




**Vale  
of White Horse**  
District Council

Adopted  
December 2016



# Local Plan 2031

## Part 1

### Strategic Sites and Policies





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# 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.

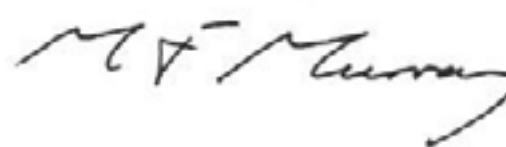
The amount of housing we have to provide will have a lasting effect on the Vale. With this plan and associated documents we will make sure new developments are in the right places, that they suit their surroundings and that they're supported by the appropriate infrastructure.

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





# 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.**

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## Executive Summary

### 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.

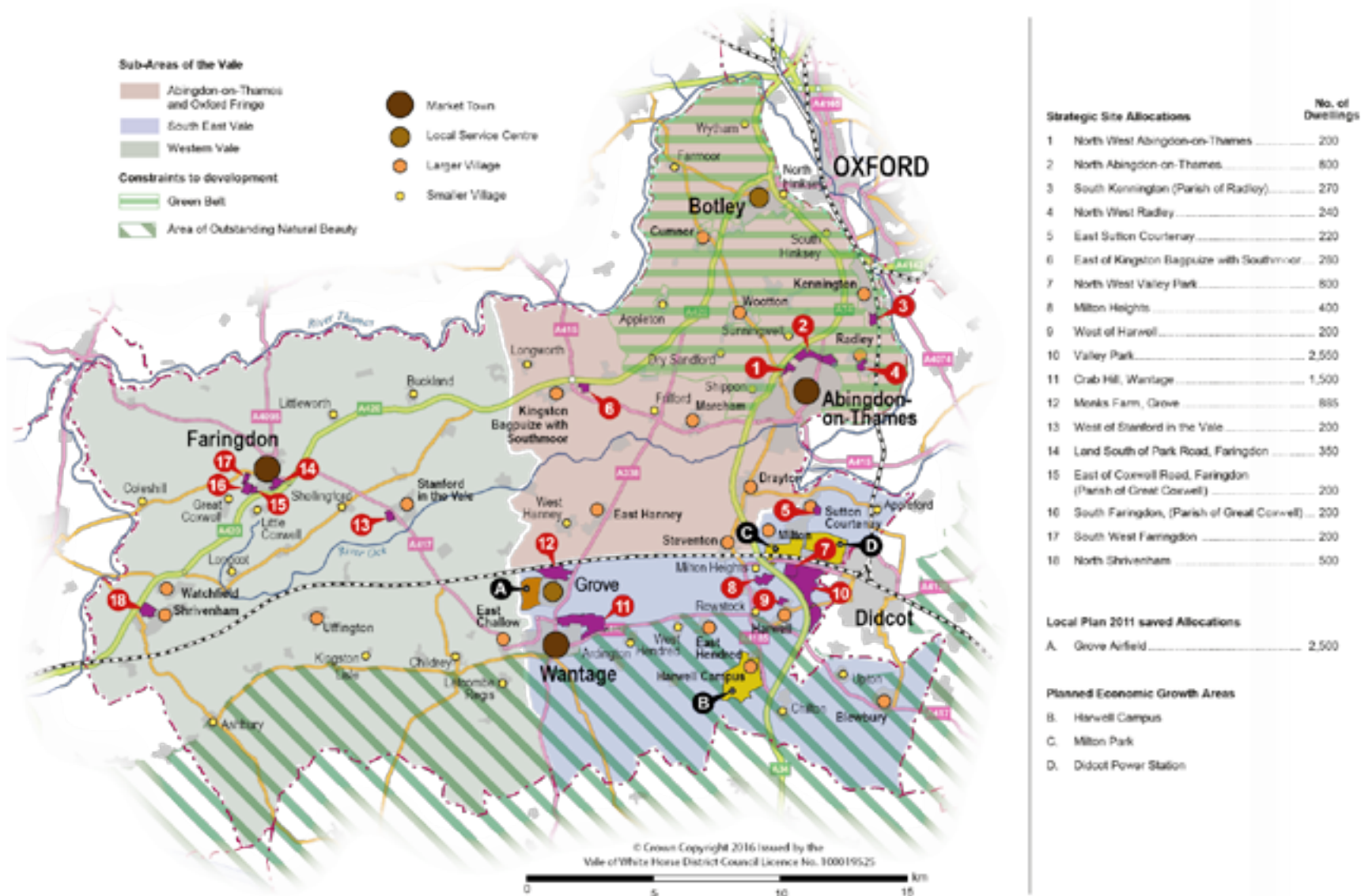




# Executive Summary



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





## 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

# 1 Introduction



## 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<sup>1</sup>.
- **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<sup>2</sup>.

## 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<sup>3</sup>.

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<sup>4</sup>.

<sup>1</sup> 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**)

<sup>2</sup> <http://www.whitehorsedc.gov.uk/lds>

<sup>3</sup> The Neighbourhood Planning (General) Regulations 2012, available at: <http://www.legislation.gov.uk/uksi/2012/637/note/made>

<sup>4</sup> <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



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'<sup>5</sup> 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"***<sup>6</sup>.

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

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<sup>7</sup>. 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:

- 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
- specific policies in the Framework indicate that development should be restricted.

to a low-carbon economy<sup>8</sup>.

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.

<sup>7</sup> CLG (2012) *National Planning Policy Framework (NPPF)*, Page 2

<sup>8</sup> CLG (2012) *National Planning Policy Framework (NPPF)*, Page 2

# 1 Introduction

## 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<sup>9</sup>. 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<sup>10</sup> 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**



<sup>9</sup> <https://www.oxfordshire.gov.uk/cms/content/oxfordshire-growth-board>

<sup>10</sup> 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.



# 1 Introduction

12-18 months to complete with the active participation of all Oxfordshire Councils<sup>11</sup>. Supporting technical work includes an Oxfordshire-wide Strategic Green Belt Review<sup>12</sup>, 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<sup>13</sup>. 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<sup>14</sup>.

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<sup>14</sup>.

<sup>11</sup> 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>

<sup>12</sup> LUC (2015) Oxford Green Belt Study; available at: <http://www.cherwell.gov.uk/index.cfm?articleid=11057>

<sup>13</sup> 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>

<sup>14</sup> 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>

# 1 Introduction

## 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<sup>15</sup> 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)<sup>16</sup>, Strategic Economic Plan (SEP)<sup>17</sup>, 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<sup>18</sup>.

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

<sup>15</sup> A series of topic papers and technical studies are available from the Council website: [www.whitehorsedc.gov.uk/evidence](http://www.whitehorsedc.gov.uk/evidence)

<sup>16</sup> <https://www.oxfordshire.gov.uk/cms/public-site/connecting-oxfordshire>

<sup>17</sup> Oxfordshire Local Enterprise Partnership (LEP) (2014) *Strategic Economic Plan* - <http://www.oxfordshirelep.org.uk/>

<sup>18</sup> [www.whitehorsedc.gov.uk/evidence](http://www.whitehorsedc.gov.uk/evidence)

# 1 Introduction

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<sup>19</sup>.



<sup>19</sup> [www.whitehorsedc.gov.uk/evidence](http://www.whitehorsedc.gov.uk/evidence)



# 1 Introduction



## 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.



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# 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

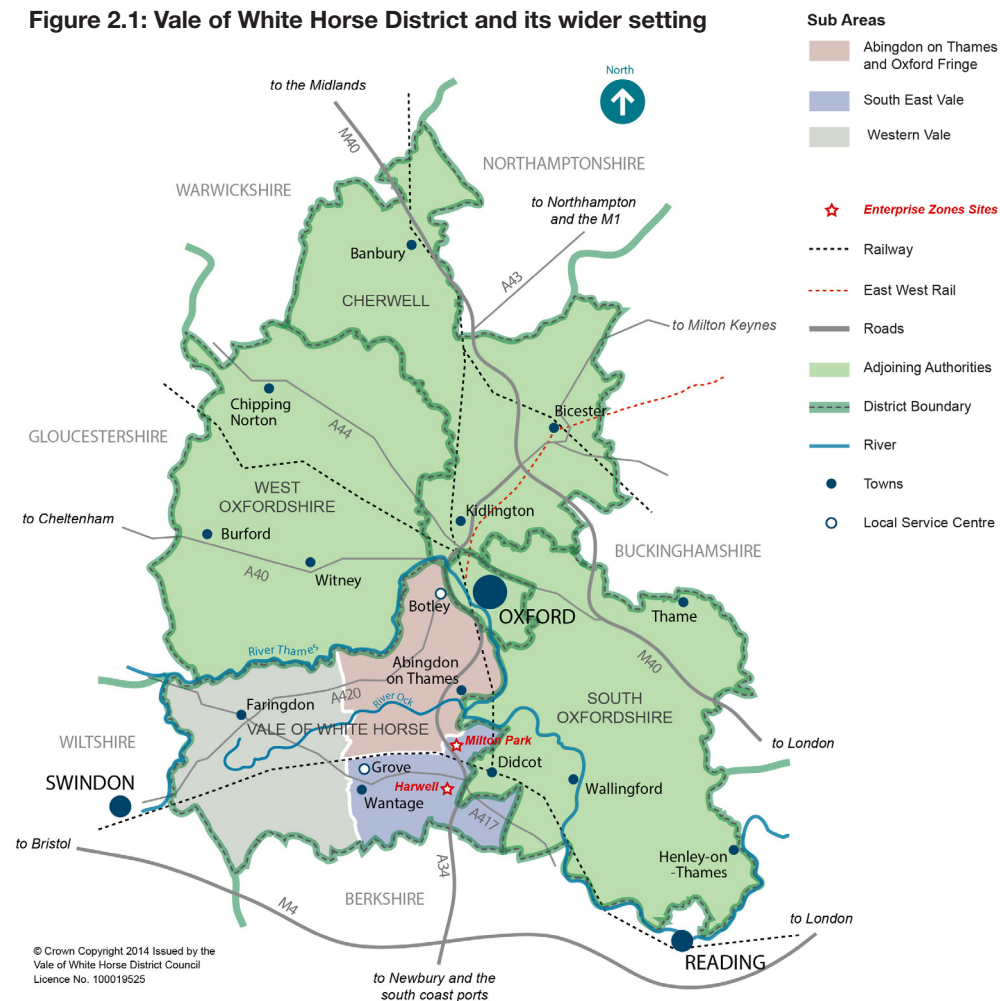
these, in the wider countryside, there are many isolated farmsteads and small groups of dwellings.

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<sup>20</sup>.

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**



20 Duty to Cooperate Topic Paper [www.whitehorsedc.gov.uk/evidence](http://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<sup>21</sup>.

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)<sup>22</sup>. 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)<sup>23</sup>
- 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.

<sup>21</sup> The Index of Multiple Deprivation (IMD) 2010 prepared by DCLG

<sup>22</sup> GL Hearn (2014) Oxfordshire Strategic Housing Market Assessment- [http://www.whitehorsedc.gov.uk/sites/default/files/2014-04-14\\_Final%20SHMA%20Report.pdf](http://www.whitehorsedc.gov.uk/sites/default/files/2014-04-14_Final%20SHMA%20Report.pdf)

<sup>23</sup> GL Hearn (2014) Oxfordshire Strategic Housing Market Assessment- [http://www.whitehorsedc.gov.uk/sites/default/files/2014-04-14\\_Final%20SHMA%20Report.pdf](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<sup>24</sup>. The Vale's workforce is highly skilled with a higher than average proportion of managers, professionals and associate professionals<sup>25</sup>. The levels of unemployment in the Vale are also relatively low at less than half the national average<sup>26</sup>. Furthermore, the Vale is consistently ranked within the top 20 % of districts in the UK Competitiveness Index<sup>27</sup>.

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<sup>28</sup>.

- 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<sup>29</sup>.
- 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<sup>30</sup> 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.

<sup>24</sup> ONS Business Demography 2012 dataset

<sup>25</sup> Labour Market Profile: VWHDC ([www.nomisweb.co.uk](http://www.nomisweb.co.uk))

<sup>26</sup> Based on Job Seekers Allowance data

<sup>27</sup> <http://www.cforic.org/downloads.php>

<sup>28</sup> Employment Land Review addendum (2014)- <http://www.whitehorsedc.gov.uk/evidence>

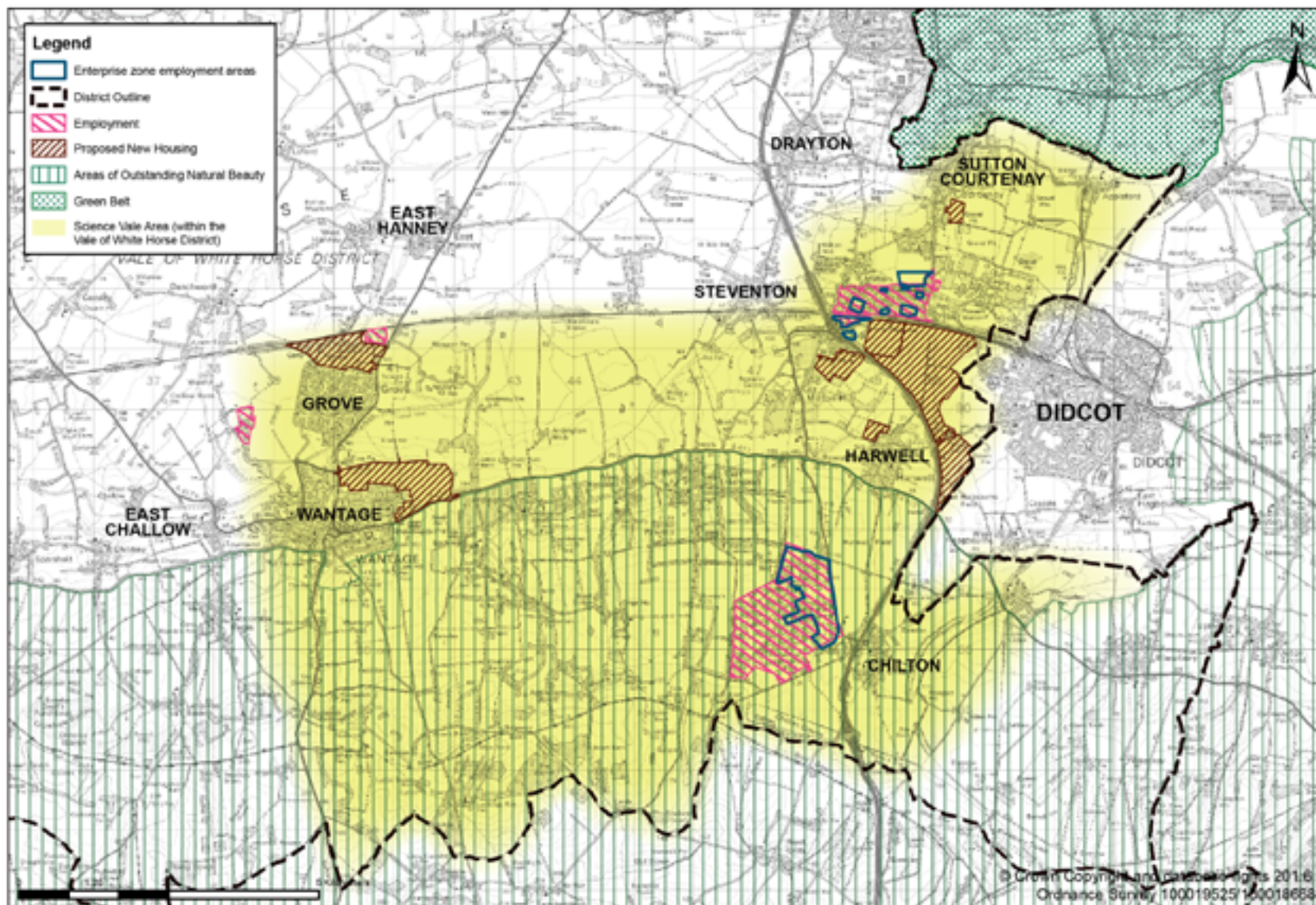
<sup>29</sup> The LDOs will provide a simplified planning framework to help make it easier to deliver new development at these sites more quickly.

