, traffic signals at Marcham Interchange and measures to reduce the impact of vehicle traffic in villages.
- Contribute to bus frequency enhancements through the site to premium route standard with associated infrastructure enhancements ensuring high frequency services to Abingdon-on-Thames and Oxford.
- Contribute towards new high-quality bus services to major employment sites if possible at Milton Park, Harwell Campus and Culham Science Centre.
- Retain, improve and/or appropriately divert existing public footpaths, and byways, unless otherwise specifically agreed.
- Consider provision of new access, including cycle routes and a bridleway within the parkland.
- Undertake project level HRA to include transport and air quality assessments to consider the impact on Cothill Fen SAC.

Social and community:
- Contribute towards improvements to the existing healthcare and other community facilities in the area.
- A new two form entry primary school with nursery provision will be required on site. This should be provided on 2.2 ha of land and be considered through the masterplanning of the site.
- Contributions will be sought towards appropriate secondary school provision for the area in Abingdon-on-Thames.

Environmental health:
- Undertake contaminated land investigations and set out proposals to adequately mitigate the issues that arise to ensure that the land is safe and suitable for the intended use.

- Ensure there are no adverse impacts on the water quality or quantity entering Cothill Fen SAC which is located a short distance to the west.

Landscape considerations:
- The development should be in accordance with and make necessary contributions to a comprehensive landscape plan for the site, informed by a Landscape and Visual Assessment, and incorporating parkland of at least 30 hectares to be located on the western and northern sides of the site.
- Retain, where possible, onsite mature trees.

Biodiversity and Green Infrastructure:
- Proposals should demonstrate that there would be no adverse impact on Cothill Fen SAC, Dry Sandford Pit SSSI, Barrow Farm Fen SSSI and Frilford Heath ponds and fen SSSI.
- Recreational impacts on Cothill Fen SAC and neighbouring SSSIs should be assessed and used to inform on-site mitigation through the provision of significant alternative natural greenspace (in the form of parkland of at least 30 hectares). This mitigation should be considered alongside potential infrastructural improvements within the SAC.
- Ensure there are no adverse effects in relation to the water quality of two nearby sites, situated along Sandford Brook (downstream): Barrow Farm Fen SSSI; and Gozzards Ford Fen Local Wildlife Site.
- Consideration should be taken of the Priority Habitat – Deciduous Woodland along Sandford Brook and in the north-west corner when designing the connected Green Infrastructure for the site.
- Ensure there is a wildlife buffer between the Sandford brook and the development of at least 10 metres
- Consideration will be taken, where appropriate, to mitigate against any adverse effects on other priority habitat species, as identified through survey work and provide an additional plan to address invasive non-native species.

East of Kingston Bagpuize with Southmoor (within the parish of Fyfield and Tubney) (34.73 ha)	Housing Allocation Around 600 dwellings, subject to masterplanning.
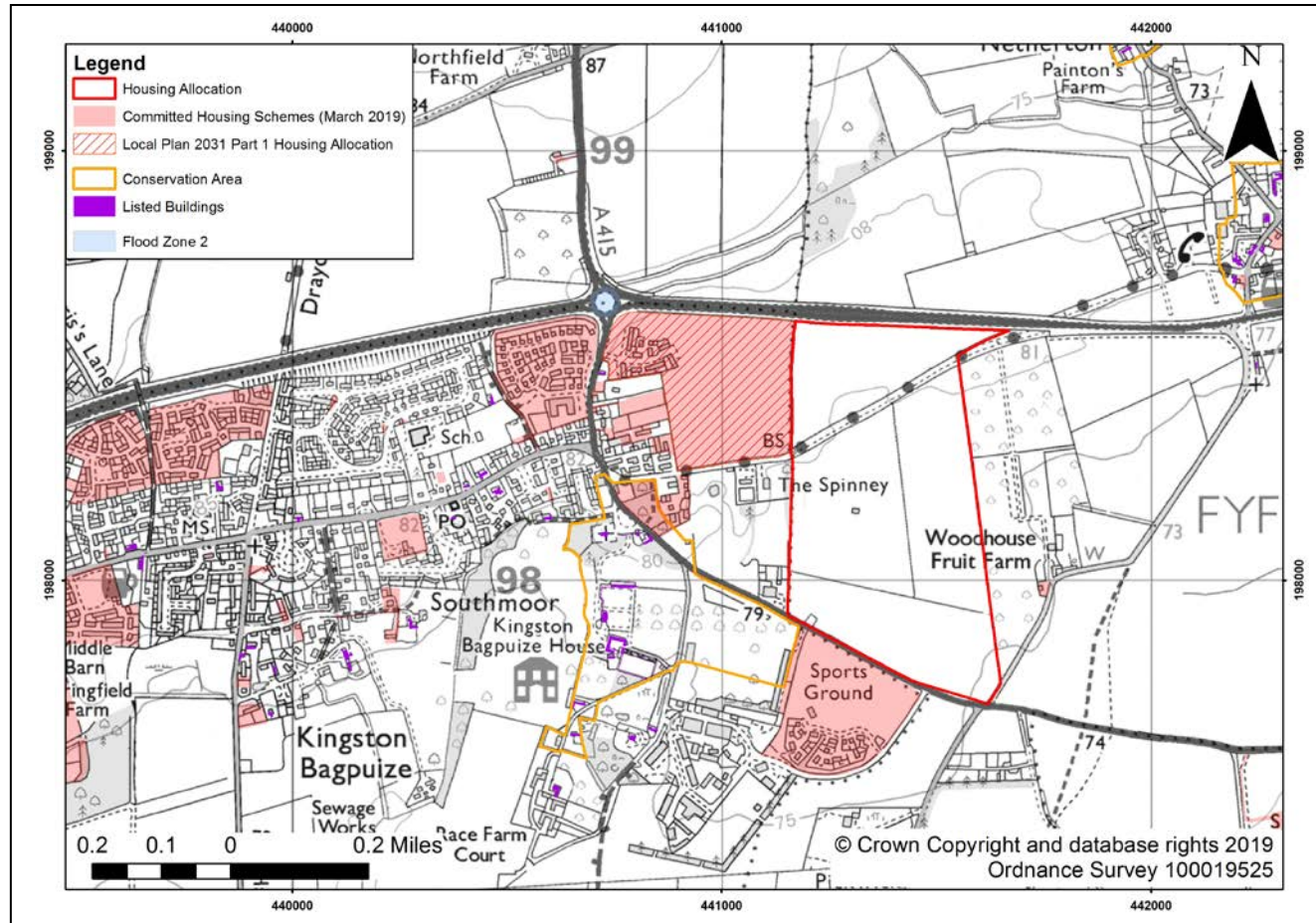
East of Kingston Bagpuize with Southmoor (within the parish of Fyfield and Tubney)

Site Specific Requirements:

Key objectives:
- To deliver a high quality and sustainable urban extension to Kingston Bagpuize with Southmoor (Fyfield and Tubney Parish) which is integrated with the adjoining settlement of Kingston Bagpuize with Southmoor so residents can access existing facilities in the village.

Urban design principles:
- The site should be carefully masterplanned, taking into consideration nearby permissions and allocations while including opportunities to increase the site's connectivity and linkages to the centre of the existing settlement (to the west), and the wider community.
- Respect the setting of the site's current rural setting.
- All adjacent features require careful consideration, namely the A420 to the north, the committed housing sites to the west and south, the Millennium Green to the west, and Kingston Bagpuize Conservation Area to the southwest. Also, masterplanning should consider the value of the old Oxford Road, which runs through the site as a Bridleway and cycleway, linking Kingston Bagpuize to Fyfield and beyond.
- Adopt a permeable, perimeter block layout within the site to optimise connectivity within and beyond the site.
- The masterplan should address potential conflicts between school and other traffic.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A420) and market housing.

Utilities:
- Overhead power lines traversing the site will need to be considered as part of the overall masterplan.
- Upgrades to the sewer network may be required ahead of occupation.
- A detailed water supply strategy will be required.

Access and highways:
- The occupation of dwellings on the site will not begin prior to (1) the completion of the upgrade to Frilford Junction unless an alternative phasing plan is agreed with the County Council and (2) satisfactory air quality mitigation for Marcham.
- Access to be provided from A420 and the A415 via two new developer delivered roundabouts and a new link road through this site, provided to a standard acceptable to Oxfordshire County Council. The A415 roundabout will link with the business park.
- Contribute towards infrastructure improvements on the A420, A415 (including Frilford Junction) and any necessary mitigation measures identified through the site Transport Assessment.
- Contribute towards increasing the frequency of bus services.
- Provide for buses to travel through the site and provide bus stop infrastructure.
- Provide measures to alleviate current traffic flows through the centre of Kingston Bagpuize with Southmoor.
- Provide high quality pedestrian and cycle links including pedestrian crossings where necessary.
- Replace existing A420 laybys if surveys indicate a need.

Social and community:
- A new one form entry primary school including nursery provision will be required on site. This should be on a 2.22 ha site to allow for further growth.
- Contribute towards the need for additional secondary school places in the Faringdon/Botley/Abingdon area.
- Provide, subject to viability, a new local centre adjacent to the proposed primary school, located and designed to meet the needs of the expanded village.
- Contribute towards improvements to the existing healthcare and other community facilities in the area.

Environmental health:
- Investigate potential noise and air pollution impacts from the A420 and A415 and mitigate (if required) to offset any adverse impacts.
- Buffers shall not be counted towards recreational space.
- Undertake ground contamination surveys to ensure that the site is suitable for its intended use.

Landscape considerations:

- This land forms the eastern approach to the village and is highly visible from the main road; indicating a need for careful landscaping.
- Consider the sensitive approach to Kingston Bagpuize House and Kingston Bagpuize Park along the A415, which forms part of the Kingston Bagpuize Conservation Area.
- Retain existing trees and hedgerows and incorporate them into the connected Green Infrastructure of the site.
- Mass and scale of the built form should be designed to avoid being visually intrusive to sensitive views from the surrounding countryside, North Vale Corallian Ridge, A420, A415 and public rights of way.
- Retain and respect the eastern edge of the site marked by Aelfrith's Dyke, an early medieval boundary ditch, part of the Anglo-Saxon landscape.

Biodiversity and Green Infrastructure:

- The adjacent Millennium Green (nature reserve) is associated with a population of Great Crested Newts. Undertake necessary studies to investigate possible impact on protected species and set out measures to mitigate against any harmful impacts.
- Consider potential impacts, including recreational disturbance, to Frilford Heath SSSI and Appleton Lower Common SSSI, which are linked to the site by a bridleway.
- Consider green space provision for people and wildlife with potential to attract people away from the more sensitive designated sites nearby.
- Include Green Infrastructure to retain a mosaic of habitats and linear features to ensure that structural diversity and habitat connectivity through the site is maintained.
- Implement a sensitive directional lighting scheme to ensure that additional lighting does not impact on the retained green corridors across the site.
- Include biodiversity enhancements such as SUDS, hedgerow and tree planting, creation of ponds, creation of habitat for bats in buildings and bird boxes, creation of hibernacula for reptiles and amphibians, log piles for invertebrates, hedgehog domes and creation of wildflower grasslands in the development design in line with planning policy and the Natural Environment and Rural Communities Act (NERC) 2006 (which places a duty on local authorities to enhance biodiversity). Provision should be made for the long-term management of these areas.
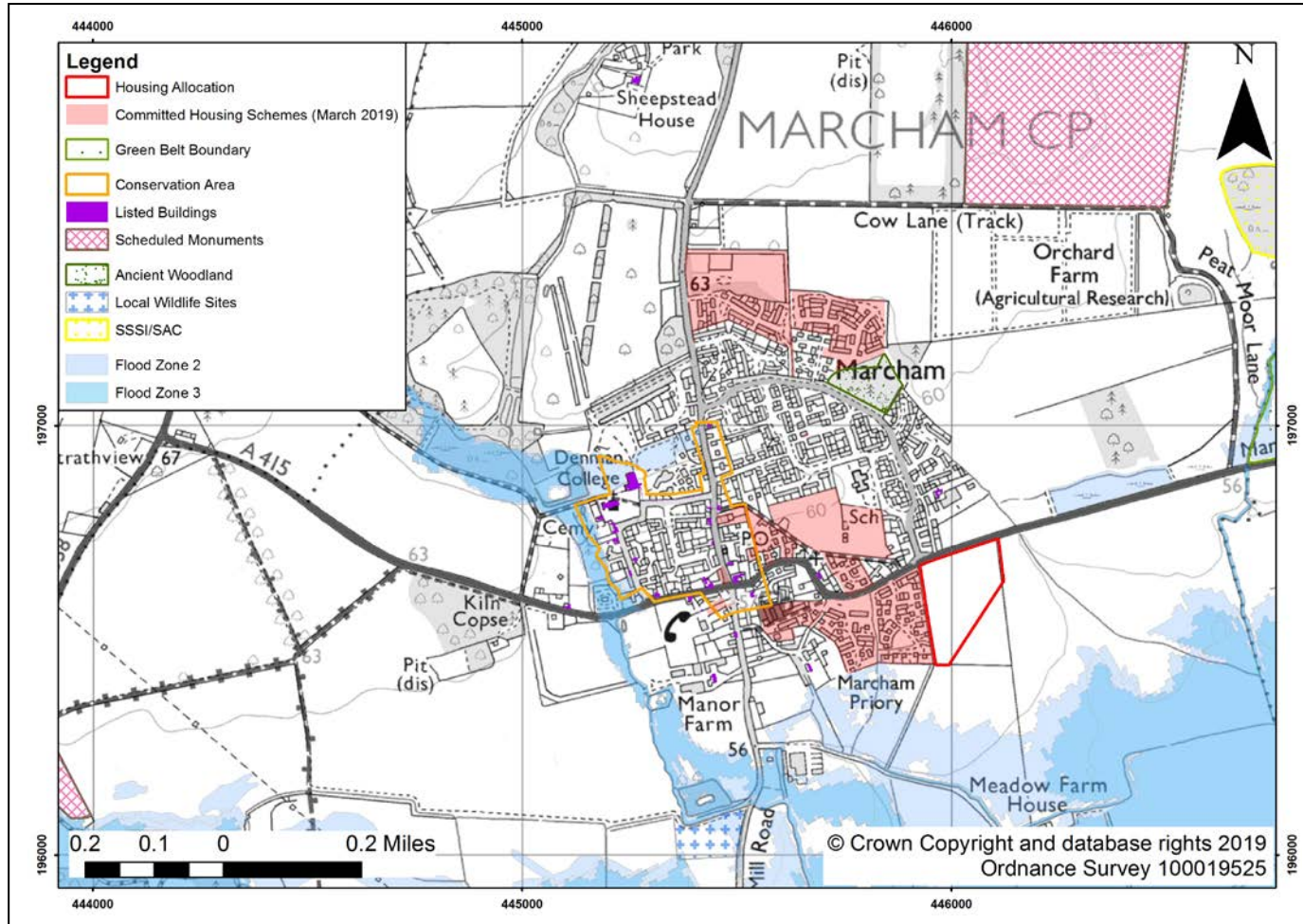
Flood risk and drainage:

- Opportunities to incorporate Green Infrastructure within the SUDs to improve biodiversity and water quality are encouraged.
- Mitigation measures may be required to prevent any detrimental impact on the groundwater quality.

South-East of Marcham (3.46 ha)	Housing Allocation Around 90 dwellings, subject to masterplanning.