<sup>30</sup> 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>



## 2 Key Challenges and Opportunities

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<sup>31</sup>. 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<sup>32</sup>.
- 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.



<sup>31</sup> 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](http://www.whitehorsedc.gov.uk/sites/default/files/Vale%20Tourism%20Economic%20Impact%20Estimates%202011_1.pdf)  
<sup>32</sup> 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<sup>33</sup> 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<sup>34</sup> and to deliver the roll-out of next-generation mobile broadband.

<sup>33</sup> Oxfordshire County Council, Local Transport Plan 3, 2011-2030  
<sup>34</sup> <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<sup>35</sup>.

#### 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.

<sup>35</sup> <http://ukclimateprojections.defra.gov.uk>

## 2 Key Challenges and Opportunities



### 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.









## 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**

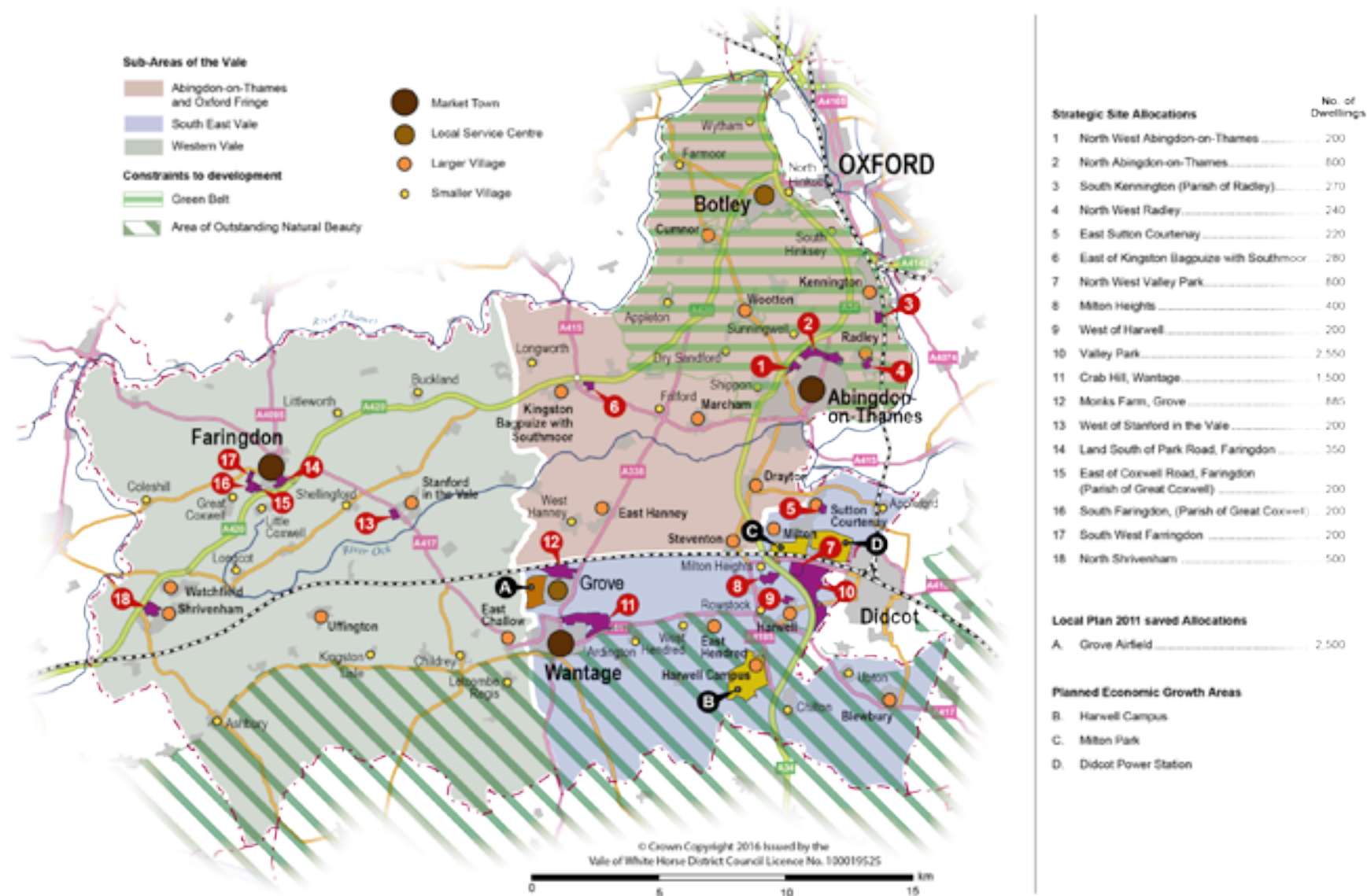
➤ **The strategy will support the delivery of sustainable growth through three key strands:**

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:
<ul style="list-style-type: none"> <li>• 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</li> <li>• 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:               <ul style="list-style-type: none"> <li>– Grove</li> <li>– Harwell and Milton Parishes, east of the A34</li> <li>– Harwell Campus</li> <li>– Milton Parish, west of the A34</li> <li>– Wantage</li> </ul> </li> <li>• supporting the redevelopment of surplus land at Didcot A Power Station</li> <li>• delivering a comprehensive package of strategic and local infrastructure and services alongside the housing and employment growth, and</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> <li>• focusing housing growth at the Market Towns, Local Service Centres and Larger Villages</li> <li>• 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</li> <li>• 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.</li> </ul>	<ul style="list-style-type: none"> <li>• 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</li> <li>• identifying appropriate housing requirements for the rural areas to inform neighbourhood plans or the Local Plan 2031 Part 2</li> <li>• focusing development within the rural areas to the Larger Villages, thus helping to maintain their vitality and the sustainability of local services, and</li> <li>• supporting appropriate development in the Smaller Villages to help meet the local needs of rural communities.</li> </ul>



## 4 Spatial Strategy

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





## 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<sup>36</sup>. 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<sup>37</sup> 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.



<sup>36</sup> Town and Village Facilities Study (2014), available at: [www.whitehorsedc.gov.uk/evidence](http://www.whitehorsedc.gov.uk/evidence)

<sup>37</sup> 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<sup>38</sup>.

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

<sup>38</sup> 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<sup>a</sup>. 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 <sup>a</sup>
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 <sup>b</sup>
	Windfalls	840

<sup>a</sup> 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.

<sup>b</sup> 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

Continued overleaf

## 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 <sup>c</sup> (North East Wantage and South East Grove)	1,500
Grove	Local Service Centre	Grove Airfield <sup>c,d</sup>	2,500
		Monks Farm (North Grove)	885
Harwell and Milton Parishes east of the A34 adjoining Didcot Town	Adjoining Didcot Town	Valley Park <sup>f</sup>	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 <sup>c</sup>	350
		South-West of Faringdon	200
Great Coxwell Parish	Adjoining Faringdon Market Town	East of Coxwell Road Faringdon <sup>c</sup>	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

<sup>c</sup> These sites have 'Resolution to Grant' planning permission subject to legal agreement as at Sept 2014

<sup>d</sup> Saved Local Plan 2011 Allocation

Continued overleaf

## 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<sup>e</sup>, Local Service Centres<sup>e</sup> 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.

<sup>e</sup> As defined by the Settlement Boundaries shown by the Adopted Policies Map

<sup>f</sup> 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<sup>39</sup> 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<sup>40</sup> of the economic forecasts prepared for the Oxfordshire Housing Market Area<sup>41</sup> 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.

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 Spatial Strategy

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

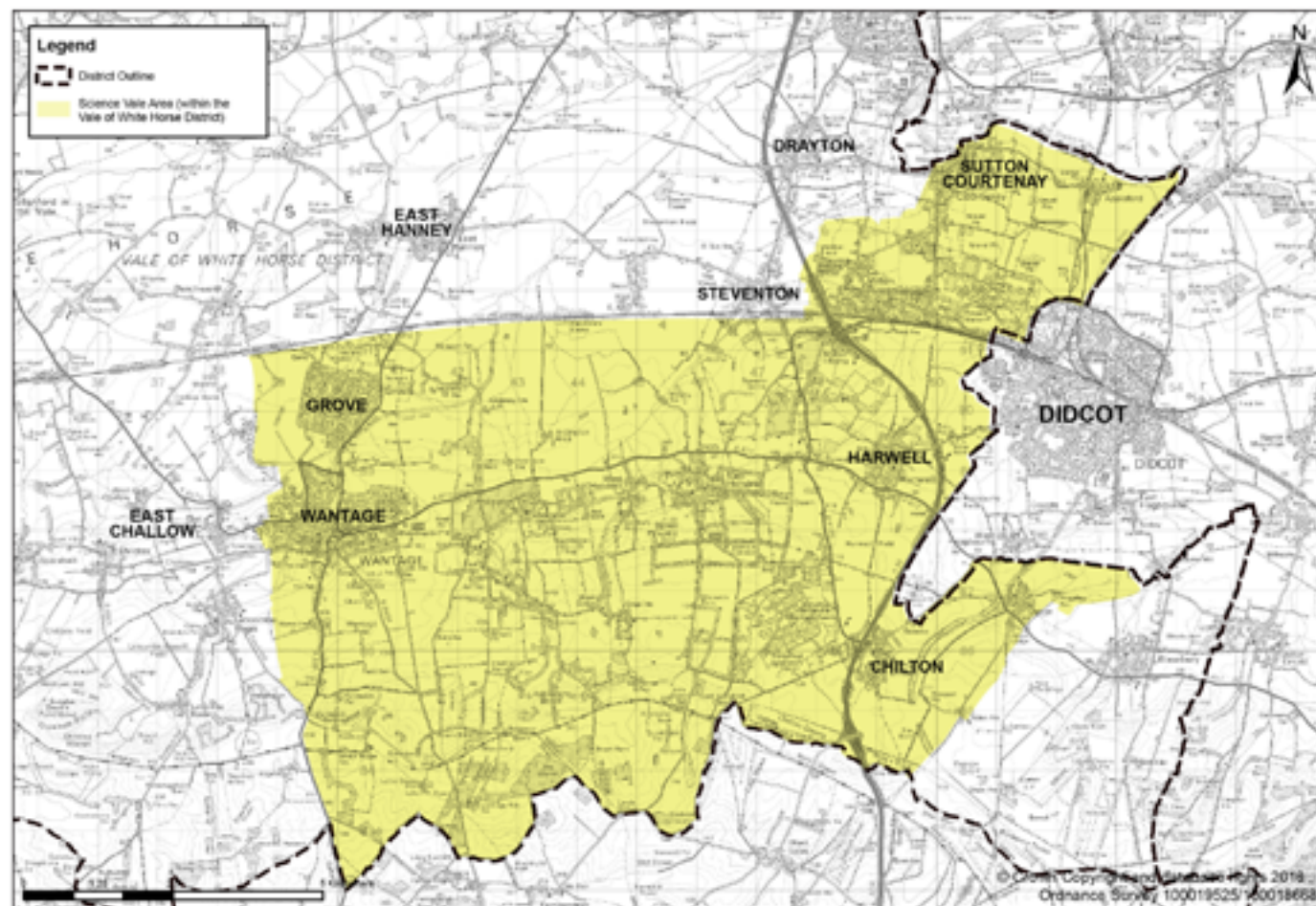
The Council will employ a ring-fence approach to housing delivery in the Science Vale area as shown by **Figure 4.3** and set out on the Adopted Policies Map.

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<sup>42</sup>.

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<sup>43</sup> 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<sup>44</sup> 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<sup>45</sup> 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.

<sup>42</sup> URS (2012) Vale of White Horse Employment Land Review Update

<sup>43</sup> URS (2012) Vale of White Horse Employment Land Review Update

<sup>44</sup> 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>

<sup>45</sup> 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<sup>46</sup>.

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<sup>47</sup>.

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<sup>48</sup>.

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.

<sup>46</sup> <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/delivering-infrastructure>

<sup>47</sup> A separate IDP will also be prepared to accompany Local Plan 2031 Part 2

<sup>48</sup> [www.whitehorsedc.gov.uk/evidence](http://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.

# 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.

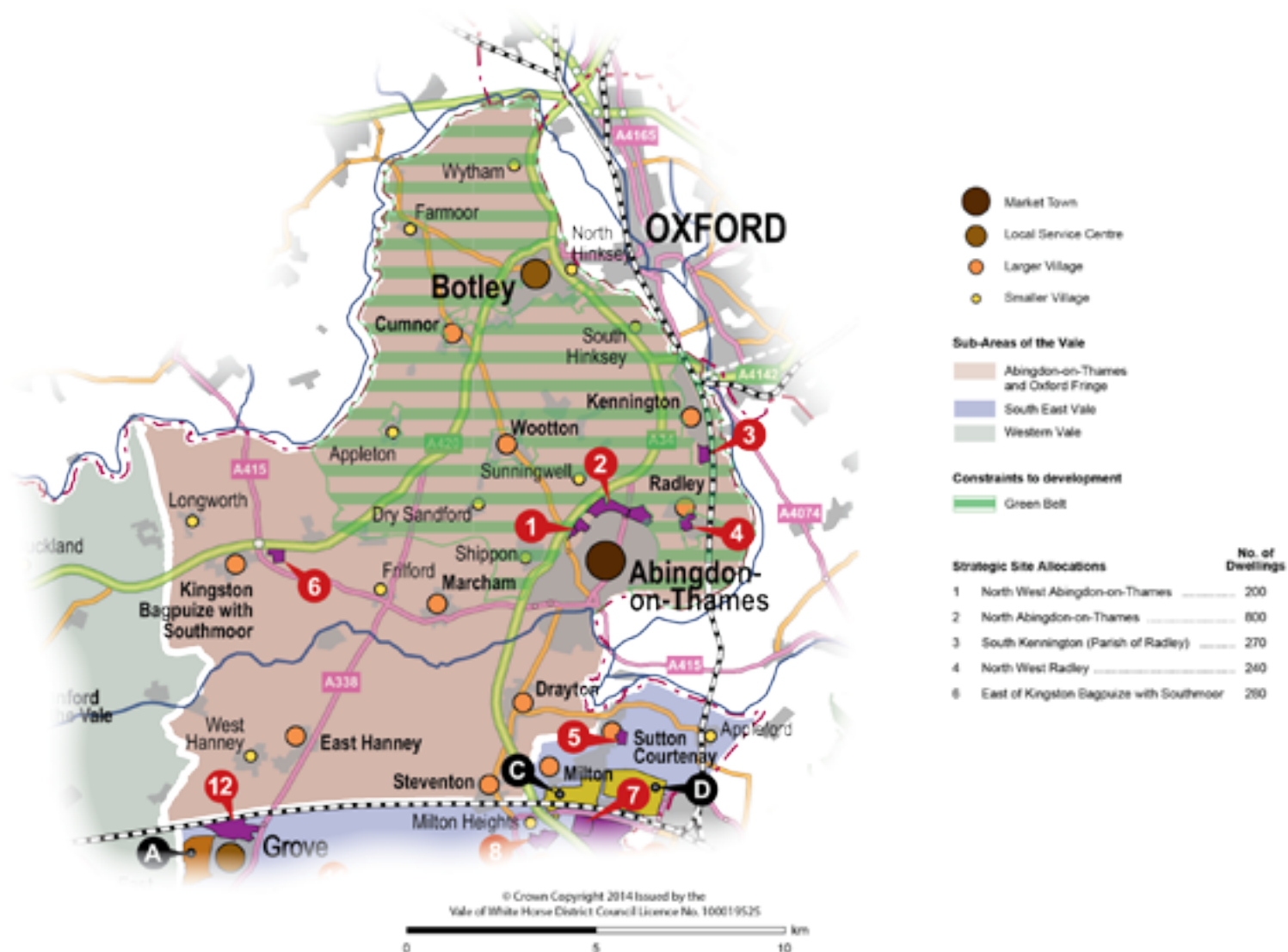
## 5 Sub-Area Strategies

### 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





## 5 Sub-Area Strategies

### Abingdon-on-Thames and Oxford Fringe

#### 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.

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## 5 Sub-Area Strategies

### Abingdon-on-Thames and Oxford Fringe

#### 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 <sup>a</sup>
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 <sup>b</sup>
	Windfalls	240

<sup>a</sup> 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**.