South-East of Marcham

Site Specific Requirements:

Key objectives:
- To deliver a high quality and sustainable village extension to the south-east of Marcham which is integrated with Marcham village so residents can access existing facilities in the settlement.

Urban design principles:
- Seek to enhance the connectivity of the site with Marcham village.
- Buildings should be no higher than two storeys.
- Masterplanning should take into account the strategy for introducing an edge to the development in relation to the existing settlement and the safeguarded route adjacent.

Utilities:
- Upgrades to the sewer network may be required ahead of occupation.

Access and highways:
- Investigate access arrangements. Access should be possible onto the A415.
- Consider potential options to alleviate current traffic flows through the centre of Marcham, which is a designated Air Quality Management Area (AQMA).
- Contribute towards infrastructure improvements along the A415 (Marcham Bypass, Frilford Lights) and elsewhere if required.
- Ensure that land safeguarded for Marcham bypass is not affected by development.
- Contribute towards existing public transport routes in the area. There may be the potential to enhance the Abingdon / Witney route along the A415, and the potential to deliver a new bus stop adjacent to the site.
- Contribute towards enhancing the existing cycle and footpath network infrastructure into Abingdon-on-Thames, including at Marcham Interchange.

Social and community:
- Contribute towards improvements to the existing healthcare and other community facilities in the area.

- Contribute towards primary school provision either in Marcham or at the nearby development at Dalton Barracks and for early child care provision
- Contribute towards expansion of the existing secondary school capacity for the area in Abingdon-on-Thames.

Environmental health:
- Consider potential impact on Marcham Air Quality Management Area by undertaking an air quality impact assessment and identify practical mitigation where appropriate.
- The site may be adversely affected by road noise, resulting in an impact on any proposed residential development. Proposals will need to demonstrate suitability for the existing acoustic environment.

Landscape considerations:
- Consideration will need to be given to the impact from development on the Lowland Vale landscape.
- Consider additional mitigation planting to the south and east of the development.

Biodiversity and Green Infrastructure:
- Proposals should demonstrate that there would be no adverse impact on Cothill Fen SAC, Dry Sandford Pit SSSI, Barrow Farm Fen SSSI and Frilford Heath ponds and fen SSSI.
- Consider methods to enhance the biodiversity value of the site for both the natural environment, and future occupants of the new development.
- Regard should be taken to the area of Priority Habitat adjacent to the site. Green Infrastructure design should consider including new orchard areas.
- Provide details on how the site will contribute to the delivery of new Green Infrastructure and/or the improvement of existing assets.
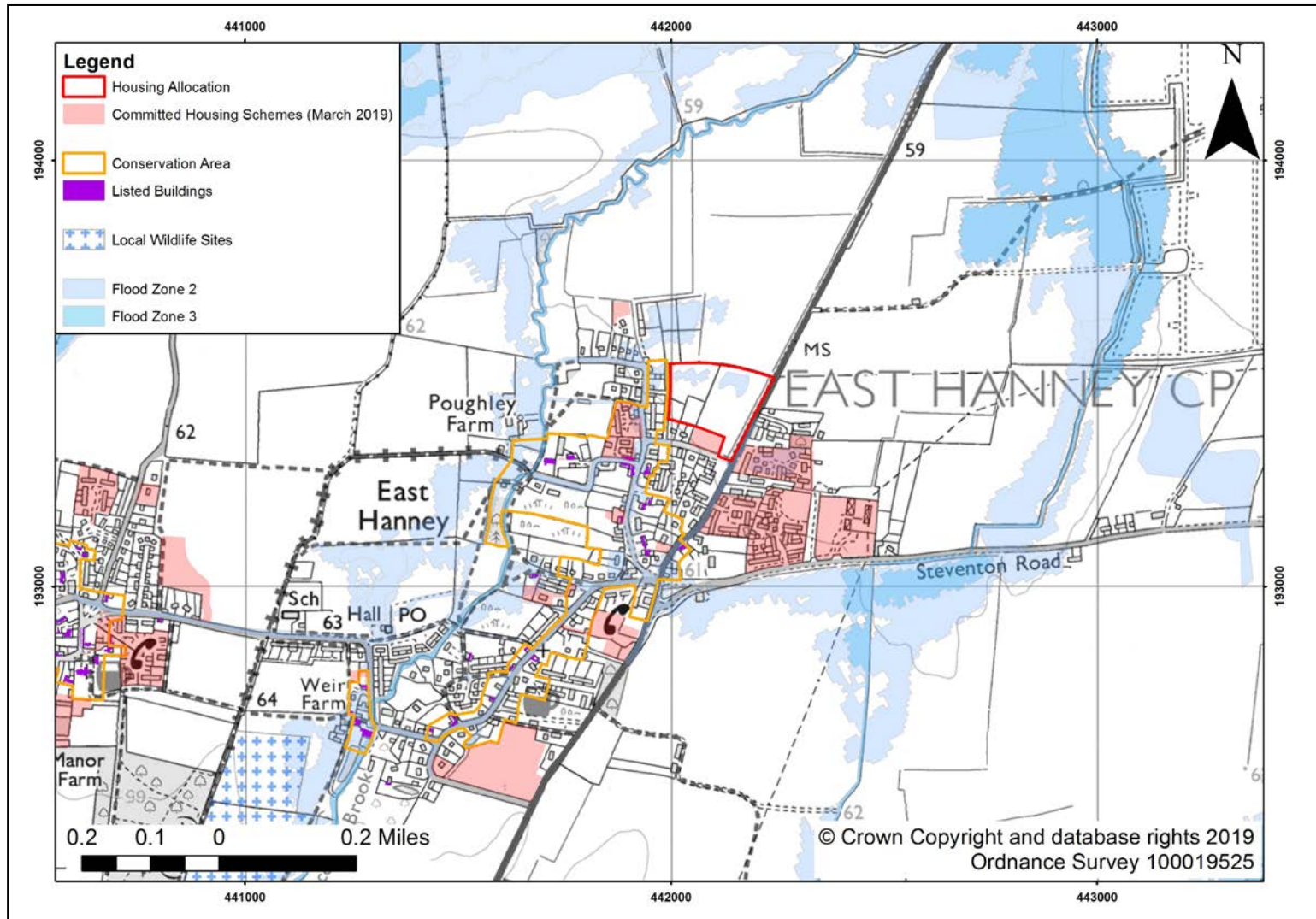
Flood risk and drainage:
- A site-specific Flood Risk Assessment will be required.

North of East Hanney (3.44 ha)	Housing Allocation Up to 80 dwellings, subject to masterplanning.

North of East Hanney

Site Specific Requirements:

Key objectives:
- To deliver a high quality and sustainable village extension to the north of East Hanney village which is in keeping with the rural setting and character of the area and integrates with the centre of the village so residents can access existing facilities.

Urban design principles:
- The site should seek to maximise connectivity with the existing settlement to the south.
- Provide a pedestrian link to Ashfields Lane, for safe access to the bus stop and village facilities.
- Masterplanning should take into account the strategy for introducing a more positive and sensitive edge to the development, in relation to the existing settlement.
- Lower densities should be located towards the southern boundary of the development. Dwellings closest to Ashfields Lane should have a frontage onto the lane, reflecting the existing pattern of development.

Utilities:
- Upgrades to the sewer network may be required ahead of occupation.

Access and highways:
- Consider in detail access arrangements for the site.
- Contribute towards infrastructure improvements along the A338 (Frilford Lights) and elsewhere if required.
- Contribute towards the further enhancement of bus services in the area.
- A junction capacity assessment is required

Social and community:
- Contribute towards improvements to the existing healthcare and other community facilities in the area.
- Contribute towards the expansion of the existing St. James Primary School and any necessary additional nursery provision.
- Contribute towards the expansion of existing secondary school places in the area.

Environmental health:
- The site may be adversely affected by road noise, resulting in an impact on any proposed residential development. Proposals will need to demonstrate suitability for the existing acoustic environment.

Landscape considerations:
- Development should seek to conserve and where possible, enhance, the adjacent conservation area through appropriate design and careful landscaping.

Biodiversity and Green Infrastructure:
- Consider methods to enhance the biodiversity value of the site for both the natural environment and future occupants of the new development.
- Provide a sufficient buffer zone for the existing watercourse which runs along the eastern boundary of the site.

Flood risk and drainage:
- A site-specific Flood Risk Assessment will be required.

North-East of East Hanney (2.39 ha)	Housing Allocation
	Up to 50 dwellings, subject to masterplanning.

Legend

- Housing Allocation
- Committed Housing Schemes (March 2019)
- Conservation Area
- Listed Buildings
- Local Wildlife Sites
- Flood Zone 2
- Flood Zone 3

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Ordnance Survey 100019525
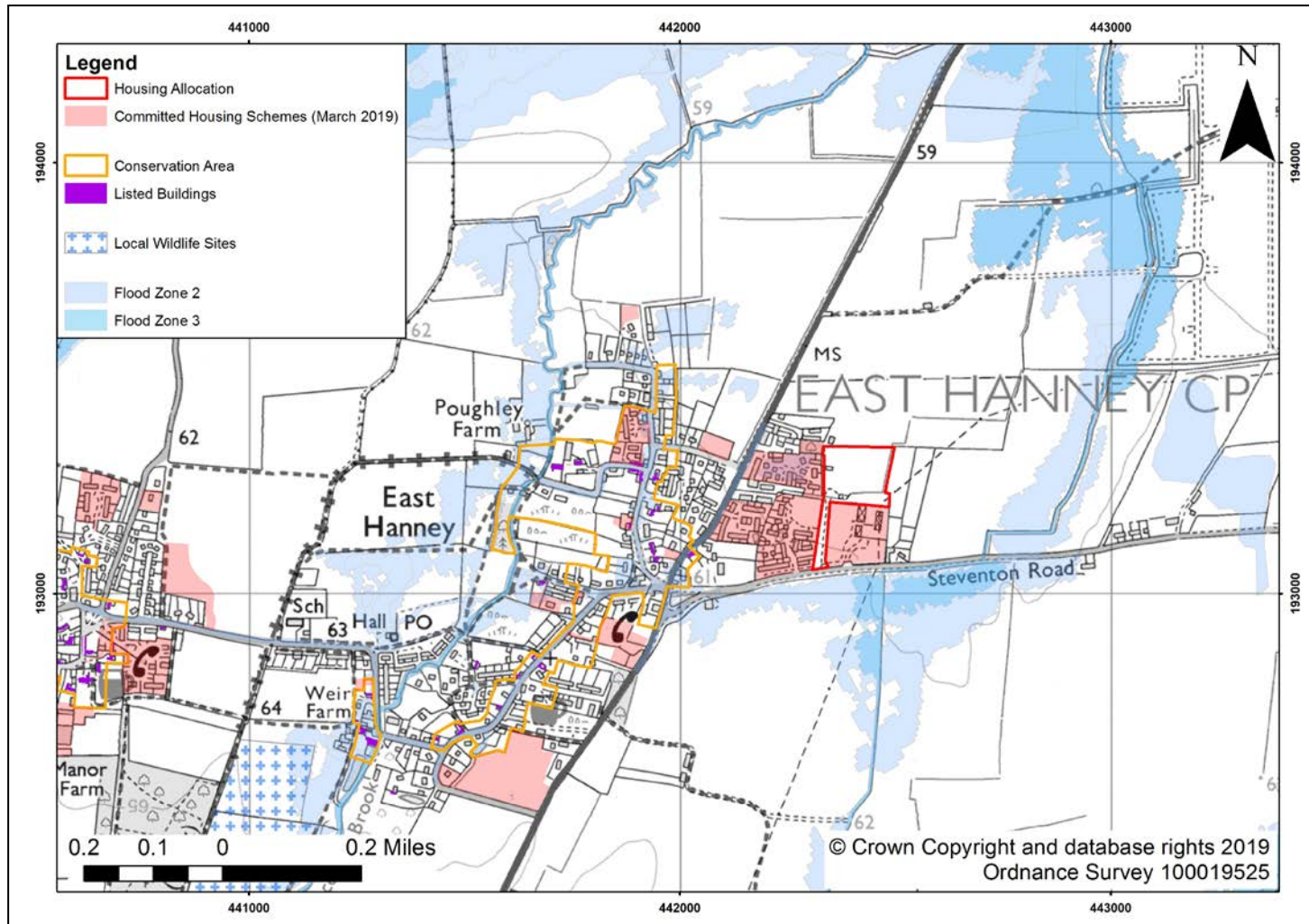
North-East of East Hanney

Site Specific Requirements:

Key objectives:
- To deliver a high quality and sustainable village extension to the north-east of East Hanney village which is in keeping with the rural setting and character of the area and integrates with the centre of the village so residents can access existing facilities.

Urban design principles:
- The site should seek to maximise connectivity, where possible, through adjacent sites, and with the existing core of the village to the west.
- Masterplanning should take into account the strategy for introducing a more positive and sensitive edge to the development, in relation to the existing settlement.
- The design of the properties should be no higher than two storeys.

Utilities:
- Upgrades to the sewer network may be required ahead of occupation.

Access and highways:
- Consider in detail access arrangements for the site.
- Contribute towards infrastructure improvements along the A338 (Frilford Lights) and elsewhere if required.
- Contribute towards the further enhancement of bus services in the area.
- A junction capacity assessment is required

Social and community:
- Contribute towards improvements to the existing healthcare and other community facilities in the area.
- Contribute towards the expansion of the existing St. James Primary School and any necessary nursery provision.
- Contribute towards the expansion of existing secondary school places in the area.

Landscape considerations:
- This land forms the eastern and northern approach to the village, and is highly visible from the main road; indicating a need for careful landscaping.
- Protect and integrate existing trees and hedges into the development, where possible.

Biodiversity and Green Infrastructure:
- Consider methods to enhance the biodiversity value of the site for both the natural environment and future occupants of the new development.
- Provide wildlife buffers along all watercourses of at least 10 metres, and enhance existing habitats for protected species including water voles if required.

Flood risk and drainage:
- A site-specific Flood Risk Assessment will be required.

Appendix B: Land for Safeguarding for Future Transport Schemes - Maps

1. Abingdon-on-Thames and Oxford Fringe Sub-Area

Land Safeguarded for A34 Bus Lane
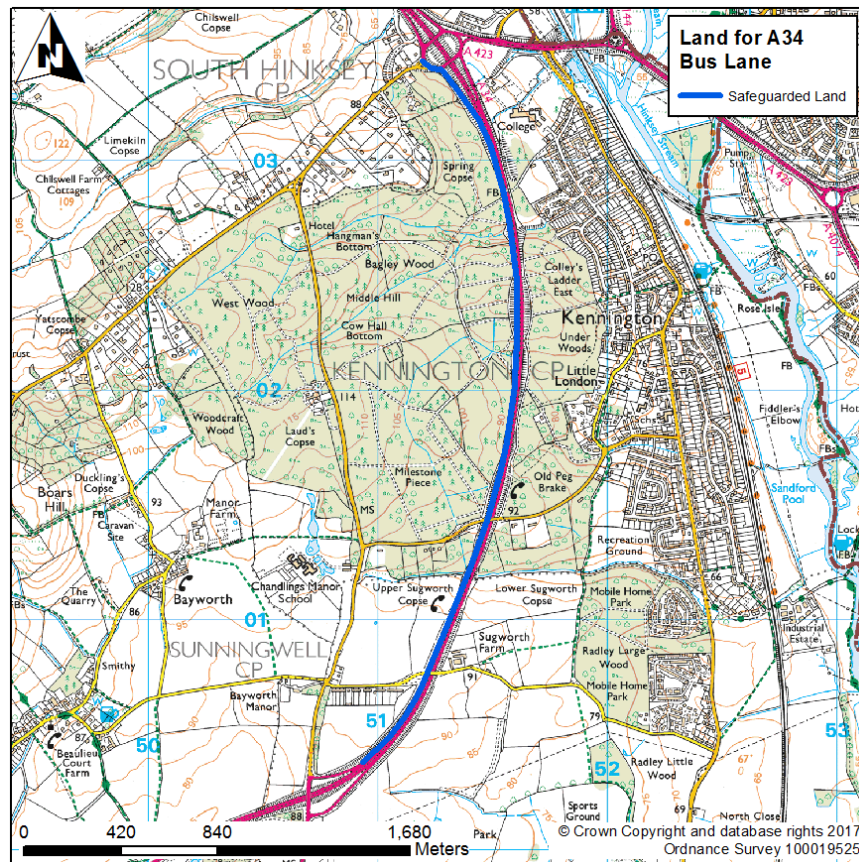
Land Safeguarded for Cumnor Park and Ride
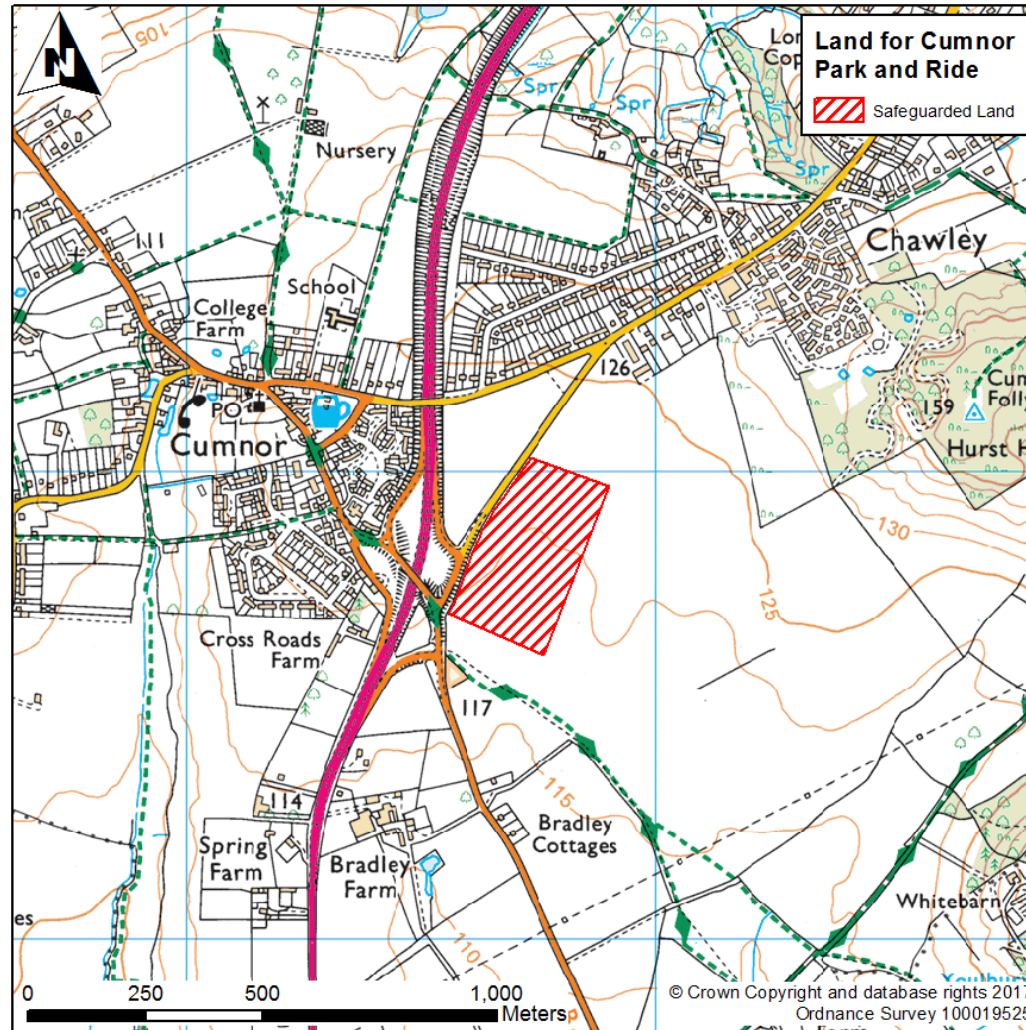
Land Safeguarded for Lodge Hill Park and Ride and Upgraded Slips
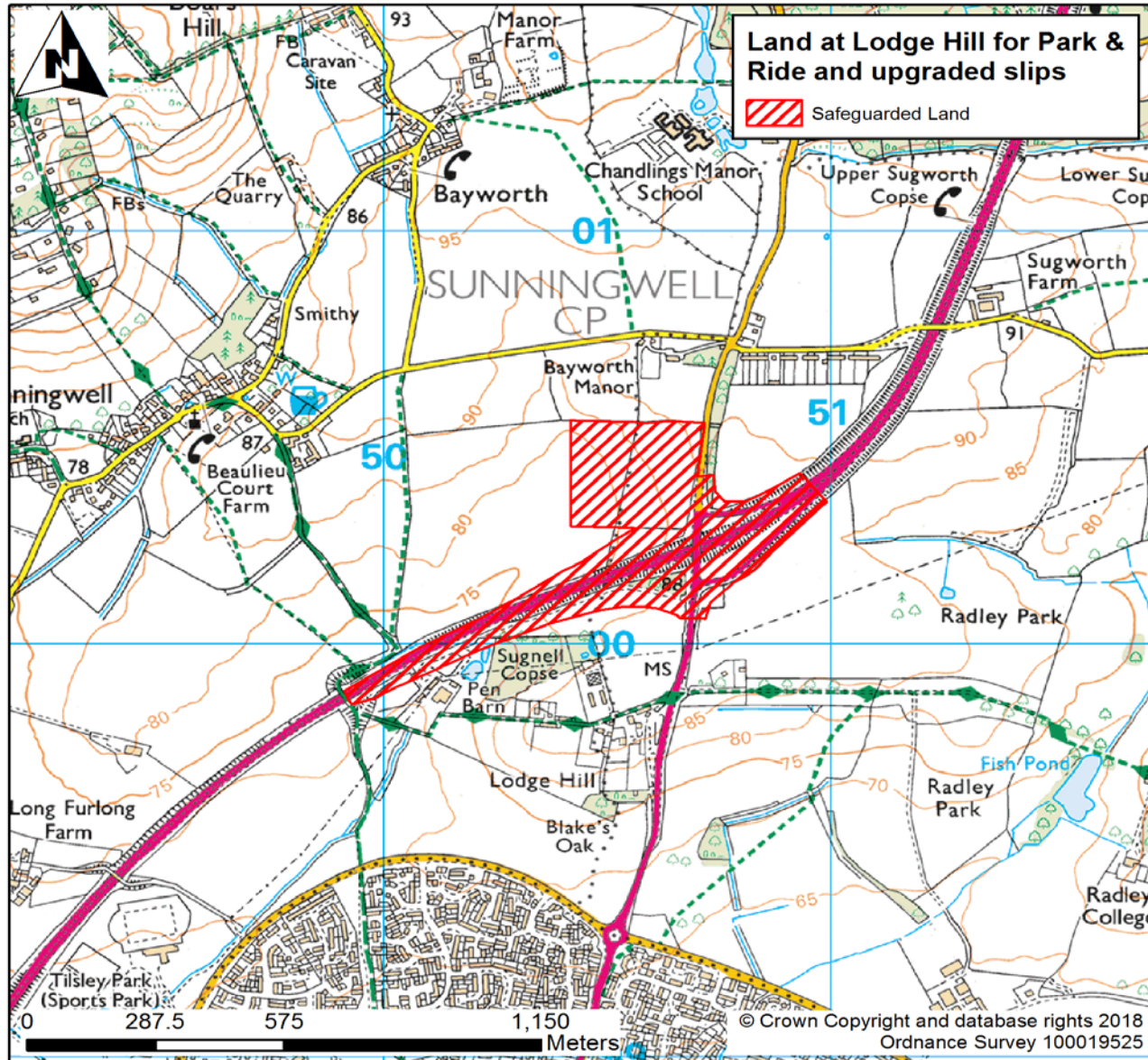
Land Safeguarded for Marcham Bypass and Improvements to Frilford Lights
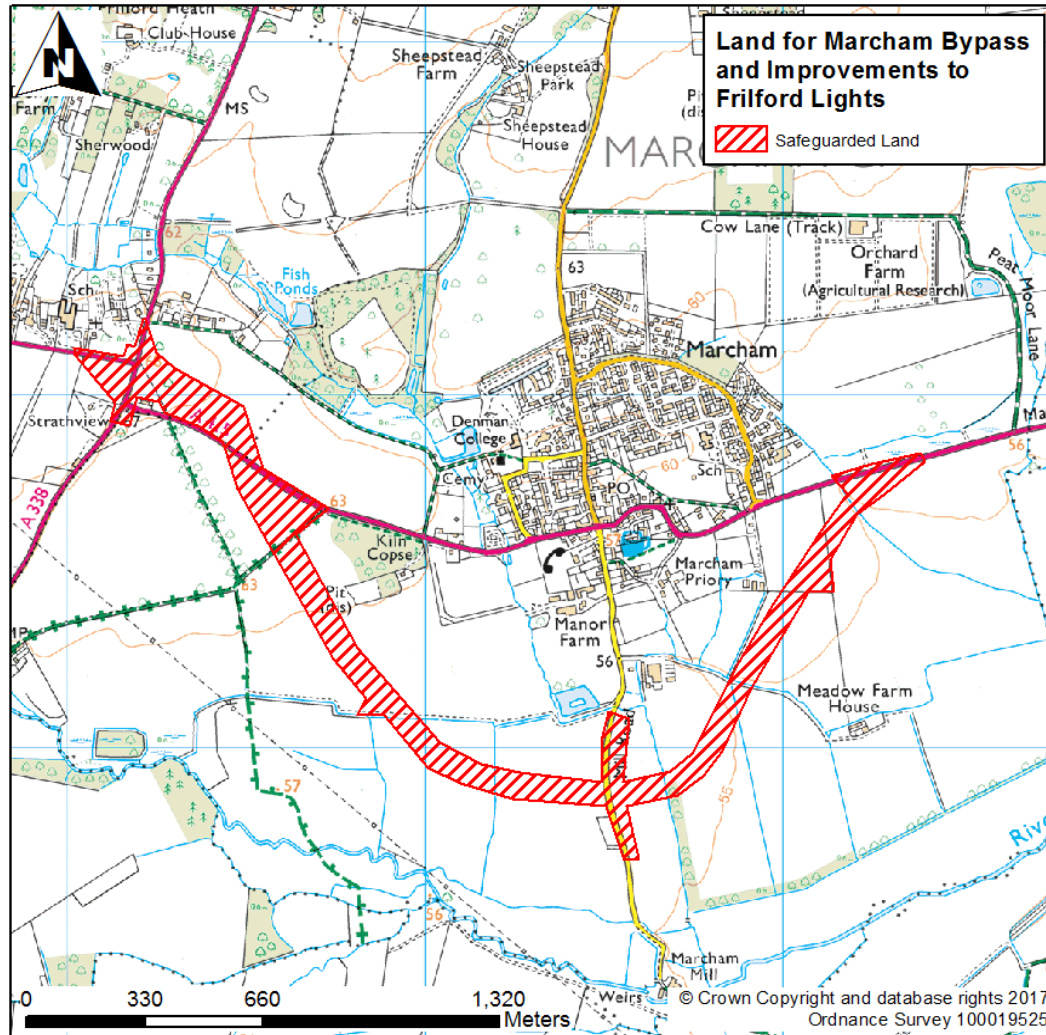
Land Safeguarded for Upgraded Footpath between Shippon and Abingdon-on-Thames
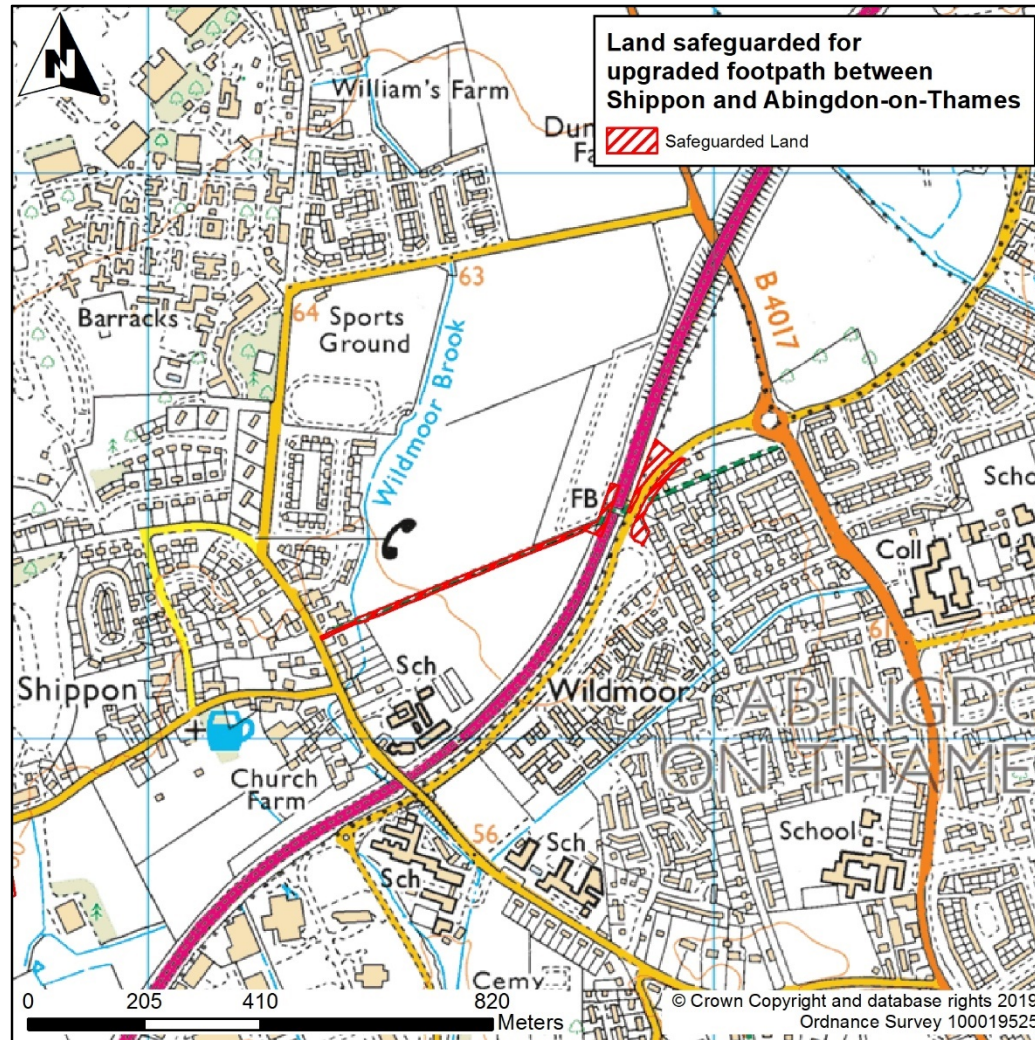
2. South-East Vale Sub-Area