<sup>b</sup> 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.

Continued overleaf



## 5 Sub-Area Strategies

### Abingdon-on-Thames and Oxford Fringe

#### 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.

# 5 Sub-Area Strategies

## Abingdon-on-Thames and Oxford Fringe

### 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<sup>49</sup>. 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**.



<sup>49</sup> Refer to Saved Local Plan 2011 Policy E15

## 5 Sub-Area Strategies

### Abingdon-on-Thames and Oxford Fringe

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.



## 5 Sub-Area Strategies

### Abingdon-on-Thames and Oxford Fringe

#### 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)<sup>50</sup> 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<sup>51</sup> 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.



<sup>50</sup> Vale of White Horse District Council (2011) Abbey Shopping Centre and the Charter, Abingdon Development Brief

<sup>51</sup> Nathaniel Lichfield & Partners (NLP) (2014) Retail and Town Centre Study – Vale of White Horse District Council – November 2014

# 5 Sub-Area Strategies

Abingdon-on-Thames and Oxford Fringe



## 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.

Figure 5.2: Abbey Shopping Centre and Charter Area



## 5 Sub-Area Strategies

### Abingdon-on-Thames and Oxford Fringe

#### 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.

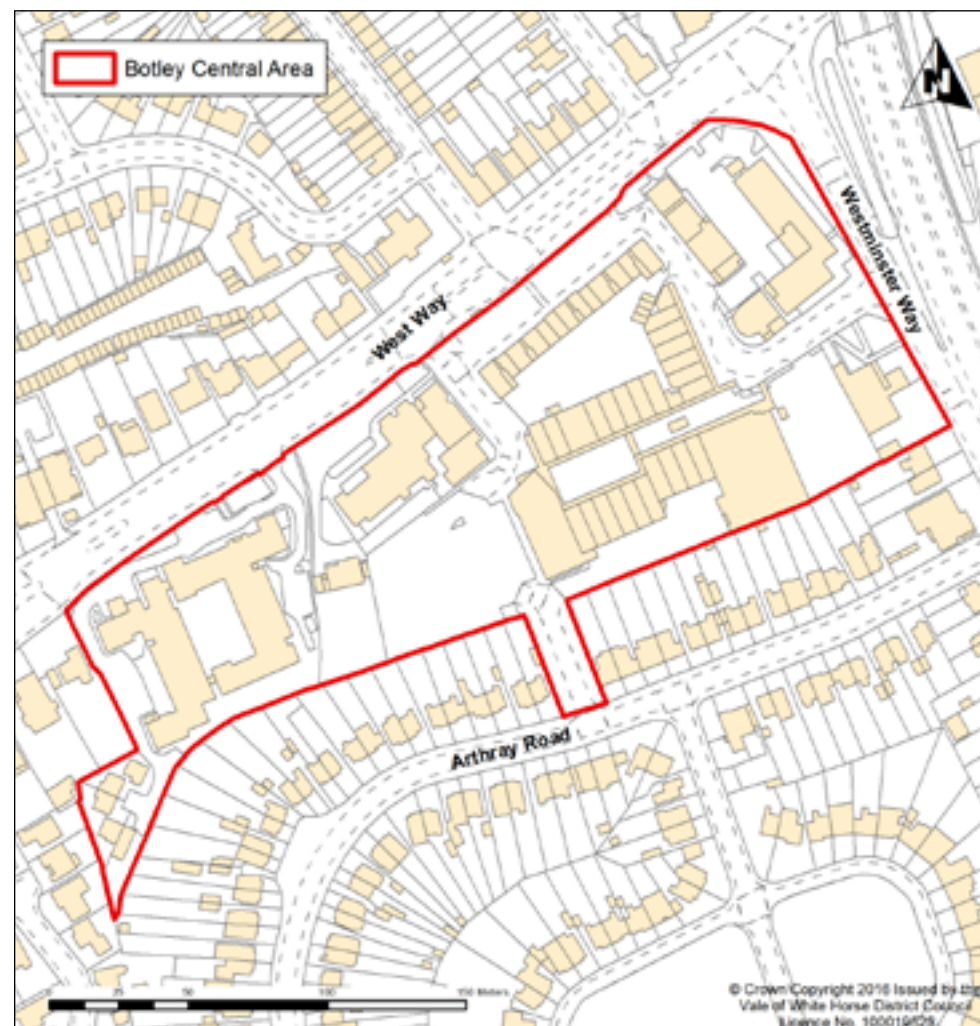
5.29 The most recent Retail and Town Centre Study<sup>52</sup> identifies that Botley is a similar size, in terms of retail units and floorspace, to the Market Town of Faringdon. Despite this, it does not perform as a town centre and does not provide the range of services and other facilities that would 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



<sup>52</sup> Nathaniel 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.



# 5 Sub-Area Strategies

## Abingdon-on-Thames and Oxford Fringe

### 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<sup>53</sup>.

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<sup>54</sup>.

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**.

<sup>53</sup> ATKINS (2014) Evaluation of Transport Impacts Assessment, available at: [www.whitehorsedc.gov.uk/evidence](http://www.whitehorsedc.gov.uk/evidence)

<sup>54</sup> 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.



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## 5 Sub-Area Strategies

### Abingdon-on-Thames and Oxford Fringe

#### ► 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<sup>55</sup> assessed land around inset settlements

in the Vale against the purposes of the Green Belt and the considerations of the NPPF<sup>56</sup>. 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)**.

<sup>55</sup> 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>

<sup>56</sup> 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

- iii. purposes of including land within it
- iv. the extension or alteration of a building provided it does not result in disproportionate additions over and above the size of the original building
- v. the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces
- vi. limited infilling in Shippon, South Hinksey, Wootton Old Village and Wytham
- vii. limited affordable housing for local community needs as set out in **Core Policy 24**, or
- viii. 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).



# 5 Sub-Area Strategies

## Abingdon-on-Thames and Oxford Fringe



### 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.

## 5 Sub-Area Strategies

Abingdon-on-Thames and Oxford Fringe

### 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.

# 5 Sub-Area Strategies

## South East Vale

### 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<sup>57</sup> 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.

<sup>57</sup> Saved Local Plan (2011) allocation



# 5 Sub-Area Strategies

## South East Vale

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



## 5 Sub-Area Strategies

### South East Vale

#### 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.

# 5 Sub-Area Strategies

## South East Vale

### 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<sup>58</sup>.

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)



# 5 Sub-Area Strategies

## South East Vale



## 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 <sup>a</sup>
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 <sup>b</sup>
	Windfalls	360

<sup>a</sup> 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**.

<sup>b</sup> 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:

Continued overleaf

# 5 Sub-Area Strategies

## South East Vale

### 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 <sup>c,d</sup>	2,500
Harwell and Milton parishes, east of the A34 adjoining Didcot town	Adjoining Didcot Town	Valley Park <sup>e</sup>	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

<sup>c</sup> This site has 'Resolution to Grant' planning permission subject to a legal agreement as at Sept 2014.

<sup>d</sup> Saved Local Plan 2011 Allocation.

<sup>e</sup> 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

# 5 Sub-Area Strategies

## South East Vale

### 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)<sup>59</sup>.

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<sup>60</sup>. 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<sup>61</sup> 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.

<sup>59</sup> Southern Central Oxfordshire Transport Study (SCOTS) final report, 2008

<sup>60</sup> Oxfordshire County Council Local Transport Plan 3, 2011-2030

<sup>61</sup> The south eastern corner of the site lies within the administrative boundary of South Oxfordshire District Council



## 5 Sub-Area Strategies

### South East Vale

5.76 The Employment Land Review<sup>62</sup> 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<sup>63</sup>.

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.



<sup>62</sup> Employment Land Review Update Addendum (July 2014)  
<sup>63</sup> Employment Land Review Update Addendum (July 2014) Page 10



## 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:

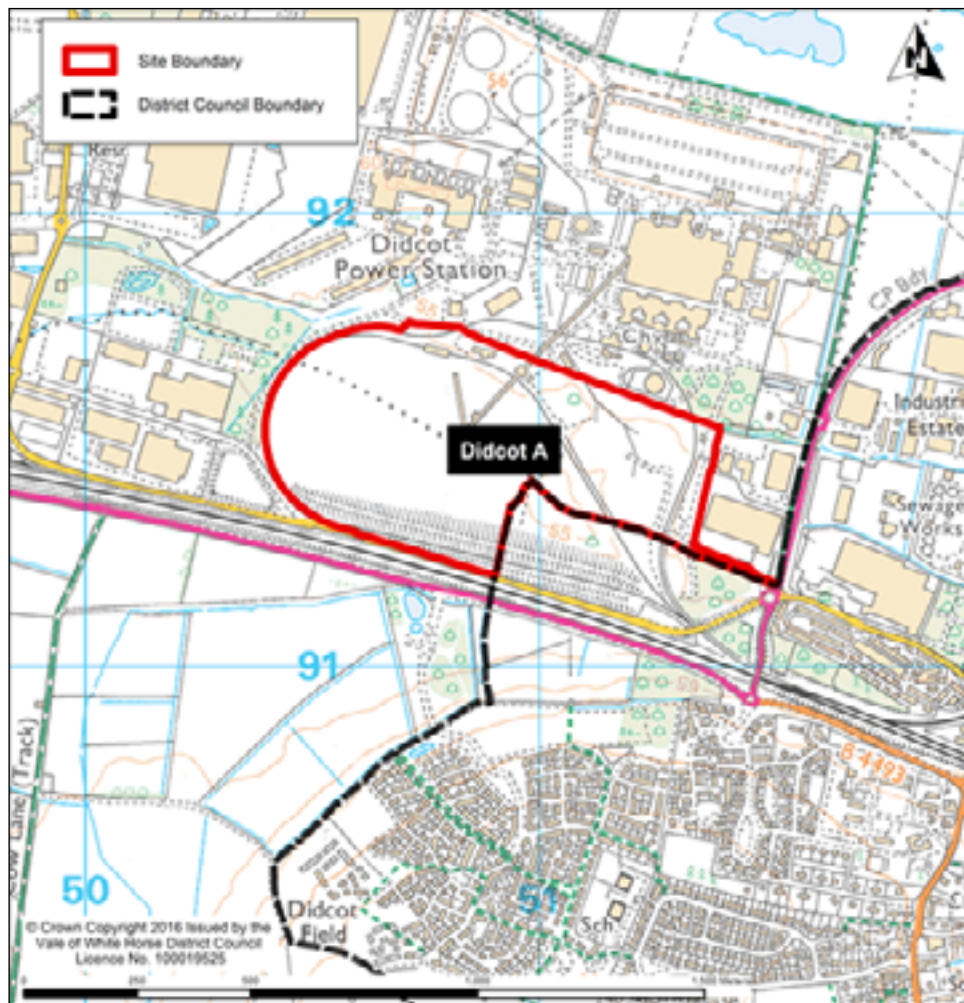
- The creation of a mixed-use local centre forming a high street and active frontages on the main routes through the site;
- Strong connectivity with Didcot town centre, Milton Park and Valley Park;
- Design across the site must have regard to sensitive views from elevated positions towards (but not 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**.

# 5 Sub-Area Strategies

## South East Vale

Figure 5.5: Didcot A Power Station Site





# 5 Sub-Area Strategies

## South East Vale

### 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<sup>64</sup>. 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.



<sup>64</sup> 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

## South East Vale

### 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<sup>65</sup> 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**).

65 <http://m.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/roadsandtransport/transportpoliciesandplans/localtransportplan/ltp3/May2011CompleteApprovedLTP3.pdf>



## 5 Sub-Area Strategies

### South East Vale

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.

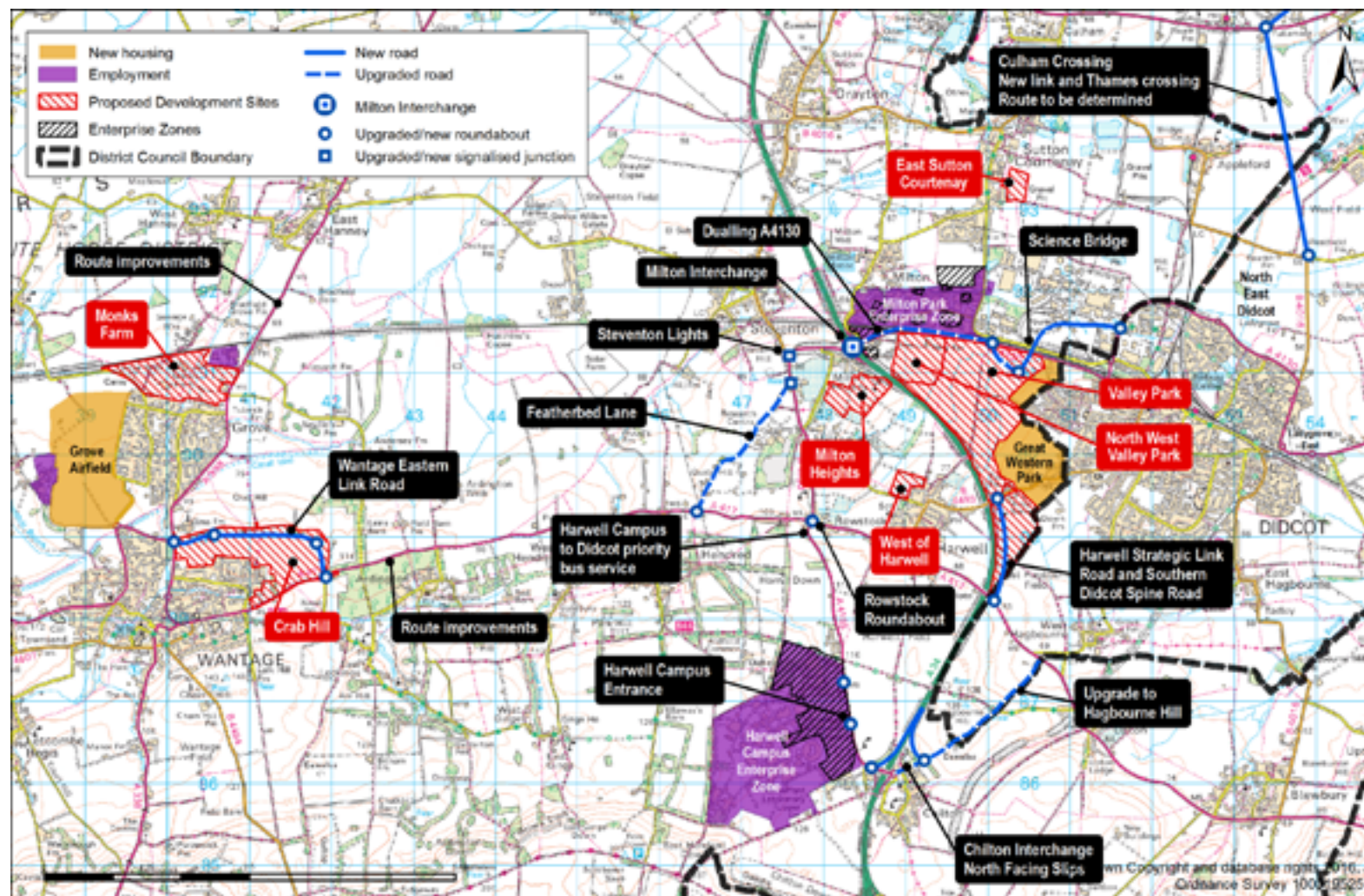


Figure 5.6a: Map showing the proposed road and junction improvements within the Science Vale area