Land Safeguarded for Improved Access to A34 Near Milton Park

Land for Cinder Track Cycle Improvements

Legend:
Land for Cinder Track cycle improvements
Safeguarded Land

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Ordnance Survey 100019525
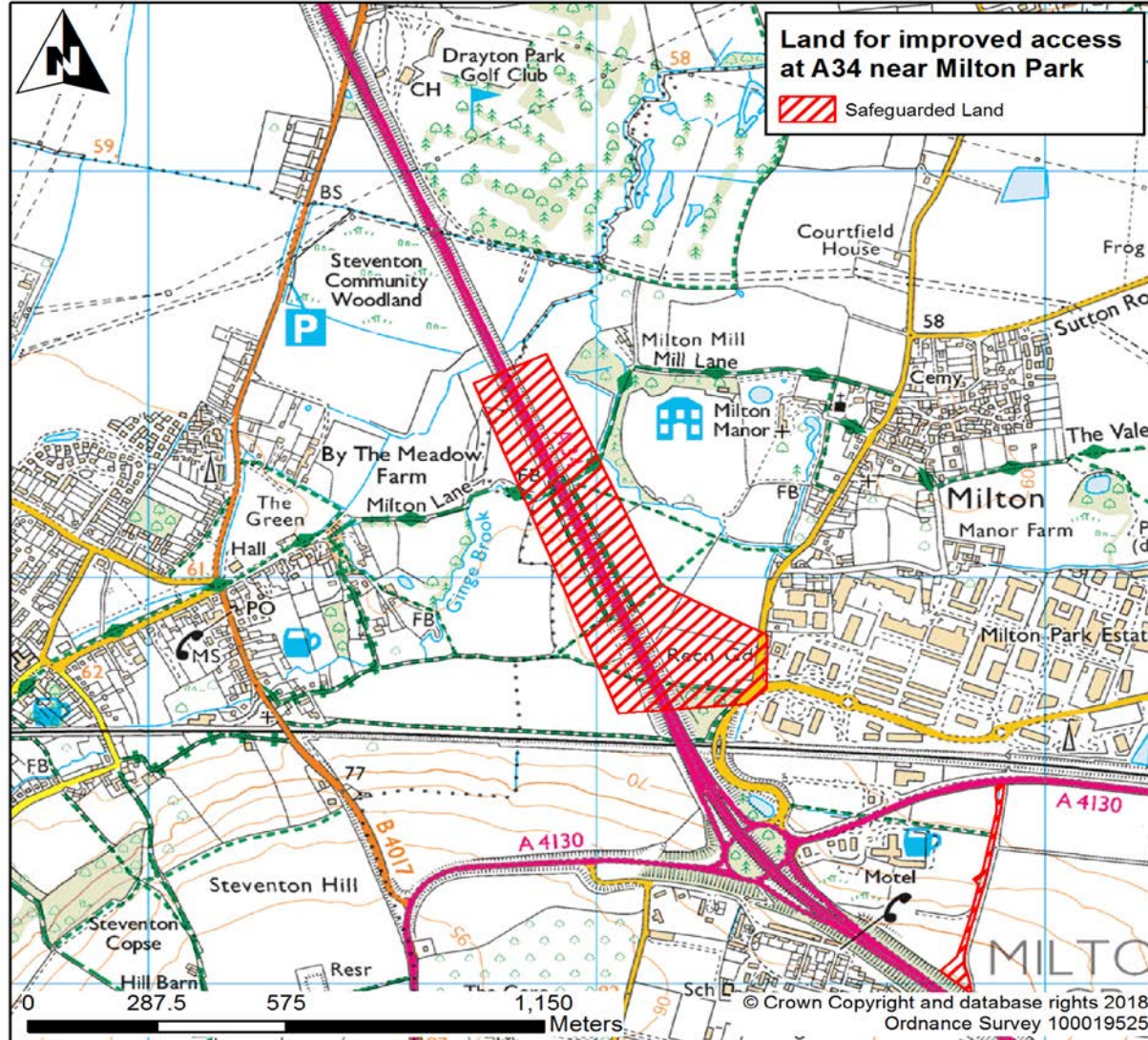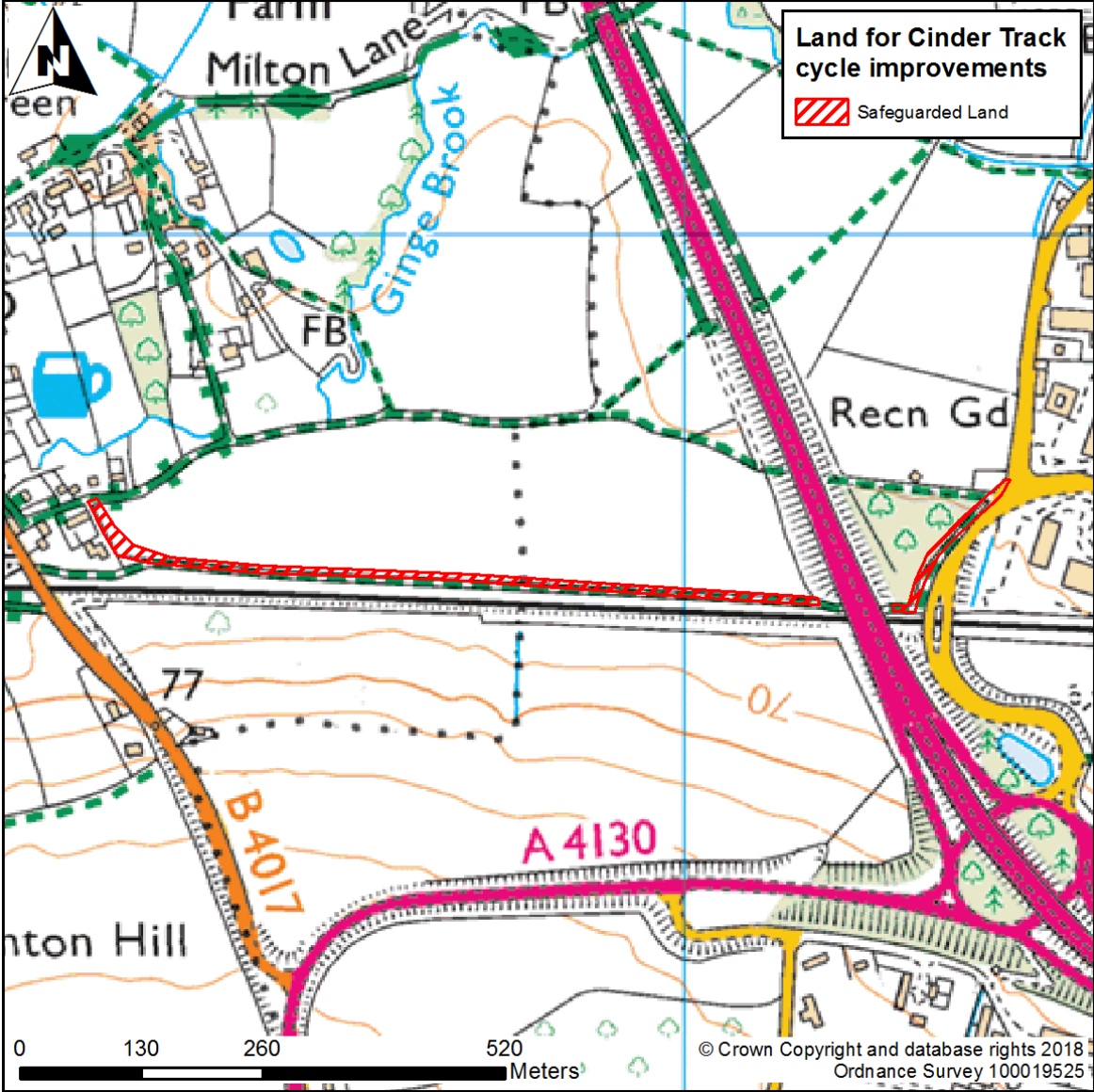
Land Safeguarded for Milton Heights Pedestrian and Cycle Bridge
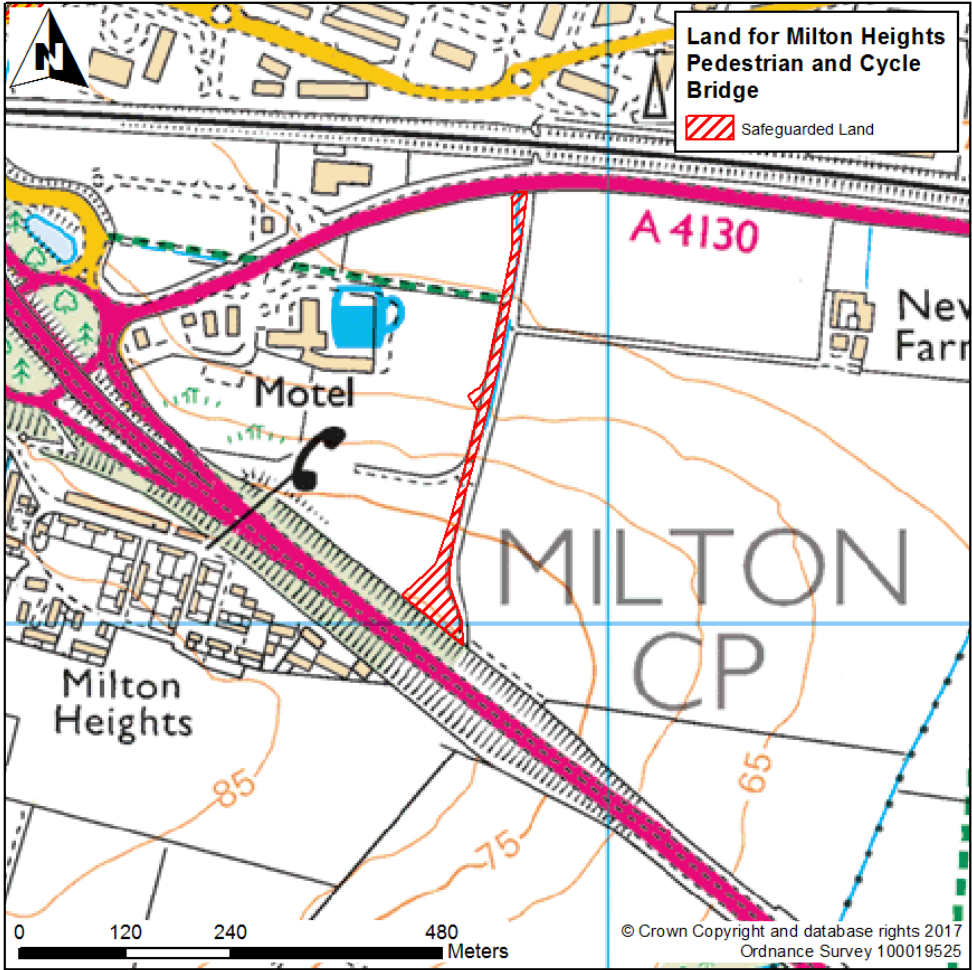
Land Safeguarded for Grove Railway Station
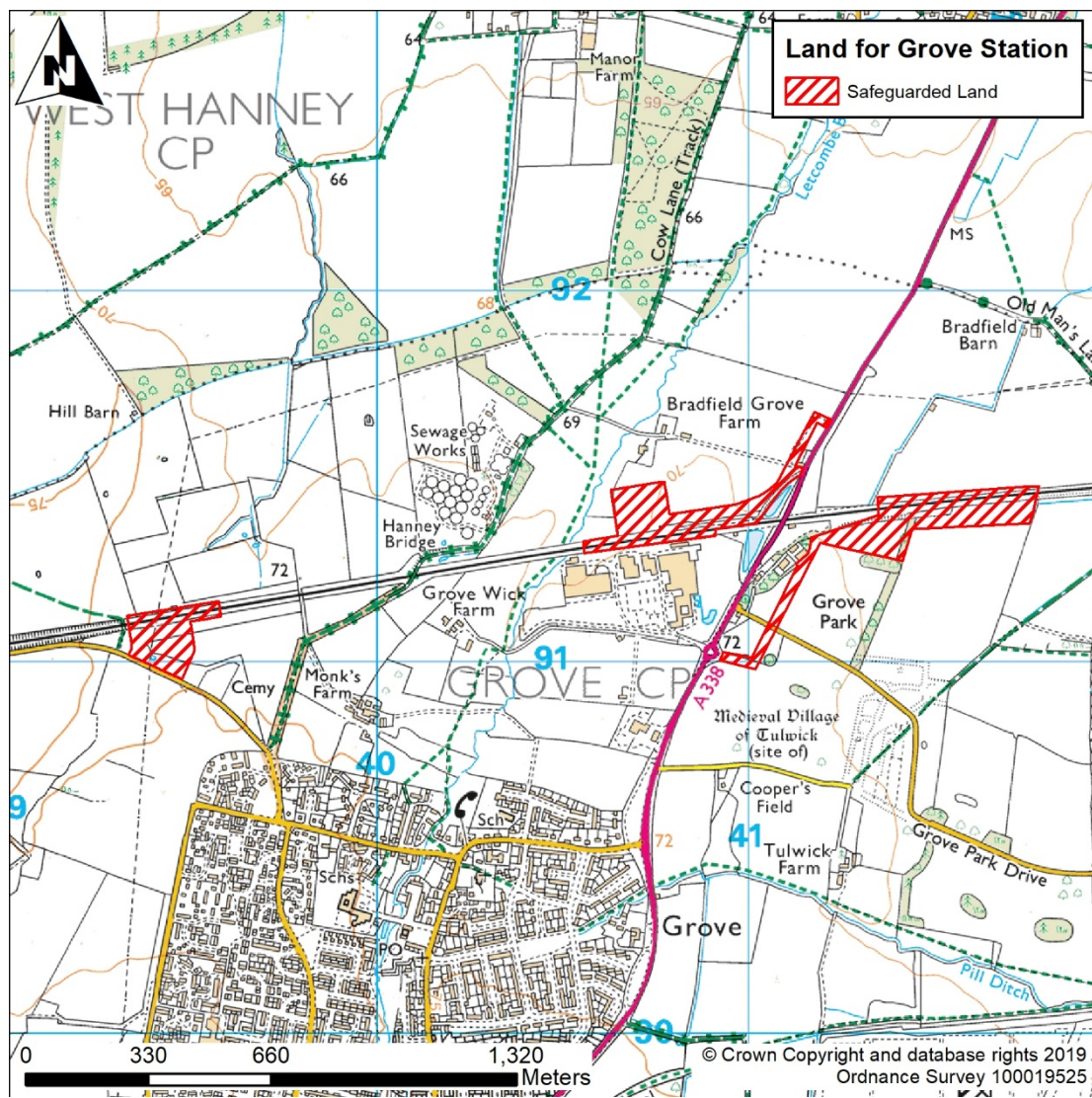
Land Safeguarded for Culham to Didcot Thames River Crossing
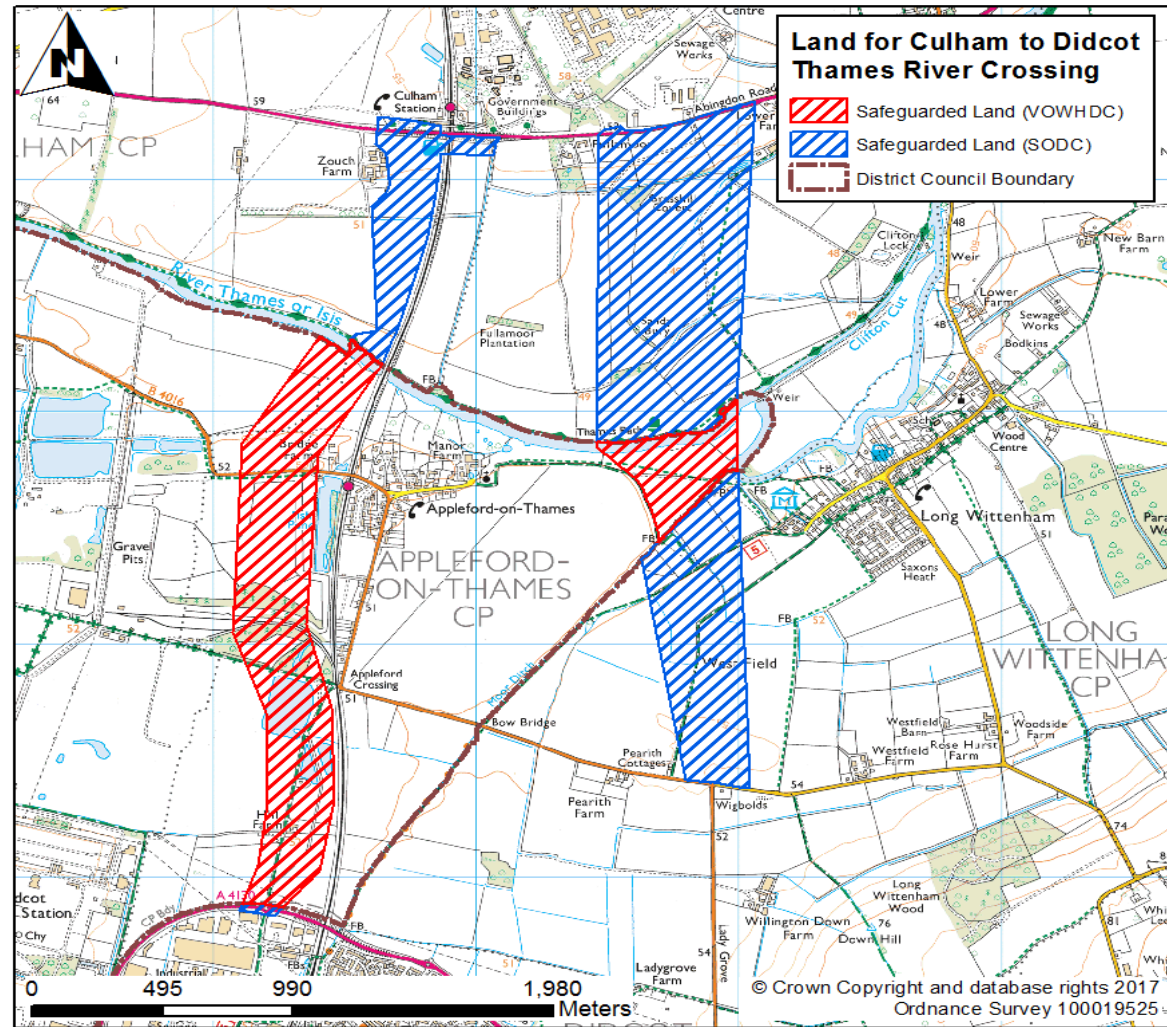
Appendix C: Land Safeguarded for Upper Thames Reservoir
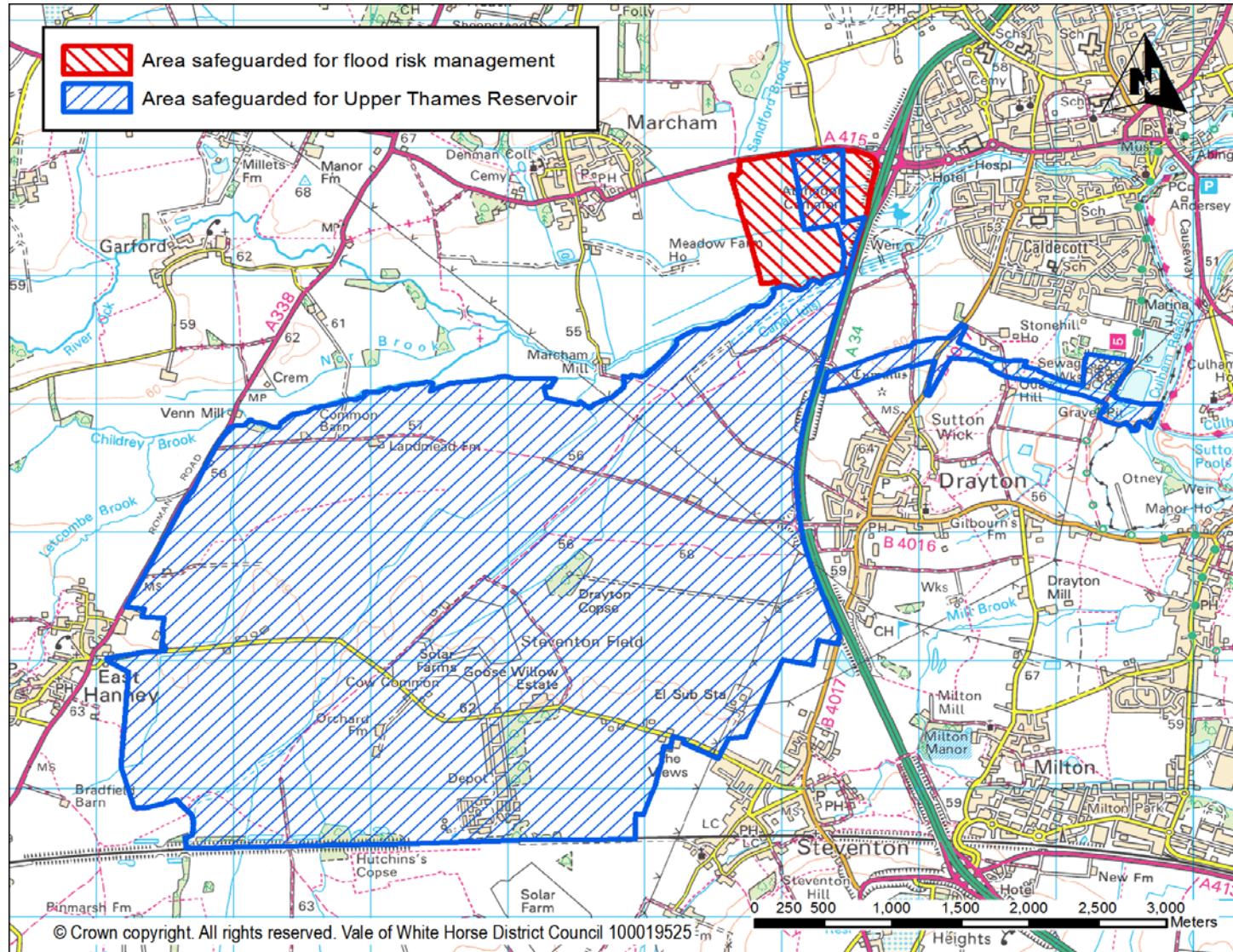
Appendix D: The Saved Policy from Local Plan 2011 regarding Grove Airfield