# 5 Sub-Area Strategies

## South East Vale

Figure 5.6b: Map showing the proposed Science Vale strategic cycle network

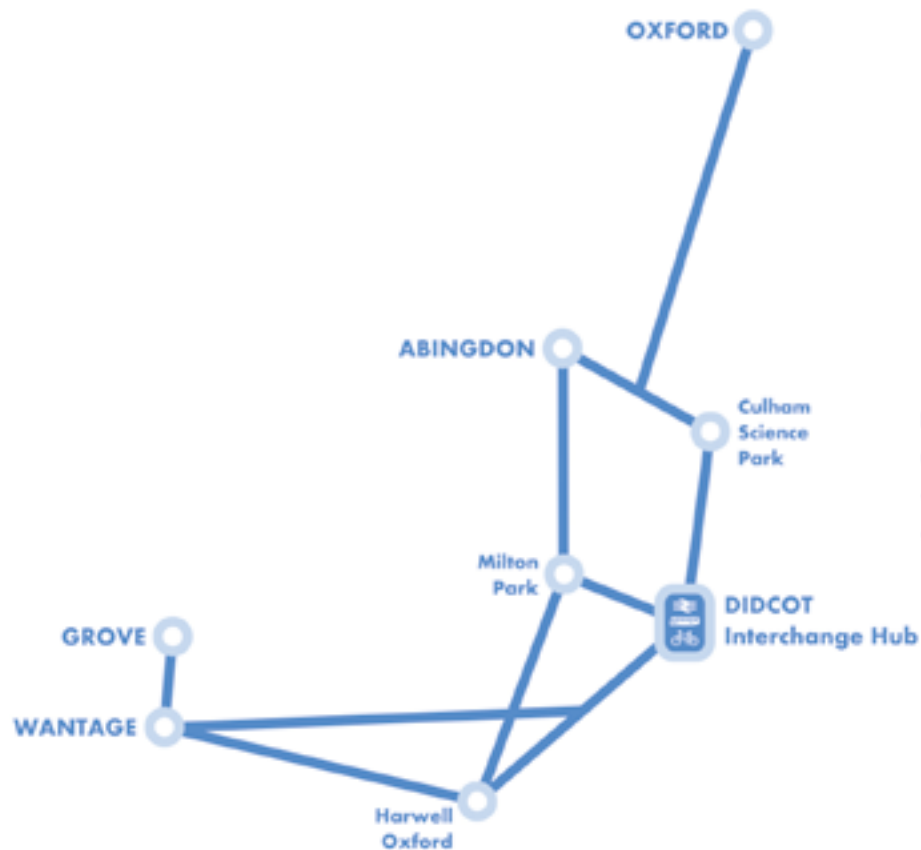
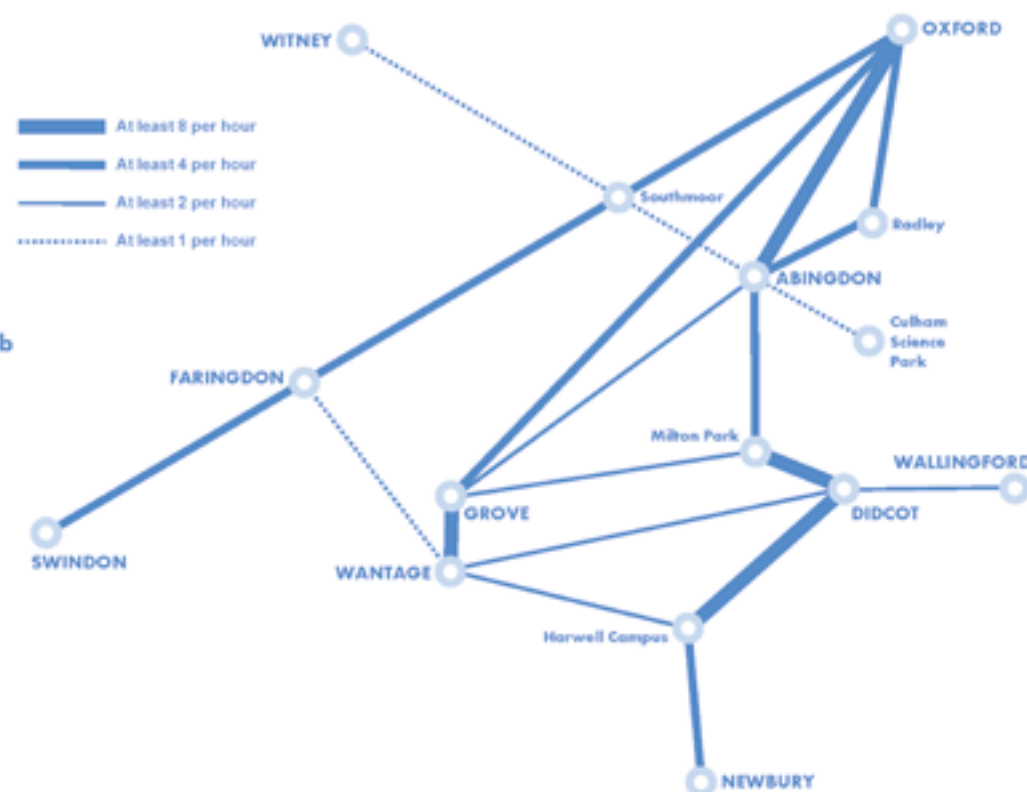


Figure 5.6c: Map showing the proposed improvements to the bus network within the Science Vale area



# 5 Sub-Area Strategies

## South East Vale

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<sup>66</sup>.

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<sup>67</sup> 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

<sup>66</sup> Spatial Planning and Infrastructure Partnership (2010) *Oxfordshire Local Investment Plan*, available at: [https://www.oxford.gov.uk/downloads/download/501/oxfordshire\\_local\\_investment\\_plan](https://www.oxford.gov.uk/downloads/download/501/oxfordshire_local_investment_plan)

<sup>67</sup> <http://www.whitehorsedc.gov.uk/evidence>

## 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.



## 5 Sub-Area Strategies

### South East Vale

#### 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 Sub-Area Strategies

## South East Vale

5.102 The Oxfordshire Strategic Economic Plan<sup>68</sup> 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*<sup>69</sup>, 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**.

<sup>68</sup> 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](http://www.oxfordshirelep.org.uk/sites/default/files/Oxford%20SEP_FINAL_March14_1_0.pdf)  
<sup>69</sup> [http://www.atoc.org/clientfiles/files/publicationsdocuments/ConnectingCommunitiesReport\\_S10.pdf](http://www.atoc.org/clientfiles/files/publicationsdocuments/ConnectingCommunitiesReport_S10.pdf)

## 5 Sub-Area Strategies

### South East Vale

#### 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

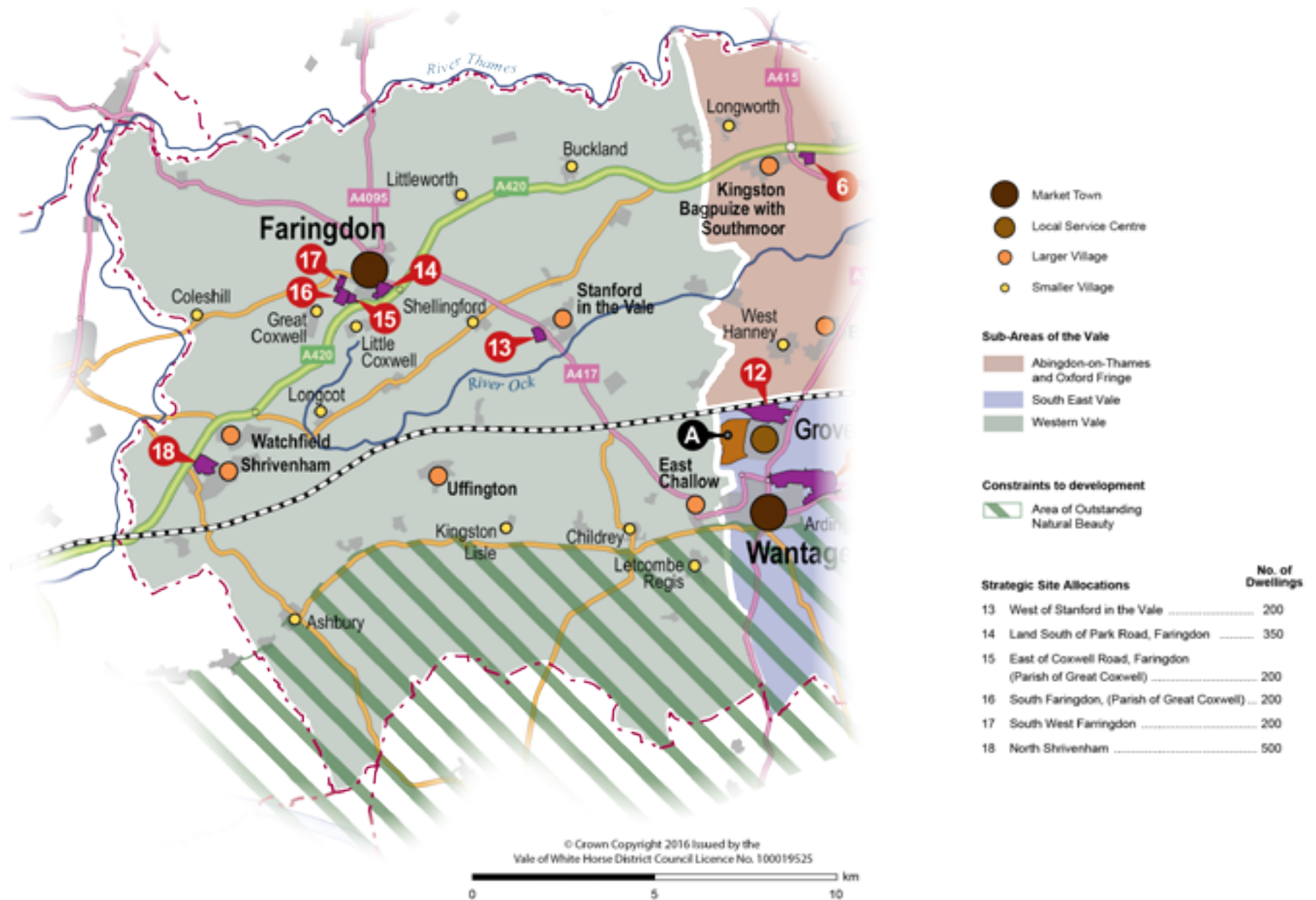
#### Protecting the environment and responding to climate change

# 5

## Sub-Area Strategies

Western Vale

Figure 5.8:  
Western Vale  
Sub-Area



## 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.





## 5 Sub-Area Strategies

### Western Vale

#### 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<sup>70</sup>.



<sup>70</sup> 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 <sup>a</sup>
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 <sup>b</sup>
	Windfalls	240

<sup>a</sup> 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**.

<sup>b</sup> 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:

Continued overleaf

## 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 <sup>c</sup>	350
		South-West of Faringdon	200
Great Coxwell Parish	Adjoining Faringdon Market Town	East of Coxwell Road, Faringdon <sup>c</sup>	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

<sup>c</sup> 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<sup>71</sup>.

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<sup>72</sup>.

### 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<sup>73</sup> 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**.



<sup>71</sup> <http://www.whitehorsedc.gov.uk/evidence>

<sup>72</sup> Nathaniel Lichfield & Partners (NLP) (2012) Retail and Town Centre Study – Vale of White Horse District Council, March 2013

<sup>73</sup> [www.whitehorsedc.gov.uk/evidence](http://www.whitehorsedc.gov.uk/evidence)





### 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<sup>74</sup>. 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.

<sup>74</sup> 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<sup>75</sup> 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.



<sup>75</sup> 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<sup>76</sup>. There are currently three main types of affordable housing tenures: social rented, affordable rented and intermediate<sup>77</sup>.

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 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.

<sup>76</sup> Eligibility for affordable housing is determined with regard to local incomes and house prices

<sup>77</sup> 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<sup>78</sup>. 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<sup>79</sup>.

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<sup>80</sup>. 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.

<sup>78</sup> 2010-based sub national population projections available at <http://www.oxford.gov.uk/districtdata/>

<sup>79</sup> OCC Extra Care Housing Strategy, January 2008

<sup>80</sup> 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)<sup>81</sup>, 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.

<sup>81</sup> 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<sup>82</sup>. 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<sup>83</sup> 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.

<sup>82</sup> <http://www.planningportal.gov.uk/permission/commonprojects/changeofuse/>

<sup>83</sup> 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.

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## 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<sup>84</sup> 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.

84 [www.whitehorsedc.gov.uk/evidence](http://www.whitehorsedc.gov.uk/evidence)

## 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<sup>85</sup> 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<sup>86</sup>. 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

<sup>85</sup> 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).

<sup>86</sup> 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<sup>1</sup> 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<sup>1</sup> 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<sup>1</sup>
- 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.

<sup>1</sup> 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)<sup>87</sup>.

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)<sup>88</sup> 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<sup>89</sup>. 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<sup>90</sup>. For this reason, a number of measures are proposed to help

<sup>87</sup> <https://www.oxfordshire.gov.uk/cms/public-site/connecting-oxfordshire>

<sup>88</sup> <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>

<sup>89</sup> [www.whitehorsedc.gov.uk/evidence](http://www.whitehorsedc.gov.uk/evidence)

<sup>90</sup> 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<sup>91</sup> 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<sup>92</sup>. 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:

- actively seek to ensure that the impacts of new development on the strategic and local road network are minimised
- ensure that developments are designed in a way to promote sustainable transport access both within new sites, and linking with surrounding facilities and employment
- support measures identified in the Local Transport Plan for the district, including within the relevant local area strategies
- support improvements for accessing Oxford
- ensure that transport improvements are designed to minimise any effects on the amenities, character and special qualities of the surrounding area, and
- 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.

<sup>91</sup> 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>

<sup>92</sup> [www.whitehorsedc.gov.uk/evidence](http://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<sup>94</sup>. 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<sup>95</sup>. 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>

## 6 District Wide Policies

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<sup>96</sup> 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.



<sup>96</sup> 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<sup>97</sup>. 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<sup>98</sup> 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<sup>99</sup>. Applicants are recommended to contact the Local Planning Authority at an early stage to determine the extent of information required.

<sup>97</sup> NPPF, paragraph 56

<sup>98</sup> As defined by the Development Management Procedure Order 2010

<sup>99</sup> 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
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<sup>100</sup>, 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<sup>101</sup>, 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

<sup>100</sup> English Heritage, Heritage at Risk Register, available at: <http://risk.english-heritage.org.uk/register.aspx>

<sup>101</sup> <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<sup>1</sup>
- 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.

<sup>1</sup> 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<sup>102</sup>.

6.101 The Housing Standards Review<sup>103</sup> 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<sup>104</sup>, the Council is applying a higher standard for water efficiency, as recommended within the Water Cycle Study.



## 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 sun 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

<sup>102</sup> <http://ukclimateprojections.defra.gov.uk/>

<sup>103</sup> <https://www.gov.uk/government/consultations/housing-standards-review-consultation>

<sup>104</sup> Thames Water (2014): Water Resources Management Plan 2015-2040 (July 2014)

## 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<sup>105</sup>. 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.



<sup>105</sup> 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<sup>106</sup> and associated relevant design standards. Further information on sustainable drainage systems can be found in the Strategic Flood Risk Assessment (SFRA)<sup>107</sup> 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)<sup>108</sup>.

<sup>106</sup> <http://www.legislation.gov.uk/ukpga/2010/29/contents>

<sup>107</sup> <http://www.whitehorsedc.gov.uk/evidence>

<sup>108</sup> <http://www.legislation.gov.uk/uksi/2003/3242/contents/made>



### 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).

## 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<sup>109</sup> 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<sup>110</sup> 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<sup>111</sup>, 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.

<sup>109</sup> <http://www.legislation.gov.uk/ukxi/2003/3242/contents/made>

<sup>110</sup> <https://www.gov.uk/government/publications/thames-river-basin-management-plan>

<sup>111</sup> <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<sup>112</sup> 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.

<sup>112</sup> 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

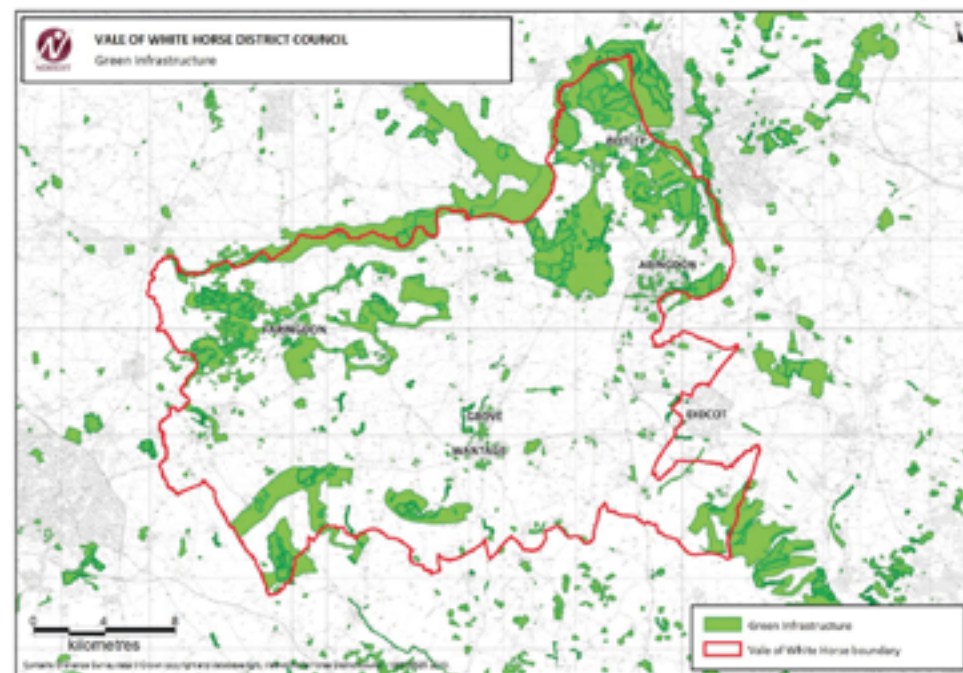


Figure 6.1: Vale of White Horse Green Infrastructure network

(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<sup>113</sup> 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.

<sup>113</sup> 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<sup>114</sup>. 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)<sup>115</sup>. 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

<sup>114</sup> <http://www.tverc.org/cms/>

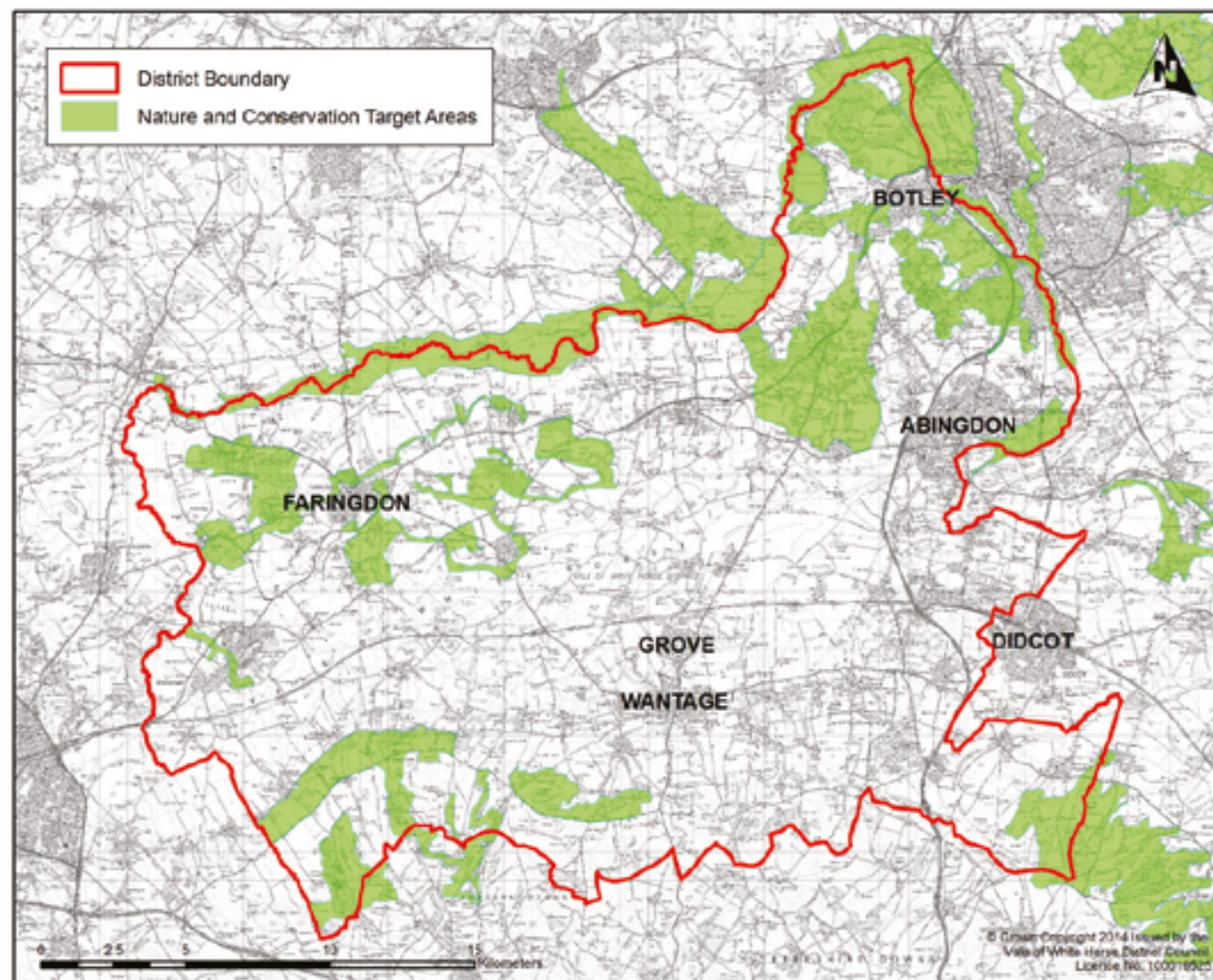
<sup>115</sup> Natural Environment and Rural Communities Act 2006, available at: <http://www.legislation.gov.uk/ukpga/2006/16/contents>



## 6 District Wide Policies

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<sup>116</sup> and the Open Space, Sport and Recreation Future Provision SPD<sup>117</sup>. 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<sup>118</sup>, and long-distance recreational paths such as The Ridgeway, the Thames Path and the d'Arcy Dalton Way.

<sup>116</sup> [www.whitehorsedc.gov.uk/evidence](http://www.whitehorsedc.gov.uk/evidence)

<sup>117</sup> 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->

<sup>118</sup> <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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# Local Plan 2031

## Part 1

### Strategic Sites and Policies

#### APPENDICES





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**VALE OF WHITE HORSE LOCAL PLAN 2031**

**PART 1: STRATEGIC SITES AND POLICIES**

**APPENDICES  
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**

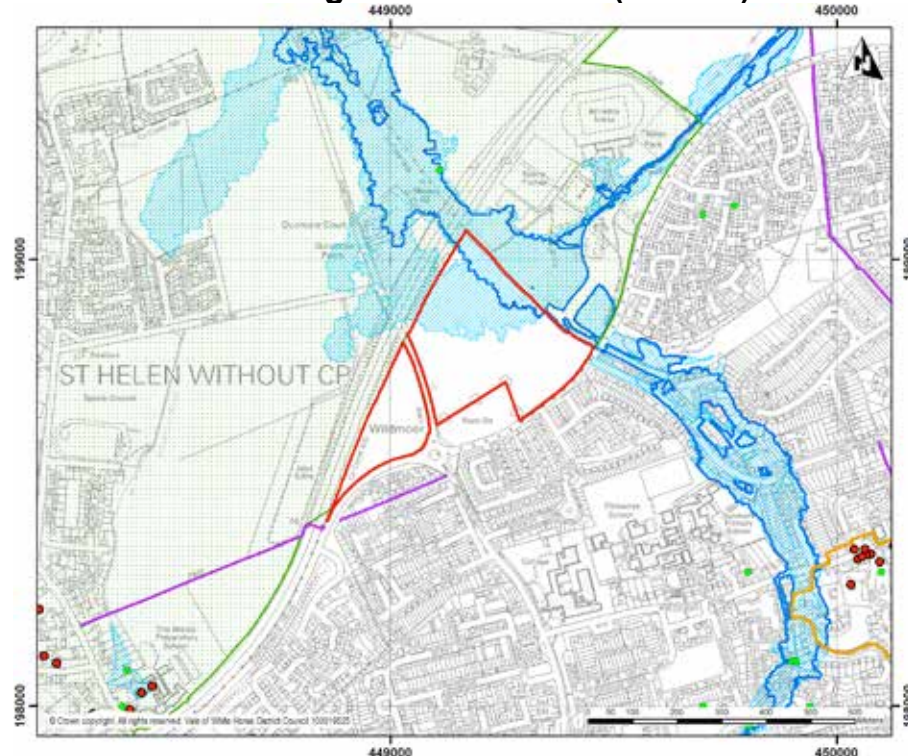
	Strategic housing site		Great Western Community Forest		Local Nature Reserves
	Listed buildings		Green Belt		National Nature Reserves
	District Outline		SSSI		Protected Species
	Local Wildlife Sites		Scheduled Monuments		Special Areas of Conservation
	Conservation Areas		Registered Parks and Gardens		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:

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December 2016

- 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.

### **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.

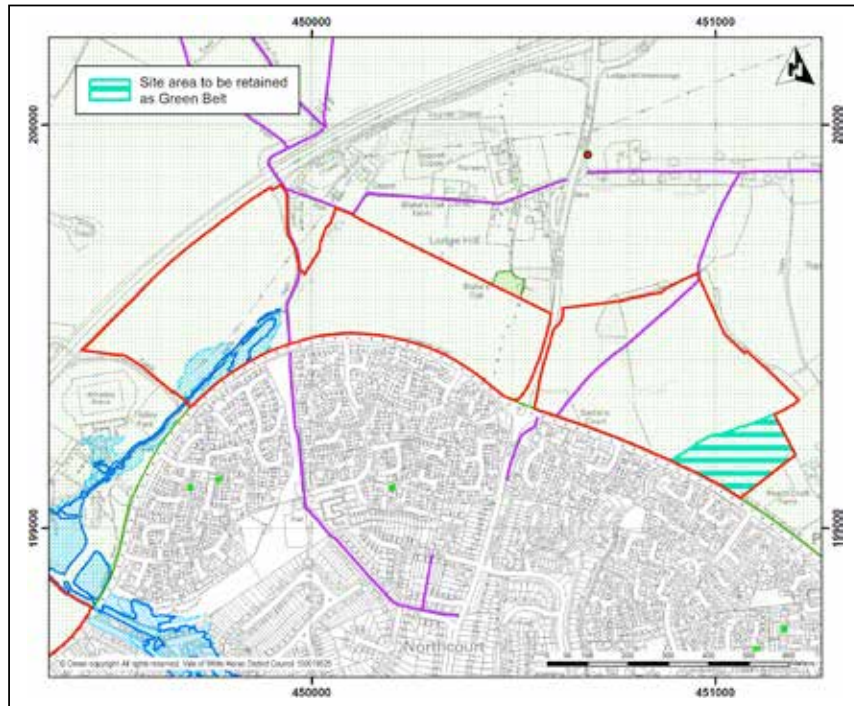
#### **Flood risk and drainage:**

- 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.

### 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 Stort, 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**

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

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 Stort into the overall development.

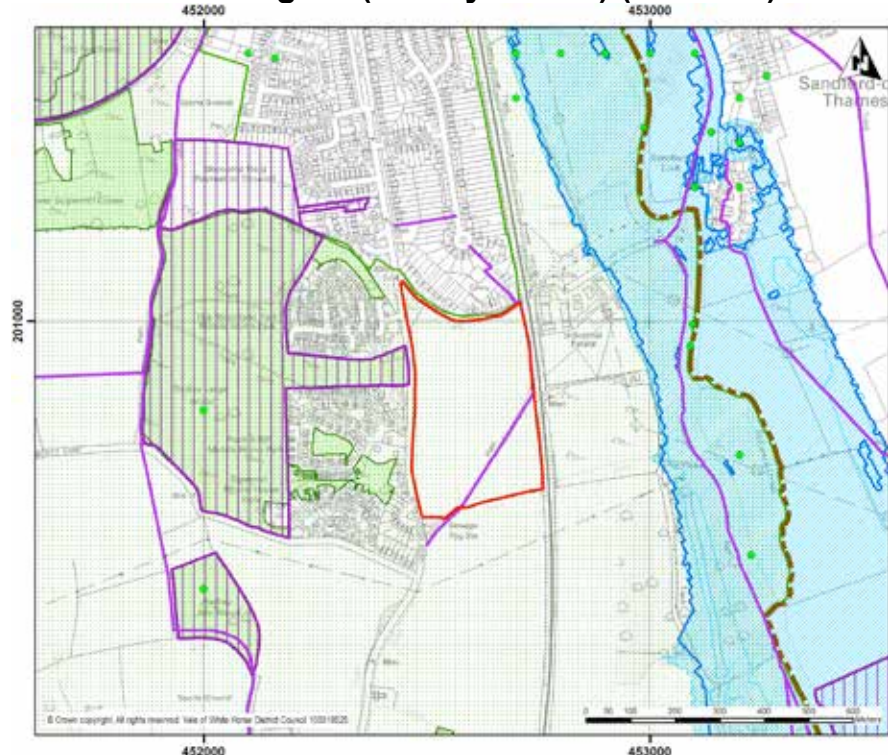
#### **Flood risk and drainage:**

- 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.

### 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.

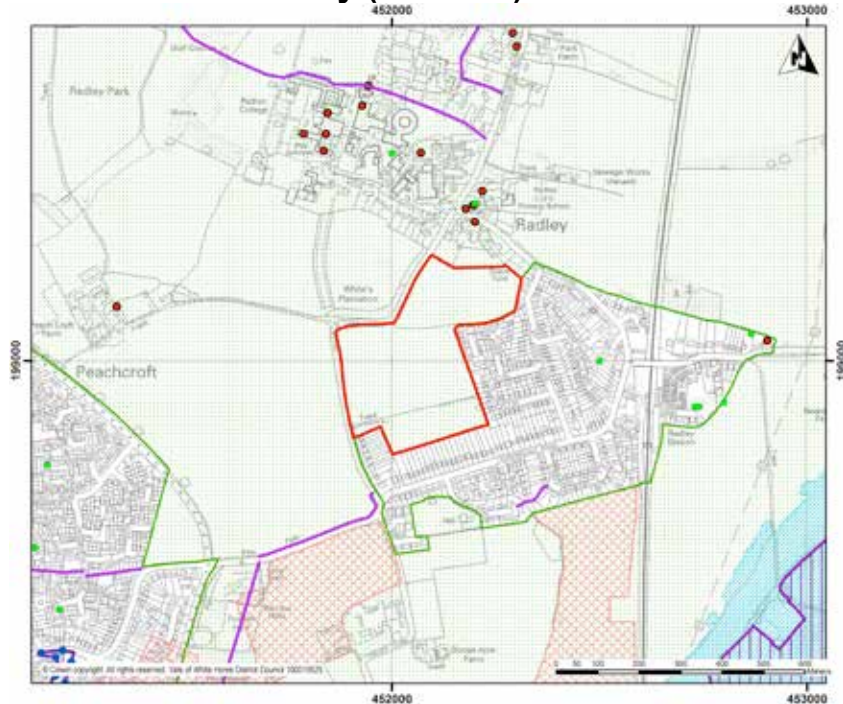
#### **Flood risk and drainage:**

- Investigate the flooding potential of the stream which passes through the site and propose appropriate mitigation measures (if necessary).