POLICY H5

THE FORMER AIRFIELD WEST OF GROVE IS IDENTIFIED AS A STRATEGIC HOUSING SITE WHERE DEVELOPMENT WILL LAST BEYOND THE LIFETIME OF THIS PLAN. PROPOSALS WILL ONLY BE PERMITTED WHERE THEY ARE IN ACCORDANCE WITH COMPREHENSIVE DEVELOPMENT PRINCIPLES AND GUIDELINES WHICH ACHIEVE A DISTINCTIVE HIGH QUALITY, SUSTAINABLE DEVELOPMENT WHICH WILL INTEGRATE SUCCESSFULLY WITH THE EXISTING VILLAGE AND ITS COMMUNITY AND WHERE ALL NECESSARY ON-SITE AND OFF-SITE INFRASTRUCTURE AND SERVICE REQUIREMENTS ARE MET. THE INFRASTRUCTURE AND FACILITIES TO SERVICE THE NEW DEVELOPMENT WILL BE REQUIRED TO BE PROVIDED AT THE EARLIEST PRACTICABLE STAGE OF THE DEVELOPMENT. THE DEVELOPMENT OF THE SITE WILL INCLUDE THE ON-SITE PROVISION OF:

i) ABOUT 2500 DWELLINGS TO 2021, OF WHICH SOME 500 DWELLINGS WILL BE BUILT BY 2011. THE LAND DEVELOPED FOR HOUSING (ABOUT 62.5 HECTARES) WILL BE AT 40 DWELLINGS PER HECTARE AVERAGE NET DENSITY OVER THE SITE AS A WHOLE;

ii) A MIX OF DWELLING TYPES AND SIZES IN ACCORDANCE WITH POLICY H16 BELOW;

iii) 40% OF THE DWELLING UNITS TO BE AFFORDABLE HOUSING IN ACCORDANCE WITH POLICY H17, WITH THE UNITS DISTRIBUTED EVENLY THROUGHOUT THE AREA USED FOR HOUSING;

iv) HOUSING SUITABLE FOR THE ELDERLY, WITH WARDEN CONTROL, IF APPROPRIATE TO THE IDENTIFIED NEED;

v) A MIXED-USE LOCAL CENTRE ACCESSIBLE TO ALL TO INCLUDE;

   a. A PRIMARY SCHOOL
   b. A COMMUNITY CENTRE OF AT LEAST 1400 SQUARE METRES
   c. AN INDOOR COMMUNITY SPORTS HALL AND HARD SURFACED AREAS FOR SPORT
   d. A LIBRARY
   e. LOCAL SHOPS AND RETAIL SERVICES, INCLUDING A SUPERMARKET AND FURTHER SMALL PREMISES INCLUDING AT LEAST A PHARMACY, A POST OFFICE AND A PUBLIC HOUSE, CAFE OR WINE BAR (NOT LESS THAN 1000 SQUARE METRES IN TOTAL)
   f. SMALL PREMISES WITHIN CLASS B1 OF THE USE CLASSES ORDER
   g. LIVE-WORK UNITS WITH INTERNAL ACCESS BETWEEN THE WORKSPACE AND A DWELLING AT UPPER FLOOR LEVEL

h. RESIDENTIAL USES ON THE UPPER STOREYS OF USES d-g) ABOVE, WHERE APPROPRIATE
i. A PRIMARY CIVIC SPACE INCLUDING A PAVED PEDESTRIAN AREA AND PUBLIC GARDEN
j. FACILITIES FOR PRE-SCHOOL CHILDREN
k. PARKING FOR CARS, MOTORCYCLES, MOPEDS AND CYCLES AND
l. CLOSED CIRCUIT TELEVISION;

vi) AN ADDITIONAL PRIMARY SCHOOL;

vii) A SECONDARY SCHOOL;

viii) FACILITIES FOR TEENAGERS;

ix) A NETWORK OF OPEN SPACES LINKED BY SAFE AND CONVENIENT PEDESTRIAN AND CYCLE ROUTES TO THE LOCAL CENTRE AND THE SURROUNDING COUNTRYSIDE TO INCLUDE

a. EQUIPPED AND INFORMAL CHILDREN'S PLAY AREAS WITHIN OR CLOSE TO THE LAND DEVELOPED FOR HOUSING (ABOUT 5 HECTARES)
b. CIVIC SPACES (ABOUT 3 HECTARES)
c. PLAYING FIELDS FOR OUTDOOR COMMUNITY SPORT (ABOUT 11.25 HECTARES)
d. A COMMUNITY PARK (OF SOME 23 HECTARES)
e. STRUCTURAL LANDSCAPING AREAS AND A BUFFER ZONE TO GROVE TECHNOLOGY PARK (OF SOME 12.5 HECTARES);

x) A PUBLIC ART PROJECT OR PROJECTS;

xi) MEASURES TO ENCOURAGE THE EFFICIENT USE OF ENERGY, WATER AND OTHER RESOURCES;

xii) SURFACE WATER DRAINAGE WORKS;

xiii) A NETWORK OF FOOTPATHS, CYCLE TRACKS, ROADS AND BUS ROUTES AND ASSOCIATED PROVISION WITHIN THE SITE WITH CONNECTIONS TO EXISTING AND FUTURE NETWORKS;

xiv) THE REALIGNMENT OF DENCHWORTH ROAD OR AN ALTERNATIVE ROAD SOUTH OF GROVE TO MABLY WAY IN THE FIRST PHASE OF THE DEVELOPMENT;

xv) A NEW ROAD FROM THE SITE TO THE A338 NORTH OF GROVE TO BE STARTED EARLY IN THE SECOND PHASE OF DEVELOPMENT AND COMPLETED BEFORE ANY MORE THAN 1,500 DWELLINGS IN TOTAL HAVE BEEN BUILT ON THE SITE;

xvi) FINANCIAL CONTRIBUTIONS WILL BE SOUGHT TOWARDS THE FOLLOWING MEASURES THAT WILL NOT BE PROVIDED ON THE SITE INCLUDING:

a. THE PROVISION OF OFF-SITE FOOTPATHS AND CYCLE TRACK LINKS, ROAD IMPROVEMENTS AND TRAFFIC MANAGEMENT MEASURES IN GROVE, WANTAGE AND THE SURROUNDING AREA. THESE WILL INCLUDE

- MEASURES TO MINIMISE TRAFFIC FROM THE DEVELOPMENT USING DENCHWORTH ROAD AND OXFORD LANE WITHIN THE CURRENT BUILT-UP AREA OF GROVE TO ACCESS THE A338, AND HARCOURT ROAD, HARCOURT WAY AND CHARLTON VILLAGE ROAD THROUGH WANTAGE
- IMPROVING THE LINKS FROM THE SITE TO FACILITIES IN GROVE AND WANTAGE, INCLUDING TO THE PROPOSED RAIL STATION, THE HEALTH CENTRE IN MABLY WAY, WANTAGE TOWN CENTRE AND GROVE TECHNOLOGY PARK
- IMPROVING CYCLE LINKS TO MILTON PARK AND THE HARWELL SCIENCE AND INNOVATION CAMPUS
- IMPROVING THE A338 NORTH OF GROVE, THE A417 EAST OF WANTAGE AND ACCESSES TO THE A34
- A RELIEF ROAD SCHEME FOR WANTAGE;

b. THE PROVISION OF IMPROVED PUBLIC TRANSPORT SERVICES AND ASSOCIATED FACILITIES (INCLUDING BUS PRIORITY MEASURES AND HIGH-QUALITY BUS WAITING FACILITIES) TO

- THE PROPOSED RAIL STATION AT GROVE
- WANTAGE AND THE MAIN EMPLOYMENT AREAS AT THE HARWELL SCIENCE AND INNOVATION CAMPUS, MILTON PARK, ABINGDON AND OXFORD; AND

c. ENHANCING EXISTING INFRASTRUCTURE AND SERVICES IN GROVE AND WANTAGE INCLUDING WANTAGE SWIMMING POOL AND FIRE STATION AND THE RESTORATION OF THE WILTS AND BERKS CANAL.