### 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.

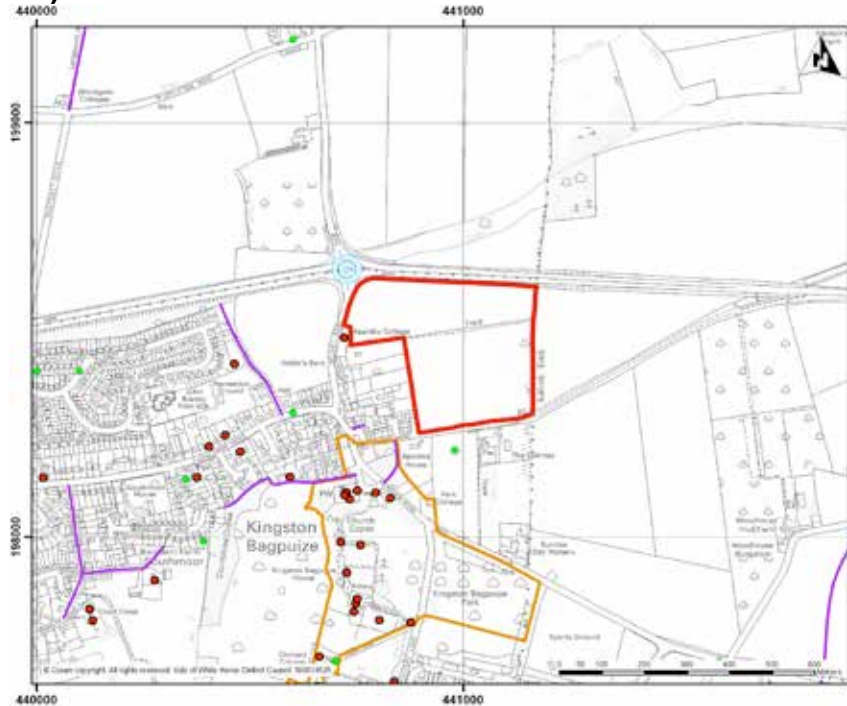
#### **Landscape considerations:**

- 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.

### 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.

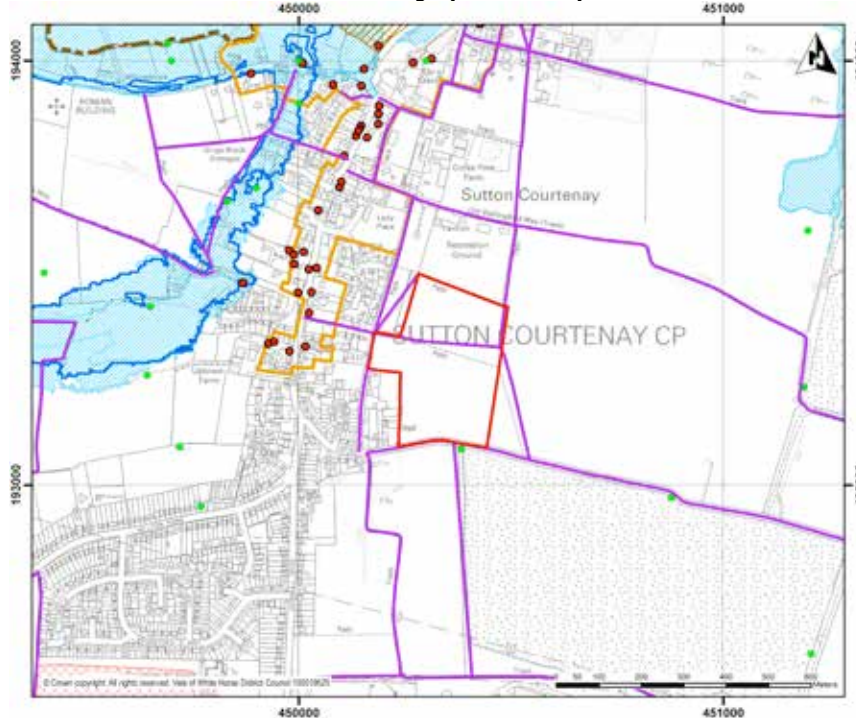
#### **Minerals:**

- 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.



## 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.

### **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).

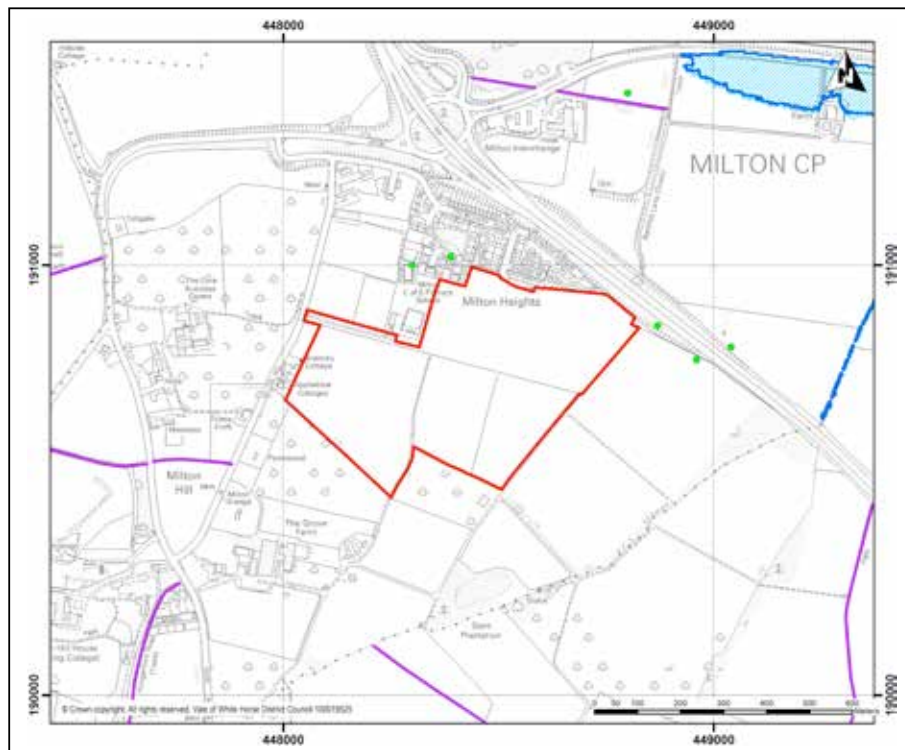
### **Minerals:**

- 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:**

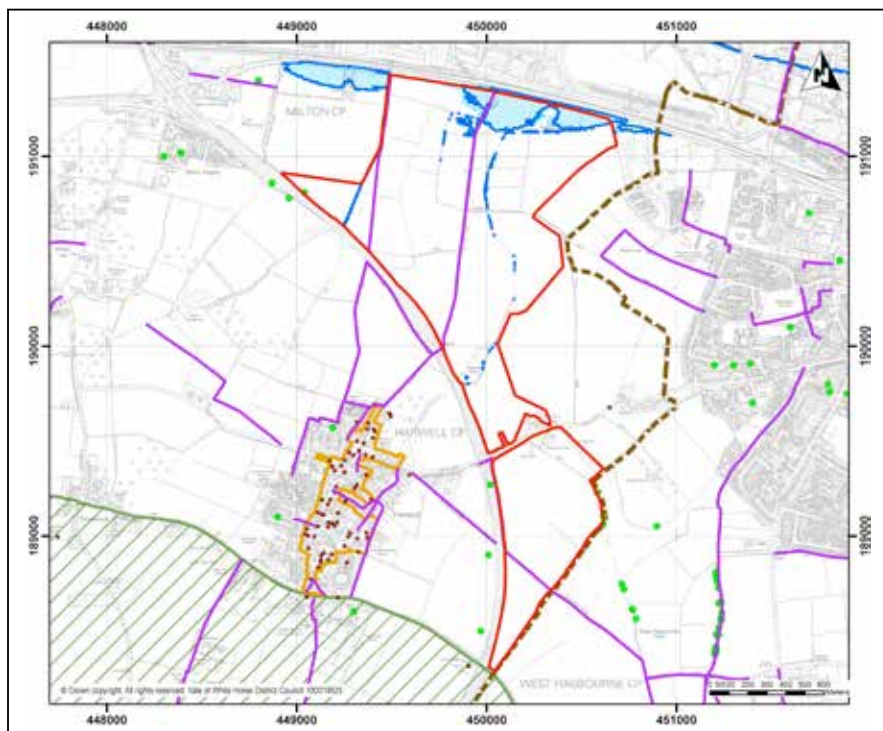
- Investigate areas that are susceptible to flooding and mitigate (if necessary).



## 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:

- 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 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

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

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:
  - local services and facilities on the site;
  - secondary school and district centre at Great Western Park;
  - Didcot Railway Station;
  - Didcot Town Centre;
  - Harwell Campus; and
  - 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.
- 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.

### **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:**

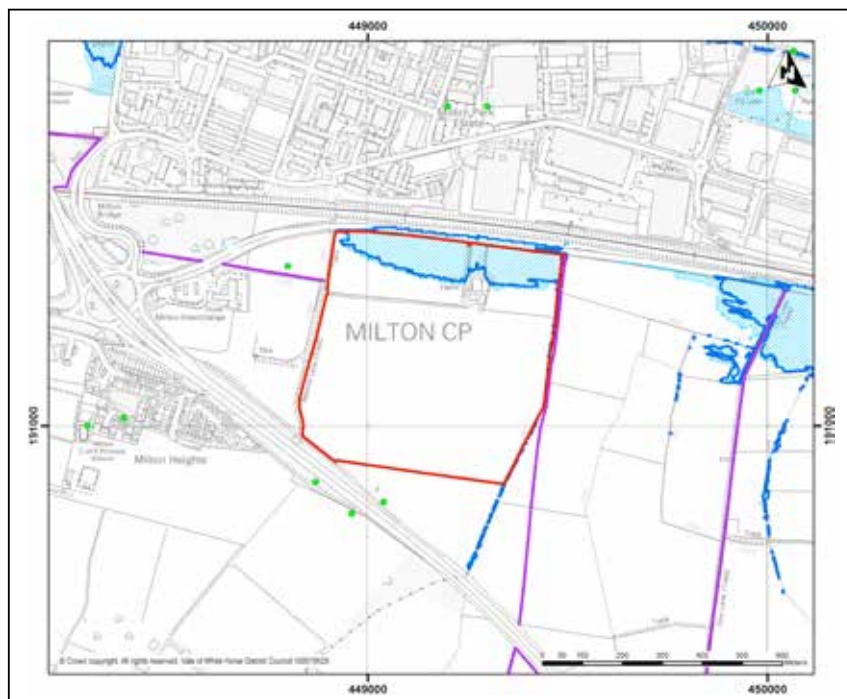
- Drainage Strategy should set out the sewerage infrastructure provision. The sewer route through the site will be protected by an easement. The site will be connected to the sewage treatment works located to the north of Great Western Park.
- No development will be permitted within Flood Zones 2 and 3.
- Areas to the north of the site are susceptible to surface water flooding; investigate and mitigate (if necessary).



## 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:

- 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 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

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

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 offset

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

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

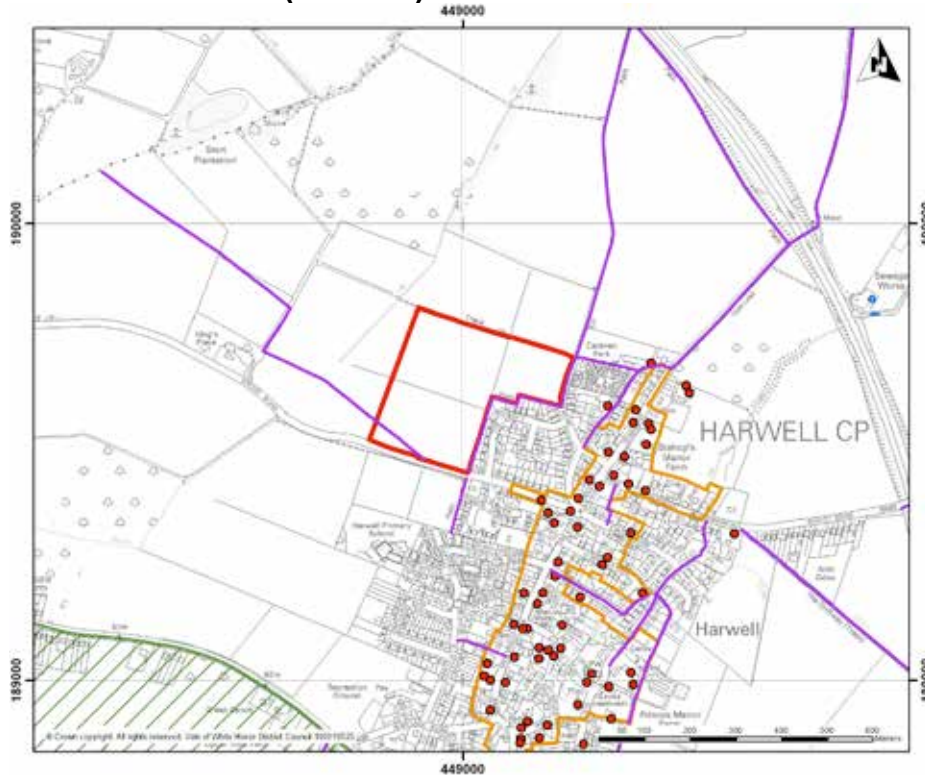
- No development will be permitted within Flood Zones 2 and 3, other than essential infrastructure.
- Areas in the northern part of the site are susceptible to surface water flooding; investigate and mitigate (if necessary).
- Site is considered high risk to groundwater; mitigation measures may be required 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.

## 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.

### **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:**

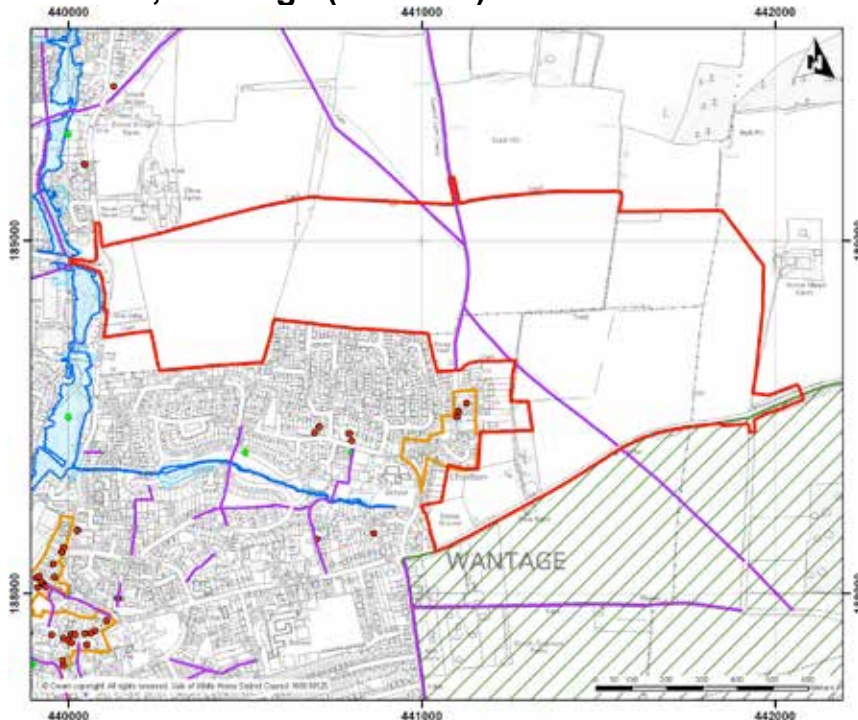
- Parts of the site may be susceptible to surface water flooding; investigate and mitigate (if necessary).
- The site is considered high risk to groundwater and mitigation measures may be required to prevent any detrimental impact on groundwater quality.
- An intrusive ground investigation and remediation 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.

Science Vale.