Appendix E: Conservation Areas

	Date of Designation	Date of Amendment
Abingdon Town Centre	December 1968	14 March 1973 31 July 1974 25 October 1976 13 June 1977
Abingdon, Albert Park	24 February 1975	
Abingdon, Northcourt	27 February 1978	16 July 2008
Appleton	09 July 1969	18 December 1990
Ardington and East Lockinge	22 July 1970	
Ashbury	03 February 1970	
Baulking	03 February 1971	
Blewbury	22 July 1970	18 December 1990
Bourton	03 February 1971	07 January 2011
Buckland	03 February 1971	
Buscot	03 February 1971	
Charney Bassett	27 February 1978	
Childrey	22 July 1970	18 December 1990

	Date of Designation	Date of Amendment
Coleshill	03 February 1971	
Cumnor	09 July 1969	07 January 2011
Denchworth	22 July 1970	
Drayton	09 July 1969	
East Hanney	27 February 1978	18 December 1990
East Hendred	September 1968	16 July 2008
East Lockinge (See Ardington and East Lockinge)	22 July 1970	
Faringdon	17 September 1969	02 May 1982
Fyfield & Netherton	09 July 1969	
Goosey	09 July 1990	
Great Coxwell	03 February 1971	
Grove	28 February 1984	
Harwell	22 July 1970	
Hatford	03 February 1971	
Hinton Waldrist	03 February 1971	
Idstone	03 February 1970	

	Date of Designation	Date of Amendment
Kingston Bagpuize	18 March 1970	18 December 1990
Kingston Lisle	18 December 1990	
Letcombe Bassett	22 July 1970	
Letcombe Regis	22 July 1970	
Little Coxwell	03 February 1971	
Littleworth	26 February 1991	
Longworth	03 February 1971	
Marcham	09 July 1969	
Milton	09 July 1969	December 2016
North Hinksey	09 July 1969	
Pusey	03 February 1971	14 May 1991
Shellingford	03 February 1971	
Shrivenham	03 February 1971	
Sparsholt	09 July 1969	
Stanford in the Vale	17 March 1971	
Steventon	09 July 1969	

	Date of Designation	Date of Amendment
Sutton Courtenay	09 July 1969	
Uffington	03 February 1970	
Wantage Town Centre	18 March 1970	26 February 1985
Wantage – Charlton	28 February 1984	
West Hanney	22 July 1970	24 July 1990
West Hendred	22 July 1970	
Woolstone	03 February 1971	
Wytham	18 March 1970	16 July 2008

Appendix F: Scheduled Monuments

Parish	Scheduled Monument	Date First Scheduled	Date Amended	Grid Ref
Abingdon	Ock Bridge	n/a	n/a	SU 488 969
Abingdon	Settlement Sites N of Wick Hall	n/a	n/a	SU 483 958
Abingdon	Abingdon Bridge including Maud Hale's Bridge	n/a	n/a	SU 500 969
Abingdon	Abingdon Abbey (remains of)	n/a	n/a	SU 498 971
Abingdon	Barton (remains of)	n/a	n/a	SU 504 974
Abingdon	Castle Mound at Fitzharris	n/a	n/a	SU 497 976
Appleford-on-Thames	Settlement Site SE of Church	n/a	n/a	SU 533 934
Ardington	Grims Ditch; Section 200yds (180m) long W of Scotch Fir Belt	n/a	n/a	SU 435 849
Ashbury	Fognam Clump field system	n/a	n/a	SU 289 807
Ashbury	Fognam Clump and adjacent field system	n/a	n/a	SU 289 807
Ashbury	Wayland's Smithy chambered long barrow, including earlier barrow and Iron Age and Roman boundary ditches	18 August 1882	31 October 1995	SU 281 854
Ashbury	Bowl Barrow 350m south-west of Harley Bushes, Bishopstone Downs	11 November 1992	n/a	SU 273 811
Ashbury	Alfred's Castle univallate hillfort	11 February 1958	04 March 1997	SU 277 822

Parish	Scheduled Monument	Date First Scheduled	Date Amended	Grid Ref
Ashbury	Three round barrows forming the core of a dispersed barrow cemetery on Idstone Down	03 January 1963	16 November 1998	SU 275 810
Blewbury	Blewburton Hill	n/a	n/a	SU 547 862
Blewbury	Grim's Ditch; Section on Aston Upthorpe Down	n/a	n/a	SU 539 833
Blewbury	Bowl Barrow 500m west of Churn Park Cottage	29 June 1960	30 August 1990	SU 507 830
Blewbury	Two bowl barrows and a pair of confluent barrows 270 north east of Churn Farm	26 October 1934	04 February 1999	SU 516 837
Blewbury	Churn Knob bell barrow and adjacent bowl barrow on Churn Hill	26 October 1934	04 February 1999	SU 522 847
Blewbury	Two round barrows 520m and 550m north of Lower Chance Farm	26 October 1934	02 December 1998	SU 520 833
Blewbury	Bowl barrow 310m south east of Lower Chance Farm	26 October 1934	02 December 1998	SU 523 826
Blewbury	Bowl barrow 700m north west of Churn Farm	04 February 1999	n/a	SU 507 840
Bourton	Bourton Village Cross	04 December 1956	24 December 1996	
Buckland	Burroway enclosure	05 January 1990		SP 309 004
Buckland	Causewayed enclosure and associated features on the south bank of the River Thames, immediately west of Rushey Weir	26 November 2004	n/a	SU 321 000
Buckland	Long mortuary enclosure and associated barrow 120m south of Rushey Weir	26 November 2004	n/a	SU 323 999

Parish	Scheduled Monument	Date First Scheduled	Date Amended	Grid Ref
Childrey	Bowl barrow 850m south west of Sincombe Farm	01 January 1971	02 December 1998	SU 344 852
Childrey	Hackpen Hill bowl barrow 525m south of Sincombe Farm	08 January 1971	02 December 1998	SU 351 851
Chilton	Grim's Ditch; Section W of Chilton Plantation	n/a	n/a	SU 469 847
Chilton	Grim's Ditch; Section 1200yds (1100m) long from Chilton Plantation to Ridge Hill	n/a	n/a	SU 477 845
Compton Beauchamp	Hardwell Camp Promontory Fort	18 August 1958	04 March 1997	SU 288 867
Cumnor	Swinford Bridge	n/a	n/a	SP 443 086
Drayton	Sutton Wick Settlement Site	n/a	n/a	SU 486 936
Drayton	Settlement Site	n/a	n/a	n/a
East Hendred	Grim's Ditch; Section S of Tile Barn	n/a	n/a	SU 456 856
East Hendred	Scutchamore Knob	n/a	n/a	SU 456 850
East Hendred	East Hendred Down bowl Barrow	13 November 1969	02 December 1998	SU 464 850
Great Coxwell	Badbury Camp	n/a	n/a	SU 261 947
Great Coxwell	Tithe Barn	n/a	n/a	SU 269 940
Great Faringdon	Radcot Bridge	n/a	n/a	SU 286 944
Great Faringdon	Wyke monastic grange and section of 18th century turnpike road, 780m south of Tudor Farm	16 July 2003	n/a	SU 289 966

Parish	Scheduled Monument	Date First Scheduled	Date Amended	Grid Ref
Hatford	Earthwork in Ewedown Copse	n/a	n/a	SU 319 958
Kingston Bagpuize with Southmoor	New Bridge	n/a	n/a	SP 404 014
Kingston Lisle	Long Barrow 400m north west of Sevenbarrows House	20 August 1936	08 December 1995	SU 323 834
Letcombe Bassett	Mere End Down Disc Barrow	n/a	n/a	SU 367 821
Letcombe Bassett	Two bowl barrows 500m north-east of Stancombe Farm	23 October 1970	02 August 1991	SU 357 825
Letcombe Bassett	Mere End Down Romano-British field system	19 February 2014	n/a	SU 366 982
Letcombe Regis	Segsbury Camp or Letcombe Castle Hillfort	09 May 1935	24 September 1997	SU 385 845
Little Coxwell	Little Coxwell Camp	n/a	n/a	SU 288 928
Lockinge	Grim's Ditch; Section 650 yds (590m) Long NW of Betterton Down	n/a	n/a	SU 423 845
Lockinge	Yew Down round Barrow 950 m south west of Butterbush reservoir	26 October 1970	02 December 1998	SU 421 843
Longworth	Barn at Longworth House (Hospital)	n/a	n/a	SU 387 982
Marcham	Settlement site N of Cow Lane	n/a		SU 463 978
Marcham	Site SE of Noah's Ark Inn, Frilford	n/a	n/a	SU 439 962
Milton	Settlement Site	n/a	n/a	SU 497 924

Parish	Scheduled Monument	Date First Scheduled	Date Amended	Grid Ref
North Hinksey	North Hinksey conduit House	12 November 1962	19 September 1996	SP 495 050
Pusey	Cherbury Camp	n/a	n/a	SU 374 963
Radley	Settlement Sites N of Wick Hall	n/a	n/a	SU 514 981
Radley	Settlement Site E of Goose Acre Farm	n/a	n/a	SU 524 984
Sparsholt	Disc Barrow 700m north-east of Sevenbarrows House: Part of the Seven Barrows Cemetery	21 March 1938	10 July 1991	SU 328 835
Sparsholt	Bowl barrow 390m N of Sevenbarrows House: part of the Seven Barrows Cemetery	21 March 1938	10 July 1991	SU 328 835
Sparsholt	Two Bowl barrows 300m north-east of Sevenbarrows House: Part of the Seven Barrows cemetery	27 June 1991	n/a	SU 327 832
Sparsholt	Sparsholt Down round barrow, 900m of north of Seven Barrows round barrow cemetery	23 February 1971	02 December 1998	SU 328 838
Sparsholt	Long barrow 400m north west of Sevenbarrows House	20 August 1936	08 December 1995	SU 323 834
Uffington	Neolithic Long barrow and Romano-British inhumation cemetery 70m north of Uffington Castle on Whitehorse Hill	30 November 1995	n/a	SU 300 865
Uffington	Bronze Age bowl barrow and a pair of Anglo-Saxon burial mounds 70m south of White Horse on Whitehorse Hill	30 November 1995	n/a	SU 301 865
Uffington	Uffington Castle: a univallate hillfort immediately north of the Ridgeway on Whitehorse Hill	03 March 1922	14 December 1995	SU 299 863
Uffington	The White Horse Hill figure 170m NNE of Uffington Castle on Whitehorse Hill	13 December 1929	05 December 1995	SU 301 866

Parish	Scheduled Monument	Date First Scheduled	Date Amended	Grid Ref
Watchfield	Watchfield Anglo-Saxon cemetery	16 July 1992	n/a	SU 249 908
West Challow	Roman Villa E of Cornhill Farm	n/a	n/a	SU 375 879
West Hendred	Grim's Ditch; Section 600 yds (550m) long on East Ginge Down	n/a	n/a	SU 447 854
West Hendred	Goldbury Hill Anglo-Saxon cemetery	13 July 1992	n/a	SU 448 880
Woolstone	Dragon Hill	n/a	n/a	SU 301 869
Wytham	Seacourt medieval settlement 760m west of Manor Farm	18 August 1954	16 July 2003	SU 485 074

Appendix G: Registered Parks and Gardens

Historic England has recognised eight parks and gardens in the Vale of White Horse District that are registered under the Historic Building and Ancient Monuments Act 1953. These are as follows:

- Ashdown House (Grade II*)
- Buckland House (Grade II*)
- Buscot (Grade II*)
- Compton Beauchamp (Grade II)
- Hinton Manor (Grade II)
- Pusey House (Grade II)
- Sutton Courtenay Manor (Grade II)
- Albert Park, Abingdon (Grade II)

For more information on registered parks and gardens please look at the following link:

https://historicengland.org.uk/listing/

Appendix H: Nationally Described Space Standards Level 1

This table represents Level 1 of the Housing Standards. The standard Gross Internal Areas set out in this table are organised by storey height to take account of the extra circulation space needed for stairs to upper floors.

Individual dwelling types are expressed with reference to the number of bedrooms (denoted as 'b') and the number of bed spaces (or people) that can be accommodated within these bedrooms (denoted as 'p'). A three bedroom (3b) home with one double bedroom (providing two bed spaces) and two single bedrooms (each providing one bed space) is therefore described as 3b4p.

Number of Bedrooms	Number of Bed Space	1 Storey Dwelling (m^2)	2 Storey Dwelling (m^2)	3 Storey Dwelling (m^2)	Built in Storage (m^2)
1b	1p	39 (37)*	-	-	1.0
	2p	50	58	-	1.5
2b	3p	61	70	-	2.0
	4p	70	79	-	
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

Appendix I: Primary and Secondary Retail Frontages

Abingdon-on-Thames

Wantage

Wantage Town Centre Retail Designations

- Town Centre Policy Area
- Existing Primary Shopping Frontage
- Existing Secondary Shopping Frontage
- Proposed New Primary Shopping Frontage
- Proposed New Secondary Shopping Frontage

1 - Limborough Road and King's Walk New Primary Shopping Frontage

2 - Mill Street Change from Primary to Secondary Shopping Frontage

3 - Arbery Arcade New Secondary Shopping Frontage

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Appendix J: Local Shopping Centres

Appendix K: Leisure and Open Space Standards

Open Space Standards

The standards for open space support Development Policy 33 of the Vale of White Horse Local Plan 2031 Part 2. They are also detailed in the Open Spaces Report (2016) that assesses the quantity, quality and accessibility of all public open space in the District.

Quantity Standards for Open Space

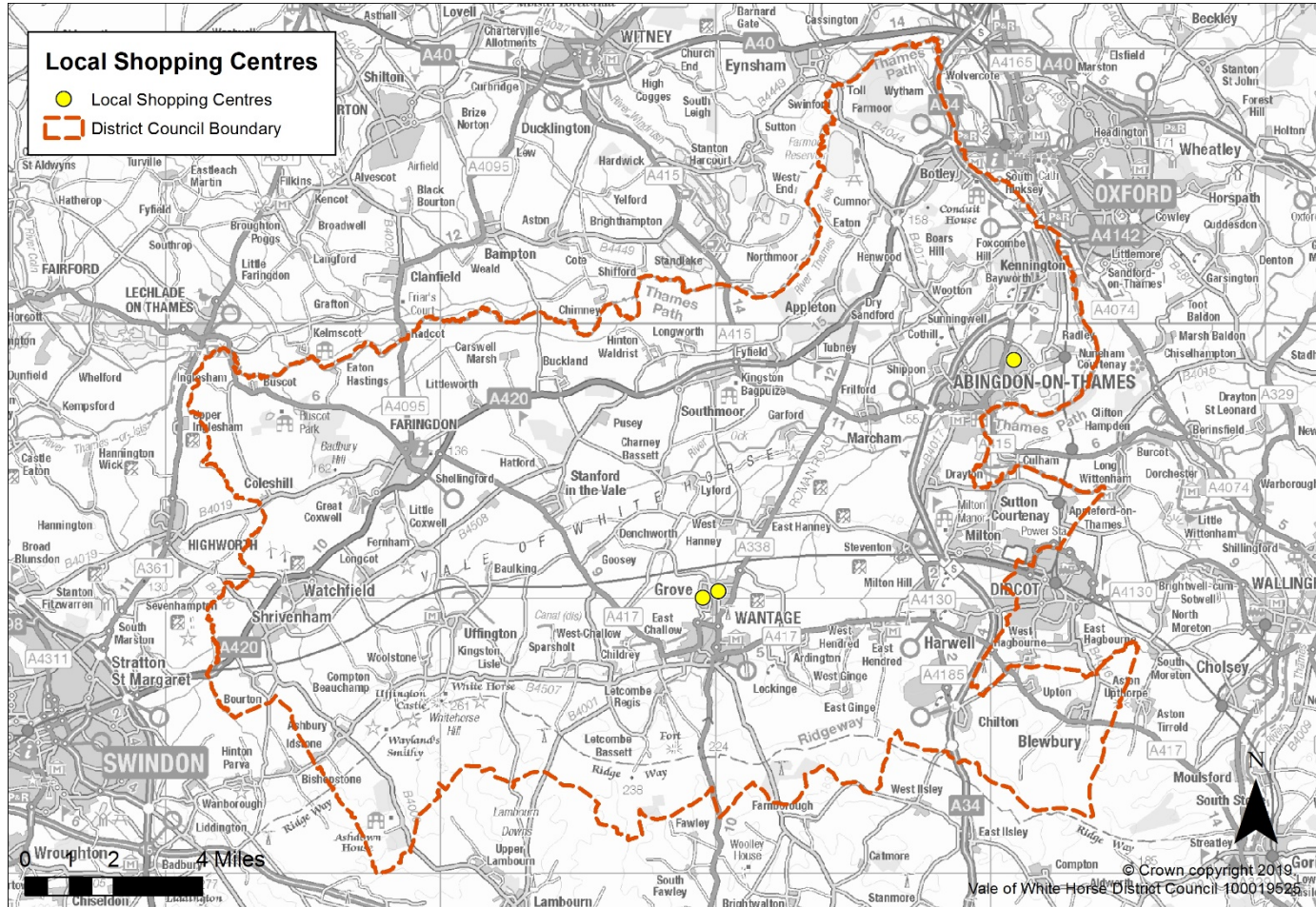| Category of Open Space	Definition	Requirement
Children's Play and Youth Provision	Designated Equipped Playing Space (NEAPs and LEAPs), MUGAs, skateboard parks and similar facilities.	0.25ha per 1,000 Population of Designated Equipped Play Space. 0.3ha per 1,000 Population for Youth/MUGA provision.
Public Open Space	All areas of public open space that have a recreational function but do not fall in the above categories e.g. parks and gardens and amenity green space.	15% of the residential area.
Allotments	An area containing allotment plots, which the occupier, for the purposes of producing fruit or vegetables for consumption by individuals and family, wholly or mainly cultivates.	0.23ha per 1,000 Population in Market Towns. 0.4ha per 1,000 Population elsewhere.

Quality Standards for Open Space

Category of Open Space	Quality standards
Children's Play and Youth Provision	LEAPs and NEAPs to meet Fields in Trust standard.
Public Open Space	Green Flag Standard.
Allotments	Local Standard.

Accessibility Standards for Open Space

Category of Open Space	Accessibility	
Children's Play and Youth Provision	LEAP:	400m walk
	NEAP:	1000m walk
	Youth/MUGA provision:	1000m walk
Public Open Space	Public open space:	5,625m drive
		480m walk
Allotments	Allotments:	1000m walk

Leisure and Sports Facilities Standards

The standards for leisure and sport facilities support Development Policy 34 of the Vale of White Horse Local Plan 2031 Part 2. They are also detailed in the following studies:

- Leisure and Sports Facilities Study (2014)
- Playing Pitch Study (2015)
- Local Leisure Facilities Study (2016)

These studies assess the quantity, quality and accessibility of all leisure and sports facilities in the District.

Quantity Standards for Leisure and Sports Facilities

Categories of Leisure	Definition	Requirement
Outdoor Sports Facilities	Includes all outdoor sports facilities whether naturally or artificially surfaced e.g. playing pitches (football, rugby union, hockey and cricket), bowling greens and tennis courts.	Artificial grass playing pitches: 0.03 large size 3G AGPs per 1,000 Population. Grass playing pitches: 1.16ha per 1000 Population. Bowling Greens: 0.049 rinks per 1,000 Population. Tennis Courts: 0.39 courts per 1,000 Population.

Categories of Leisure	Definition	Requirement
Indoor Sports Facilities	Includes all indoor facilities e.g. sports halls, swimming pools, athletics tracks, health and fitness, indoor bowls, and squash.	Sports Halls: 0.29 courts per 1000 Population. Swimming Pools:11.36 sq m water space per 1000 Population. Health and Fitness Centres: 5.64 stations per 1000 Population. Bowling Greens: 0.08 rinks per 1000 Population. Squash: 0.1 courts per 1000 Population.

Quality Standards for Leisure and Sports Facilities

Categories of Leisure	Quality standards
Outdoor Sports Facilities	Reflect best practice including design guidance from Sport
Indoor Sports Facilities	England and the National Governing Body.

Accessibility Standards for Leisure and Sports Facilities

Categories of Leisure	Accessibility standards
Outdoor Sports Facilities	Artificial grass playing pitches: 20 minute drive. Grass playing pitches: 15 minute drive for football and cricket. 20 minute drive for rugby. Bowling Greens: 15 minute drive. Tennis Courts: 10 minute drive time from a club site.

Categories of Leisure	Accessibility standards	
Indoor Sports Facilities	Sports Halls; Swimming Pools; Squash:	20 minute drive.
	Health and Fitness Centres:	15 minute drive.
	Bowling Greens:	Vale-wide.

Community and Village Halls Standards

The standard for community and village halls support Development Policy 8: Community Services and Facilities in the Vale of White Horse Local Plan 2031 Part 2. They are also set out in the Local Leisure Facilities Study (2016) that assesses the quality, quantity and accessibility of all local leisure facilities within the District, including village and community halls.

Categories of Leisure	Definition	Requirement
Community and Village Halls	An area that provides an important local resource for a range of sport and active recreation activities, including Pilates, short mat bowls, dance and yoga. Most halls are used on a regular basis for these activities and they are used both during the day time and evenings.	120 sqm per 1000 Population for the Market Towns, Local Service Centres and Larger Villages. 225sqm per 1000 Population elsewhere.

Quality Standards for Community and Village Halls

Categories of Leisure	Quality standards
Community and Village Halls	Meet the standards for Health & Safety, Disability Discrimination Act, energy efficiency etc. Where possible they should be 'stand-alone' buildings and located close to playing fields. Sufficient car parking is to be provided. Specification to be agreed with the Town or Parish or equivalent.

Accessibility Standards for Community and Village Halls

Categories of Leisure	Accessibility standards
Community and Village Halls	10 minute walk (800m) distance for Market Towns, Local Service Centres and Larger Villages. 10 minute drive time elsewhere.

Appendix L: Alterations to the Oxford Green Belt

Legend

Inset to the Green Belt

Green Belt Boundary

0.2 0.1 0 0.2 Miles

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Ordnance Survey 100019525
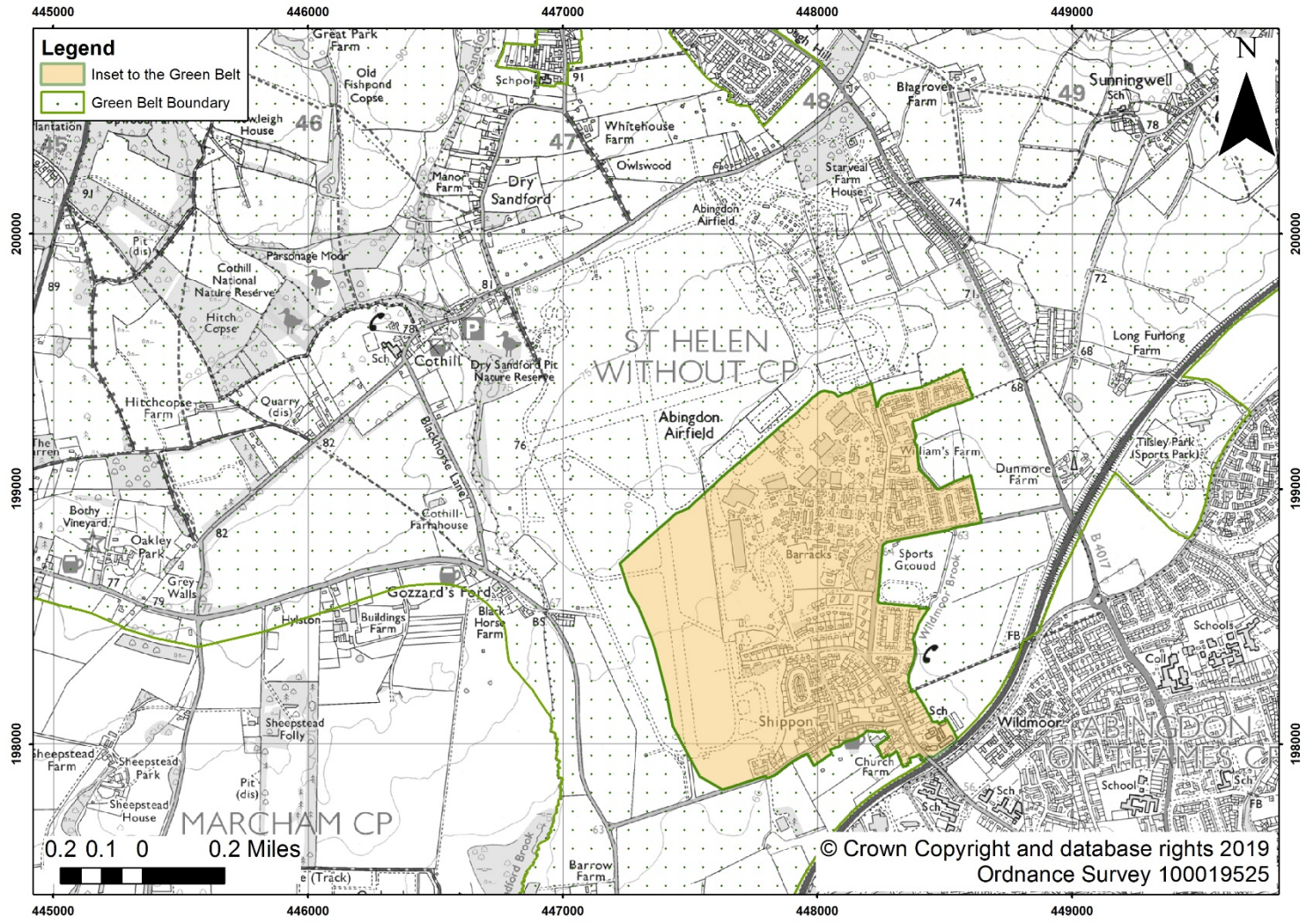
Appendix M: Monitoring Framework

Local Plan Policies	Indicators	Targets	Action
CP4a: Meeting our Housing Needs	Number of dwellings permitted and completed by Sub-Area and strategic allocation.	To deliver the amount of dwellings planned for in each Sub Area over the plan period.	Undertake measures set out in CP47a.
	Housing Trajectory showing: i. annual dwelling completions, ii. annual average no. of additional dwellings required to meet housing targets.	To deliver 22,760 dwellings over the plan period based on 1,138 dwellings per annum.	
	Total number of Local Plan Part 1 and Part 2 allocations permitted and completed.	To deliver 2,252 dwellings and 2,420 dwellings from Local Plan Part 1 and Part 2 respectively over the whole plan period.	
	Amount of land available that contributes to the 5-year housing land supply in both supply areas.	To provide a 5-year housing land supply of deliverable sites for the whole district, based on Liverpool methodology for the ring fence supply area and Sedgefield methodology for rest of district supply area.	
CP8a: Additional Site Allocations for Abingdon-on-Thames and Oxford Fringe Sub-Area	Number of dwellings permitted and completed by location and allocation.	To permit and deliver at least 7,638 dwellings.	Undertake measures set out in CP47a.
CP8b: Dalton Barracks Strategic Allocation	Preparation of a Supplementary Planning Document (SPD) to facilitate a comprehensive approach to the development.	Preparation of an SPD to guide subsequent planning applications.	Liaise with stakeholders to establish challenges around developing a comprehensive approach to the site's masterplan. Consider prioritising resource to progress comprehensive development framework.

Local Plan Policies	Indicators	Targets	Action
CP12a: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area	Status and type of planning permissions on land safeguarded.	To ensure all relevant planning permissions are only granted in accordance with the policy.	Liaise with County to review permissions granted and impact on the delivery of the scheme/s.
CP13a: The Oxford Green Belt	Status and type of planning permissions granted within the Green Belt.	To ensure all relevant planning permissions are only granted in accordance with the policy.	Review permissions granted and consider appropriate action.
CP14a: Upper Thames Strategic Storage Reservoir	Status and type of planning permissions granted on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	Liaise with Thames Water to review permissions granted and impact on the delivery of the reservoir.
CP15a: Additional Site Allocations for South East Vale Sub-Area	Number of dwellings permitted and completed by location and allocations.	To permit and deliver at least 11,949 dwellings.	Undertake measures set out in CP47a.
Core Policy 15b: Harwell Campus Comprehensive Development Framework	Preparation of a Supplementary Planning Document (SPD) to facilitate a comprehensive development framework approach to the development.	Preparation of an SPD to guide subsequent planning applications.	Liaise with stakeholders to establish challenges around developing a comprehensive development framework. Consider prioritising resource to progress comprehensive development framework.
	Jobs growth at Harwell Campus over the plan period.	To deliver 3,500 net additional jobs over the plan period.	

Local Plan Policies	Indicators	Targets	Action
CP16b: Didcot Garden Town	Number of planning permissions granted contrary to the Didcot Garden Town Masterplan Principles.	To ensure planning permissions contribute to the achievement of the Didcot Garden Town Masterplan Principles.	Liaise with stakeholders to establish challenges around delivery.
CP18a: Safeguarding of Land for Strategic Highway Improvements within the South-East Vale Sub-Area	Status and use of planning permissions on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	Liaise with County to review permissions granted and impact on the delivery of the scheme/s.
CP19a: Re-opening of Grove Railway Station	Progress of the Re-opening of Grove Railway Station.	To maintain commitment to progress re-opening of the Railway Station.	Liaise with County and other stakeholders to progress delivery.
	Status and use of planning permissions on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	
Core Policy 20a: Housing Supply for Western Vale Sub-Area	Covered by indicators for Core Policy 20.	To permit and deliver, at least 3,173 dwellings.	Undertake measures set out in CP47a.

Local Plan Policies	Indicators	Targets	Actions
Development Policy 1: Self and Custom Build	Number of plots permitted for Self and Custom Build.	Provision of plots to meet demand for Self and Custom Build.	Liaise with relevant stakeholders to determine challenges around the delivery of policy.
	Number of Self and Custom Build dwellings completed.	Provision of Self and Custom Build dwellings.	
	Progress of a Self and Custom Build Supplementary Planning Document.	To produce a Supplementary Planning Document.	
Development Policy 2: Space Standards	Percentage of 1 and 2 bed dwellings permitted to Nationally Described Space Standards.	To ensure all planning permissions for dwellings of 1 and 2 bed are in accordance with the Nationally Described Space Standards Level 1.	
	Percentage of market and affordable dwellings permitted to Category 2 standard on sites of 10 or more dwellings.	To ensure planning permissions for housing sites of 10 or more dwellings provide 15% of market housing and all affordable housing to Category 2 Standard.	
	Percentage of market and affordable dwellings permitted to Category 3 standard on sites of 100 or more dwellings.	To ensure planning permissions for housing sites of 100 or more dwellings provide 5% affordable housing and 2% market housing to Category 3 Standard, where there is a demonstrable need.	
Development Policies 3 to 7:	Status and type of planning permissions.	To ensure all planning permissions are granted in accordance with the policy.	
Development Policies 8 to 9:	Number of community facilities and services lost and gained through planning permissions.	To prevent the loss of essential community facilities and services.	
Development Policy 10: Ancillary uses on Key Employment Sites	Amount of B use class employment land lost to other uses not in accordance with the policy.	To ensure all planning permissions are granted in accordance with the policy.	
Development Policy 11: Community Employment Plans	Number of major developments with Community Employment Plans.	Production of Community Employment Plans.	
Development Policy 12: Rural Diversification and Equestrian Developments	Status and type of planning permissions relating to rural diversification and equestrian development.	To deliver rural diversification and equestrian developments in accordance with the policy.	
Development Policy 13a: Primary Shopping Frontages	Amount of planning permissions involving the change of use from Class A1 to other use classes within primary frontages.	To maintain A1 use classes within the primary frontages.	