### 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

#### 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.

## 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.

- 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:**

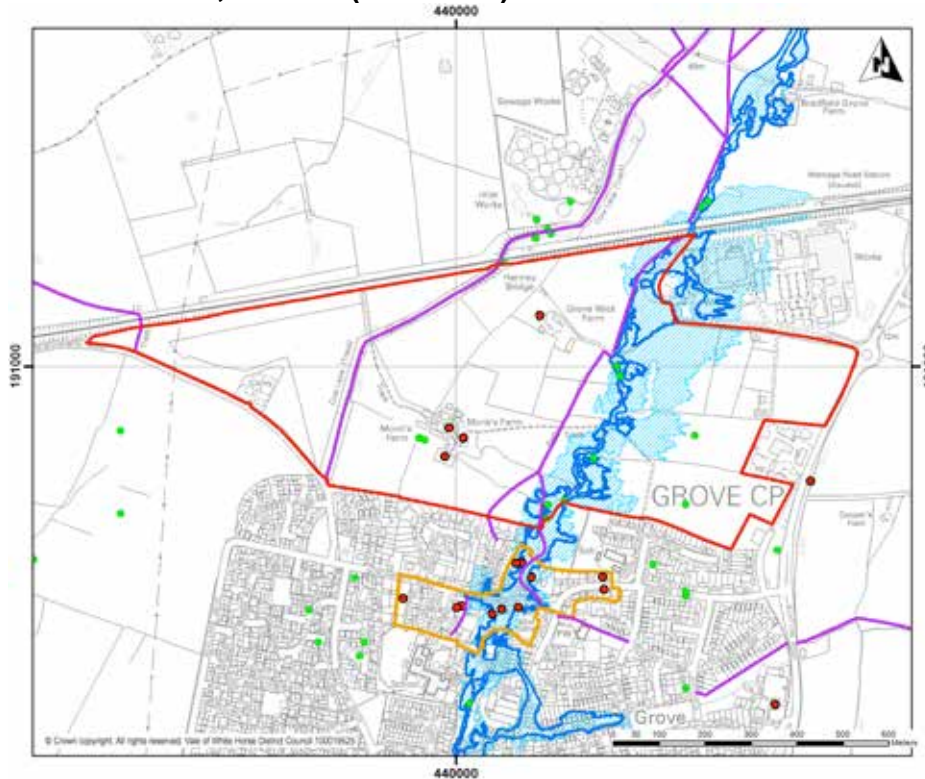
- Contribute towards the identified Green Infrastructure deficit in the area surrounding Wantage.



## 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

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. 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

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Wantage and Grove.

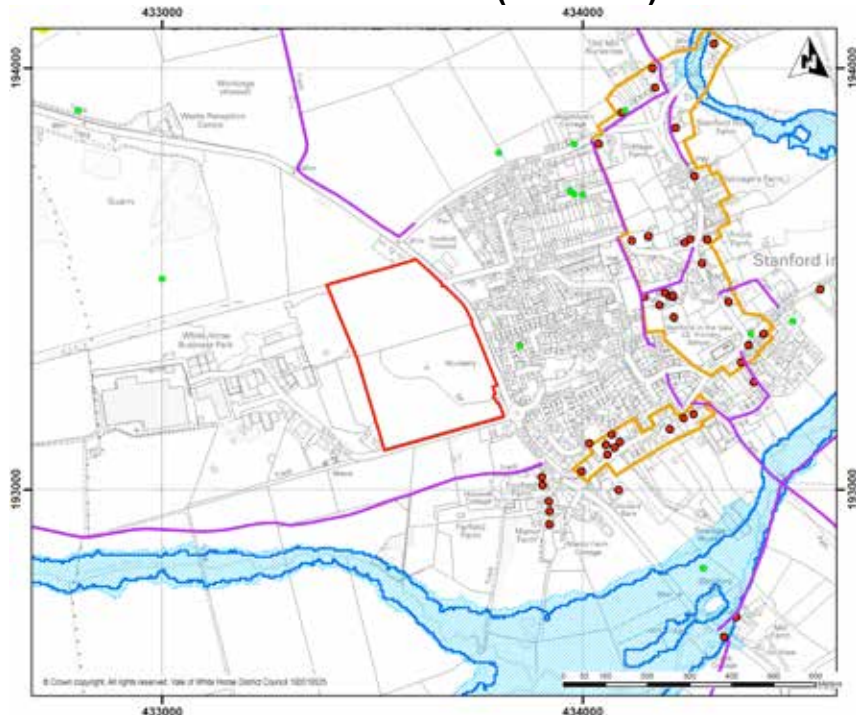
### **Flood risk and drainage:**

- 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

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

### **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.

## 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

In addition to the general requirements set out in section two, development will be required to meet the following infrastructure requirements.

### **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:**

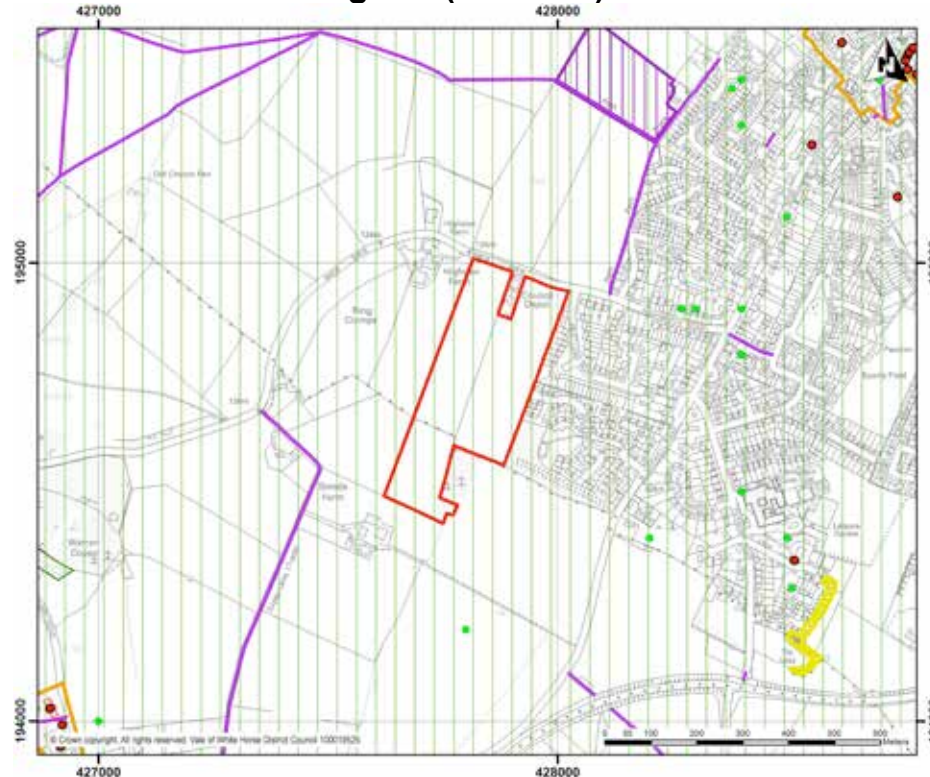
- A Flood Risk Assessment/surface water drainage strategy should include consideration of any areas of the site which are susceptible to surface water flooding. Appropriate mitigation measures will need to be implemented (if necessary).

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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.

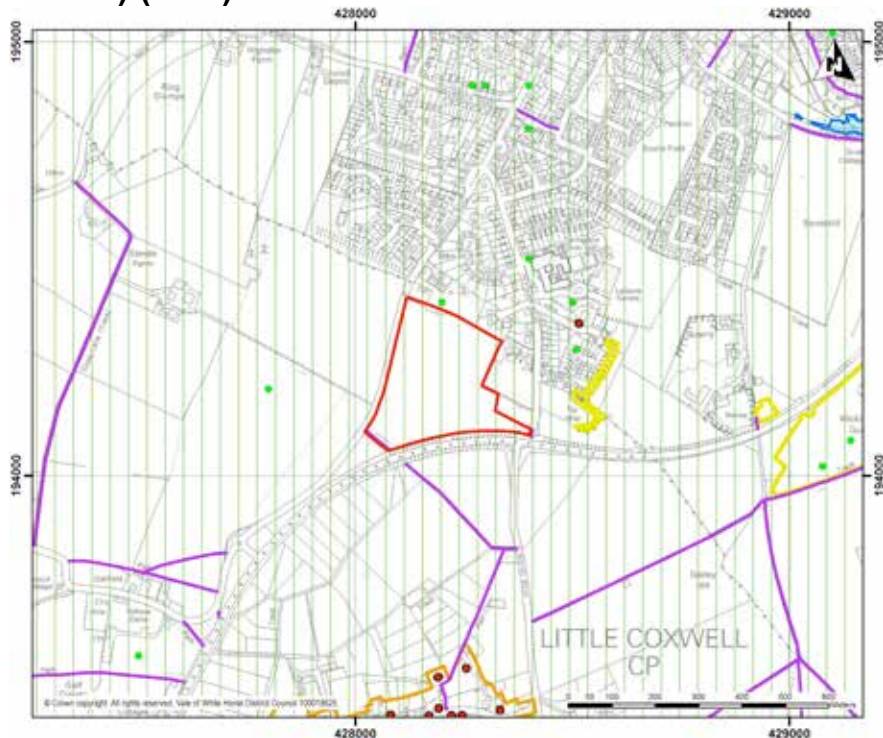
### **Biodiversity and Green Infrastructure:**

- 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.

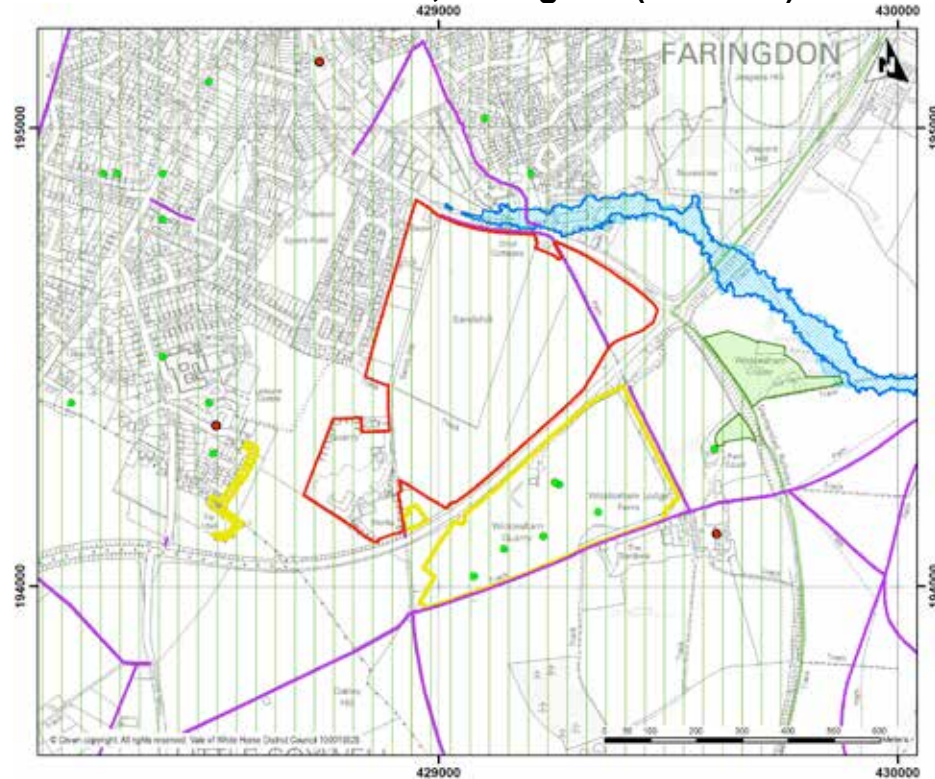
### **Flood risk and damage:**

- 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).

## 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 Sandhill 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.

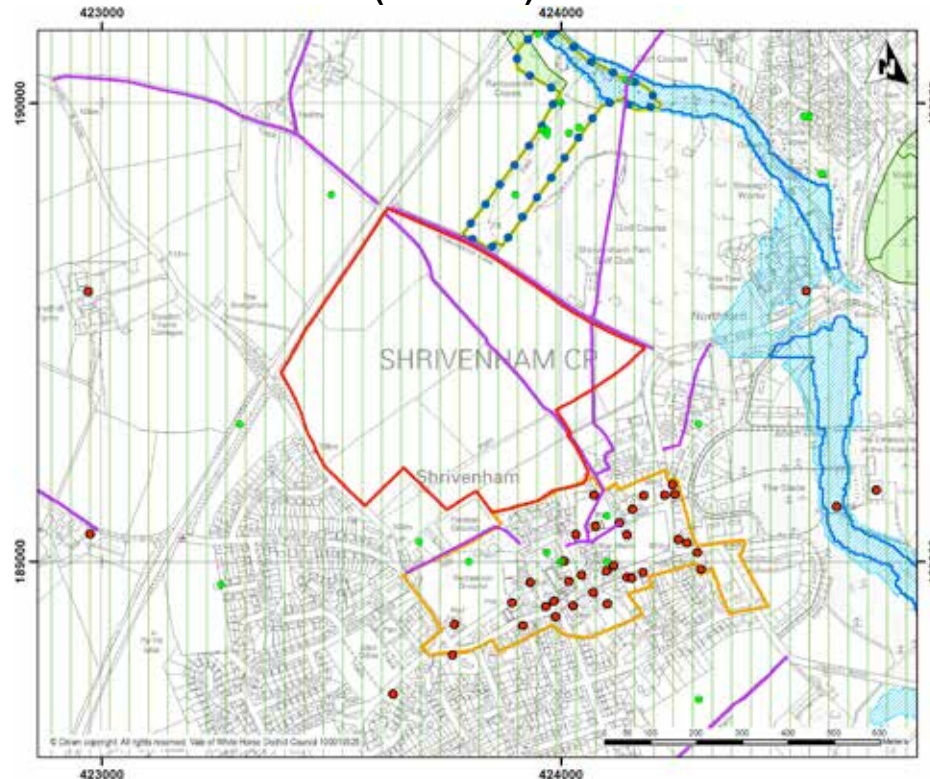
### **Historic environment and cultural heritage:**

- 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:
  - organising and implementing an archaeological investigation; and
  - 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.

- 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:**

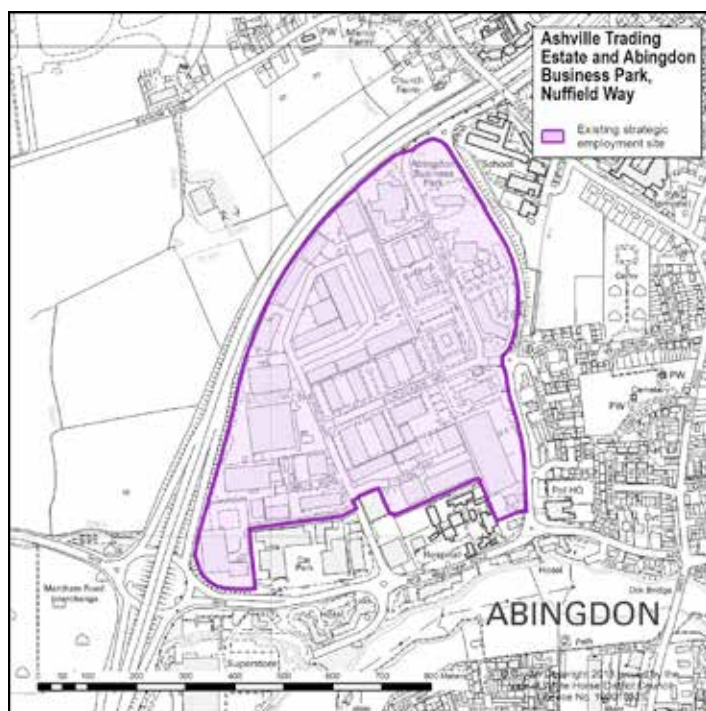
- Undertake a tree survey to establish which trees should be retained.
- Demonstrate that development will not affect the hydrological systems which feed into the Tuckmill Meadows Site of Special Scientific Interest (SSSI), which is located in close proximity to the site to the north east.
- Contribute 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

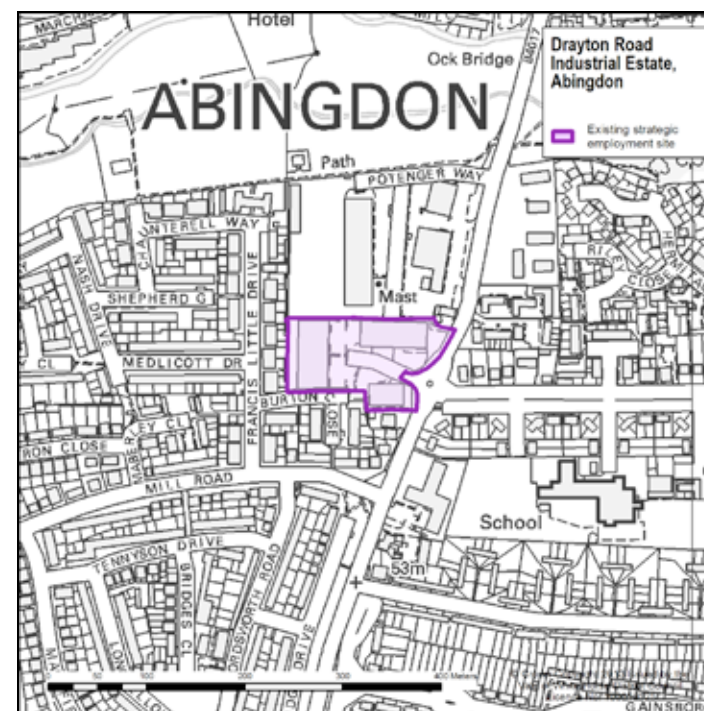
The maps below show the areas identified as existing strategic employment sites. These sites will be safeguarded for employment uses in accordance with **Core Policy 29: Change of use of existing employment land and premises.**

Maps of Milton Park and Harwell Campus are provided in **Appendix C**, and hence are not included below.