Development Policy 13b: Secondary shopping frontages	Amount of planning permissions involving the change of use from Class A1 to other use classes within secondary frontages.	To maintain A1 use classes within the secondary frontages.	
Development Policies 13c to e	Amount of planning permissions involving the change of use from Class A1 to other use classes within the town centres of Abingdon-on-Thames, Wantage, and Faringdon and Mill Brook, Grove and Peachcroft, Abingdon-on-Thames.	To maintain A1 use classes.	
Development Policy 14: Village and Local Shops	Amount of planning permissions involving the gain or loss of local and village shops.	To maintain the provision of village and local retail floor space.	
Development Policy 15: Retail Parks	Amount of planning permissions involving the change of use to retail convenience on retail parks.	To maintain the uses on retail parks to bulky goods.	
Development Policy 16: Access	Number of planning permissions granted contrary to Highways advice.	To ensure all relevant planning permissions are granted in accordance with the policy.	
Development Policy 17: Transport Assessments and Travel Plans	Number of planning permissions granted which are supported by a Transport Assessment or Statement and Travel Plan.	To deliver sustainable modes of travel in line with the sustainable transport priorities identified in Local Plan.	Liaise with relevant stakeholders to determine challenges around the delivery of policy.
Development Policy 18: Public Car Parking in Settlements	Number of planning permissions involving the loss of public car parking in the designated areas.	To maintain and improve the quality of parking provision within town centre and local centres.	
Development Policy 19: Lorries and Roadside Services	Number of planning permissions involving the provision of road side service facilities in the designated areas.	To safeguard locations to provide road side service facilities.	
Development Policy 20: Public Art	Provision of public art.	Provision of public art.	
Development Policy 21 to 25 and 27 to 28.	Status and type of planning permissions.	To ensure all planning permissions are granted in accordance with the policy.	
Development Policy 26: Air Quality	To monitor designated Air Quality Management Areas.	To ensure all development supports improvements to air quality and meets the AQMA's standards.	
Development Policy 29: Settlement Character and Gaps	Amount of planning permissions in settlement gaps granted contrary to the policy.	To protect the intrinsic character of settlements and the visual and physical separation of settlements.	

Development Policy 30: Watercourses	Amount of planning permissions including or adjacent to watercourses granted contrary to advice.	To ensure all planning permissions are granted in accordance with the policy.	Liaise with relevant stakeholders to determine challenges around the delivery of policy.
Development Policy 31: Protection of Public Rights of Way, National Trails and Open Access Areas	Number of planning permissions granted on public rights of way, National Trails and Open Access Areas.	To protect public rights ways of way, National Trails and Open Access Areas.	
Development Policy 32: The Wilts and Berks Canal	Status and type of planning permissions on land safeguarded.	To safeguard the Wilts and Berks Canal for future restoration.	
Development Policy 33: Open Space	Amount of open space provision gained through planning permissions.	To ensure appropriate open space provision.	
	Amount of planning permissions on open space.	To protect the loss of open spaces.	
Development Policy 34: Leisure and Sports Facilities	Amount of planning permissions resulting in the loss or gain of leisure and sporting facilities.	To ensure appropriate provision of leisure and sporting facilities.	
Development Policy 35: New Countryside Recreation Facilities	Amount of planning permissions resulting in new recreational facilities.	To ensure appropriate provision of countryside recreational facilities.	
Development Policies 36 to 39	Number of planning permissions granted contrary to technical advice.	To ensure appropriate protection and enhancement of heritage assets.	

Glossary

Term	Explanation
Adoption	Formal approval by the Council of a DPD or SPD whereupon it achieves its full weight in making planning decisions.
Adopted Policies Map	A map of the Local Planning Authority's area which must be reproduced from, or based on, an Ordnance Survey map; include an explanation of any symbol or notation which it uses; and illustrate geographically the application of the policies in the adopted development plan. Where the Adopted Policies Map consists of text and maps, the text prevails if the map and text conflict.
Affordable housing	Social rented, affordable rented and intermediate housing provided to eligible households whose needs are not met by the social market. Eligibility is determined with regard to local incomes and local house prices. Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision. **Social rented** housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency. **Affordable rented** housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable). **Intermediate housing** is homes for sale and rent provided at a cost above social rent, but below market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equality loans), other low-cost homes for sale and intermediate rent, but not affordable rented housing. Homes that do not meet the above definition of affordable housing, such as "low cost market" housing, are not affordable housing for planning purposes.
Air Quality Management Area (AQMA)	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

Term	Explanation
Ancient Monument	Any scheduled monument, or any other monument, which in the opinion of the Secretary of State, is of public interest by reason of the historic, architectural, artistic or archaeological interest attributed to it.
Area of Outstanding Natural Beauty (AONB)	A national designation to conserve and enhance the natural beauty of the landscaping. The AONB in the Vale of White Horse District is the North Wessex Downs.
Authority Monitoring Report (AMR)	A report produced at least annually assessing: • progress with the preparation of the local plan and other policy documents against the timetable published in the Local Development Scheme, and • the extent to which adopted plan policies are being successfully implemented.
Bulky Goods	Goods of a large physical nature (for example DIY, furniture, carpets) that sometimes require large areas for storage or display.
Class A Use	Shops. As defined by the Town and Country Planning (Use Classes) Order 1987 (As Amended).
Community Employment Plan (CEP)	A Community Employment Plan (CEP) seeks to mitigate the impact of development by ensuring that local people can better access job opportunities arising from development. A CEP is an employer-led initiative that may form part of planning obligations for the largest development proposals in the district. Apprenticeships, engagement initiatives with schools, colleges and universities, and employment training initiatives for all ages are all likely to form part of a CEP.
Community Infrastructure Levy (CIL)	A levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure.
Conservation Areas	An area designated by the District Council under Section 69 of the Planning (Listed Building and Conservation Areas) Act 1990 as an area of special architectural or historical interest, the character or appearance of which is desirable to preserve or enhance. There are additional controls over demolition, minor developments and the felling of trees.
Deliverability	To be considered deliverable, site 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 the site is viable.
Development Plan Documents (DPDs)	Development Plan Documents set planning policies in local authority areas. All DPDs are subject to public consultation and independent examination.
Duty to Cooperate	Created under the Localism Act 2011 and amends the Planning and Compulsory Purchase Act 2004. It places a legal duty on Local Planning Authorities, County Councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Mine Plan preparation in the context of strategic cross boundary matters.
Enterprise Zone	Areas around the country that support both new and expanding businesses by offering incentives through means such as business rates relief and simplified planning procedures.
Garden Village	Locally-led, well designed and attractive new communities with a sense of identity that work as self-sustaining places, not dormitory villages.

Term	Explanation
Green Belt	Designated land around a town or city where land is kept permanently open and where development is severely restricted. The extent of the Oxford Green Belt is defined on the Adopted Policies Map.
Green Infrastructure (GI)	Green Infrastructure includes sites protected for their importance to wildlife or the environment, nature reserves, greenspaces and greenway linkages. Together they provide a network of green space, both urban and rural, providing a wide range of environmental and quality of life benefits.
Habitats Regulations Assessment (HRA)	Used to assess the impacts of proposals and land-use plans against conservation objectives of a European Protected Site and to ascertain whether it would adversely affect the integrity of that site.
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage Asset includes designated assets (such as Scheduled Monuments, Conservation Areas, Registered Parks and Gardens, Listed Buildings) and non-designated assets (not designated as one of the above but of good local character or interest).
Housing Delivery Strategy	A plan to define how the Vale will deliver its house building targets. This can be viewed and accessed on the Council website at: http://www.whitehorsedc.gov.uk/services-and-advice/housing/joint-housing-delivery-strategy
Housing Need	The quantity of housing required for households who are unable to access suitable housing without financial assistance.
Infrastructure	All the ancillary works and services that are necessary to support human activities, including roads, sewers, schools, hospitals etc.
Listed Buildings	Buildings and structures which are listed by the Department for Culture, Media and Sport as being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation. Listed building consent is required before any works are carried out on a listed building.
Local Development Framework (LDF)	This term has been replaced by the term 'Local Plan'. It was used to describe a portfolio of Local Development Documents that provide a framework for delivering the spatial planning strategy for the area. It also contains a number of other documents, including the Authority Monitoring Report, and any 'saved' plans that affect the area.
Local Development Order (LDO)	An Order made by a Local Planning Authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.
Local Development Scheme (LDS)	This sets out the timetable and work programme for the preparation of the Local Plan and other Local Development Documents.
Local Enterprise Partnership (LEP)	A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.

Term	Explanation
	For more information on Oxfordshire's LEP please visit: https://www.oxfordshirelep.com/about
Local Plan	The plan for the local area that sets out the long-term Spatial Vision and development framework for the district and strategic policies and proposals to deliver that vision. This replaces the Local Development Framework.
Local Plan Part 1 (LPP1)	This document contains the long-term Spatial Vision and strategic policies that guide growth in the district.
Local Plan Part 2 (LPP2)	This document sets out policies and locations for housing for the Vale's proportion of Oxford's housing need unable to be met within the city's boundaries. This document contains policies for the part of Didcot Garden Town that lies within the Vale of White Horse District and detailed development management policies to complement Local Plan 2031 Part 1. It replaces the Saved Policies of the Local Plan 2011 and allocates an additional development site for housing and other uses.
Local Service Centre	Local Service Centres are defined as Larger Villages or neighbourhoods to larger settlements with a level of facilities and services and local employment to provide the next best opportunities for sustainable development outside the Market Towns.
Local Transport Plan (LTP)	For more information please visit: https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire
Localism Act 2011	The Localism Act introduced changes to the planning system (amongst other changes to local government) including making provision for the revocation of Regional Spatial Strategies, introducing the Duty to Cooperate and Neighbourhood Planning.
Major Development	Definition as per Part 1, Section 2 of the Town and Country Planning (Development Management Procedure) (England) Order 2010. The main criteria listed by the Order is development of 10 or more dwellings.
Masterplanning	A framework outlining the preferred usage of land and the overall approach to the layout for developers to provide detailed guidance for subsequent planning applications.
National Planning Policy Framework (NPPF or the Framework)	This sets out the Government's Planning Policies for England and how these are expected to be applied at a local level. The NPPF is a material consideration when deciding on planning applications or appeals. http://www.gov.uk/government/publications/national-planning-policy-framework--2
National Planning Practice Guidance (PPG)	The National Planning Practice Guidance is a planning practice online resource covering a range of planning issues. http://planningguidance.planningportal.gov.uk/

Term	Explanation
Nationally Described Space Standards	The nationally described space standard replaces the existing different space standards used by local authorities. https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard
Neighbourhood Plan	A plan prepared by a Town or Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Oxfordshire Historic Landscape Character Assessment	The Oxfordshire Historic Landscape Characterisation (HLC) is a web-based database which uses maps to examine the historic and archaeological processes which have influenced the modern landscape, to allow the identification of the specific characteristics of an area or district so that it can be managed appropriately.
Oxfordshire Statement of Cooperation	The Oxfordshire Statement of Cooperation outlines matters on which the six local authorities in Oxfordshire will continue to cooperate. In particular, the document sets out how the parties involved will manage the outcomes of the Strategic Housing Market Assessment, should any of the Local Planning Authorities in Oxfordshire not be able to meet their full objectively assessed housing need.
Permitted Development	Permitted development rights are set out in the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended. They are a national grant of planning permission which allow certain building works and changes of use to be carried out without having to make a planning application. They are subject to conditions and limitations to control the impact and to protect local amenity.
Primary and Secondary Shopping Frontages	Primary frontages are likely to include food, drinks, clothing and household goods and other retail uses. Secondary frontages offer a more diverse range of uses such as restaurants, cinemas and businesses.
Registered Parks and Gardens	Registered Parks and Gardens are designated heritage assets and are subject to the planning policies within the National Planning Policy Framework. Historic England have highlighted 8 historic parks and gardens within the Vale district. These are listed in Appendix G of Local Plan 2031 Part 2.
Section 106 agreement	A legal agreement under Section 106 of the Town and Country Planning Act. They are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensures that certain works related to a development are undertaken.
Self-Build and Custom-Build	The Self-Build and Custom Housebuilding Act 2015 defines self and custom housebuilding where an individual, an association of individuals or persons working with or for individuals or associations of individuals, build or complete houses to be occupied as homes by those individuals.

Term	Explanation
Self-Build register	The Self-Build and Custom Housebuilding Act 2015 places a duty of local planning authorities to keep a register of individuals and associations that have expressed an interest in acquiring serviced plots and in custom self-build. It also places a duty of local planning authorities to have regards to the register when carrying out their planning housing, land disposal and regeneration functions.
Settlement Hierarchy	A way of identifying and classifying settlements within the Vale and provides a guide to where development may be sustainable according to the role and function of the settlement. For more information please see **Core Policy 3: Settlement Hierarchy** in the Local Plan 2031 Part 1.
Site of Special Scientific Interest (SSSI)	Identified protected areas of nature conservation and scientific value identified by Natural England as being of national (and sometimes international) importance.
Source Protections Zones (SPZ)	The Environment Agency identifies Source Protection Zones to protect groundwater (especially public water supply) from developments that may damage its quality.
Special Areas of Conservation (SAC)	An area designated to protect the habitats of threatened species of wildlife under EU Directive 92/43.
Strategic Environment Assessment (SEA)	An assessment of the environmental effects of policies, plans and programmes, required by European Legislation, which will be part of the public consultation on the policies.
Strategic Housing Market Assessment (SHMA)	An assessment of existing and future housing need and demand within a defined housing market area, focusing on all aspects of the housing market.
Supplementary Planning Document (SPD)	Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary Planning Documents are capable of being a material consideration in planning decisions but are not part of the development plan.
Sustainability Appraisal (SA)	The process of assessing the economic, social and environmental effects of a proposed plan. This process implements the requirements of the SEA Directive. Required to be undertaken for all DPDs.
Sustainable Development	A widely used definition drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs." The NPPF taken as a whole constitutes the Government's view of what sustainable development in England means in practice for the planning system.
Thames Water Resources Management Plan (WRMP)	Water companies in England and Wales are required to produce a Water Resources Management Plan (WRMP) every five years which sets out how they aim to maintain water supplies over a 25-year period. For more information on Thames Water's Water Resources Management Plan, please visit:

Term	Explanation
	https://Corporate.Thameswater.Co.Uk/About-Us/Our-Strategies-And-Plans/Water-Resources
Water Framework Directive (WFD)	The EU Water Framework Directive is an EU Directive which sets the objectives for water protection in order to achieve good qualitative and quantitative status of all water bodies of all EU member states. http://ec.europa.eu/environment/water/water-framework/info/intro_en.htm
Windfall Sites	Sites which have not been specifically identified as available in the Local Plan process. They are normally comprised previously-developed sites that have unexpectedly become available.

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of White Horse
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