### Abingdon-on-Thames



B1

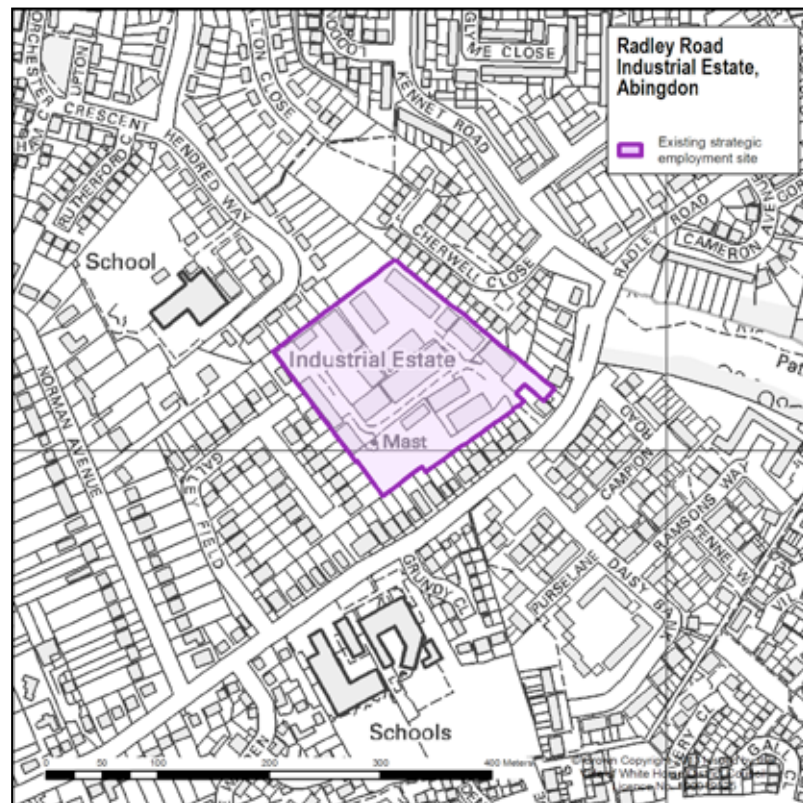


B2

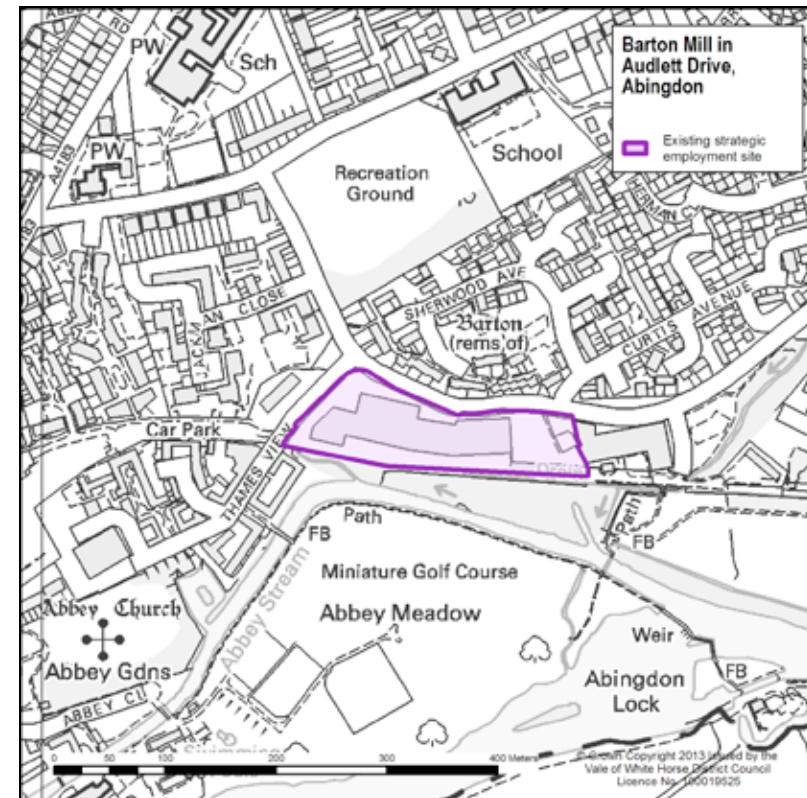
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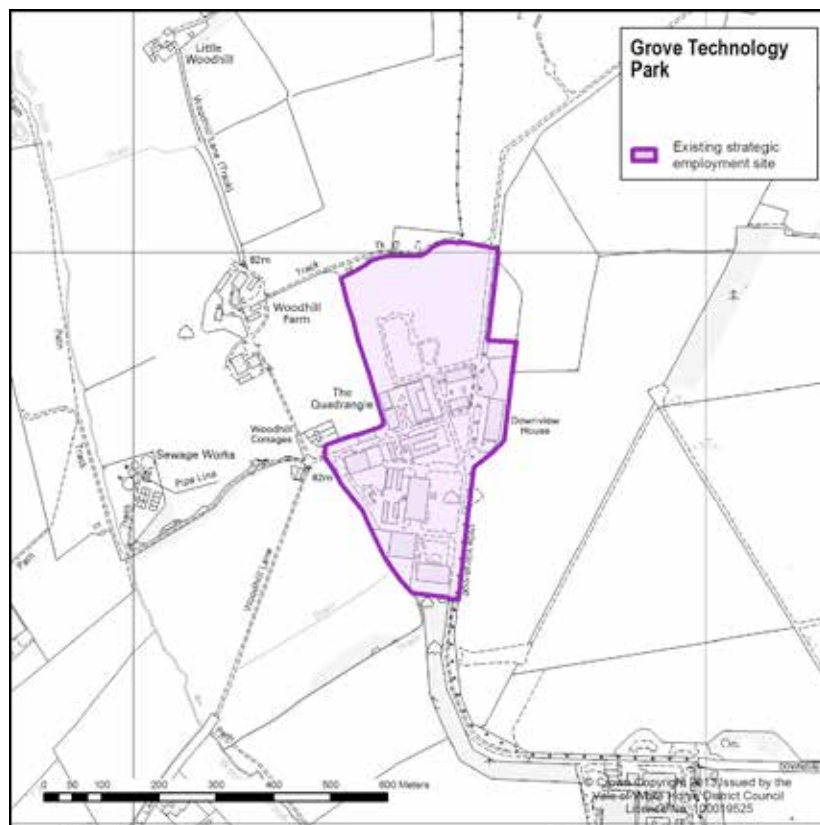


B5

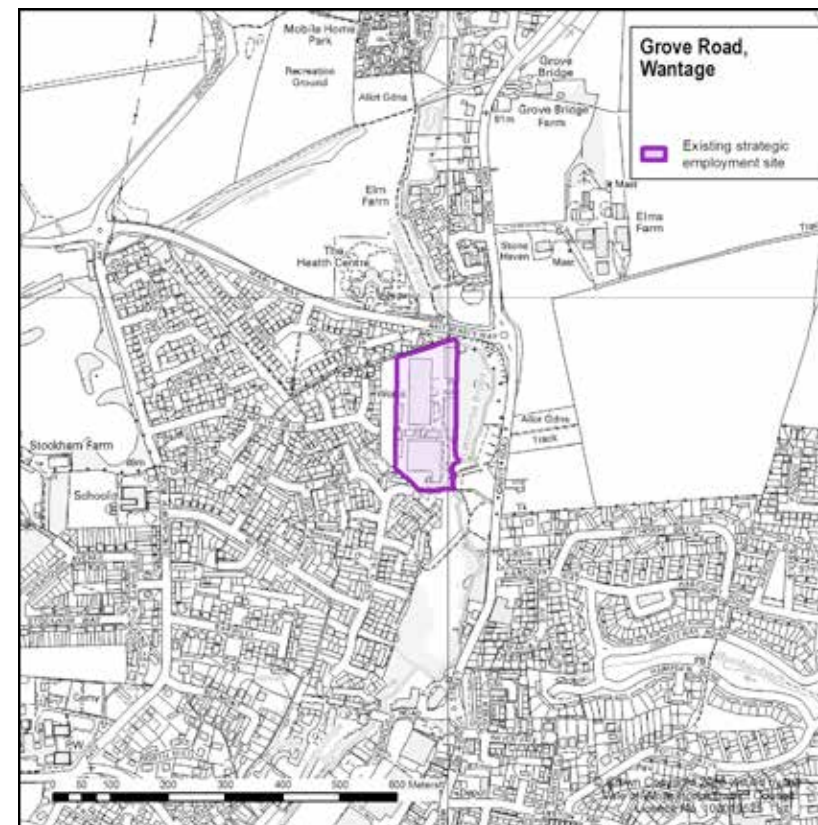


B6

## Wantage and Grove

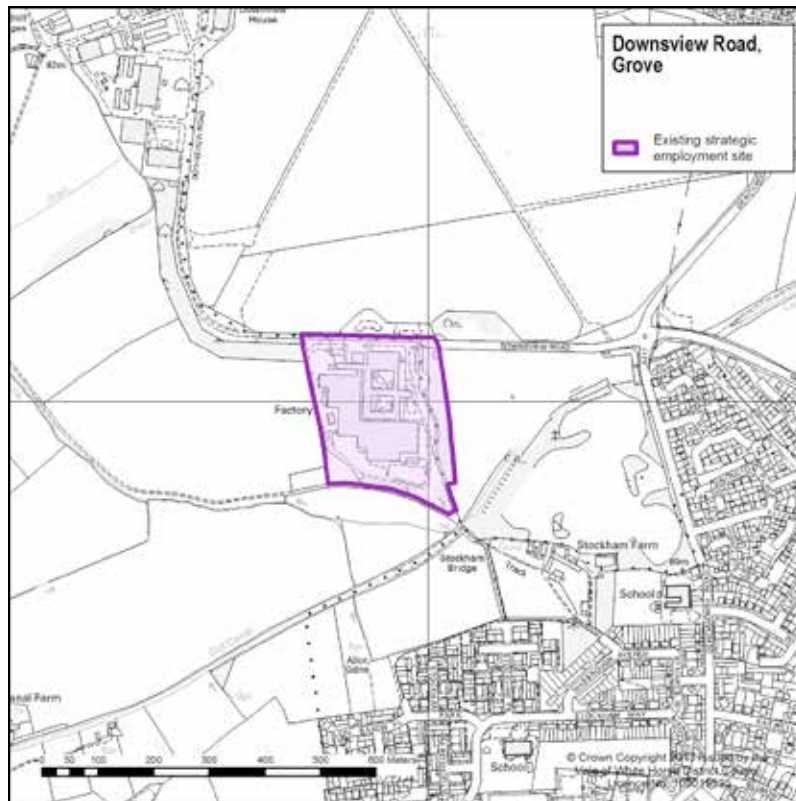


B7

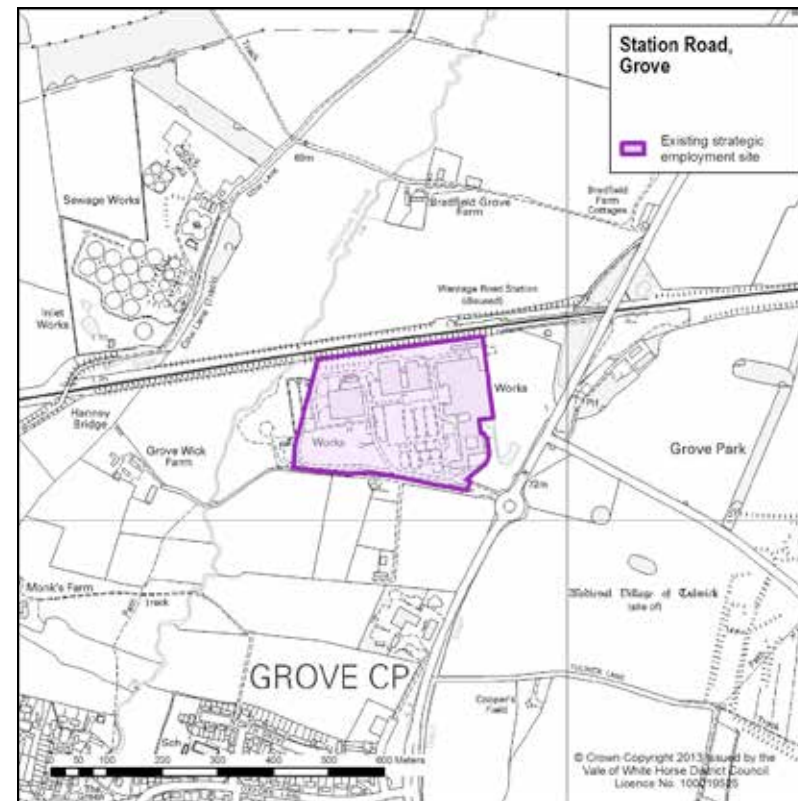


B8





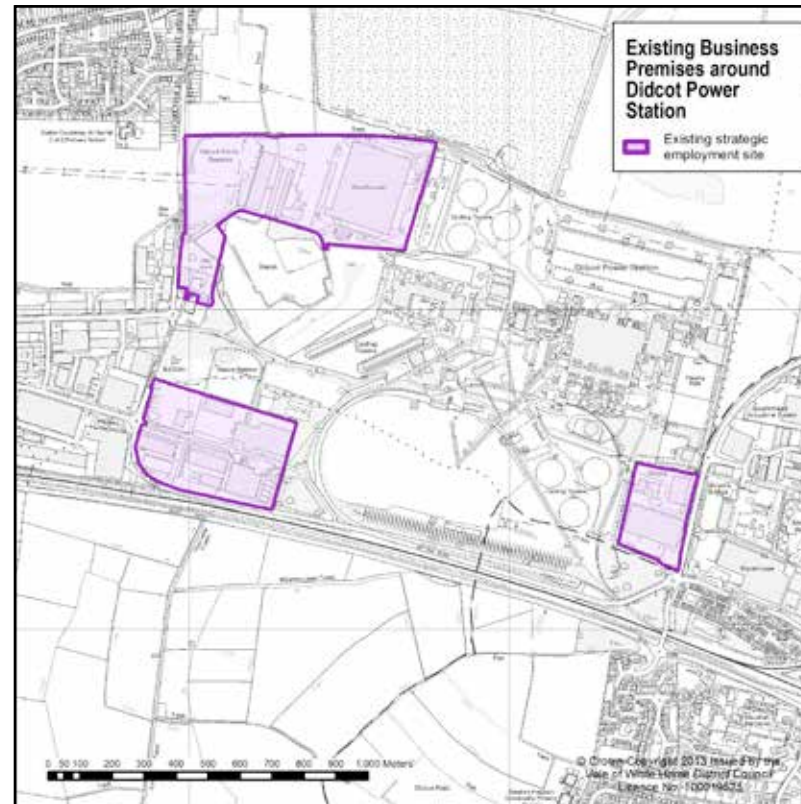
B9



B10

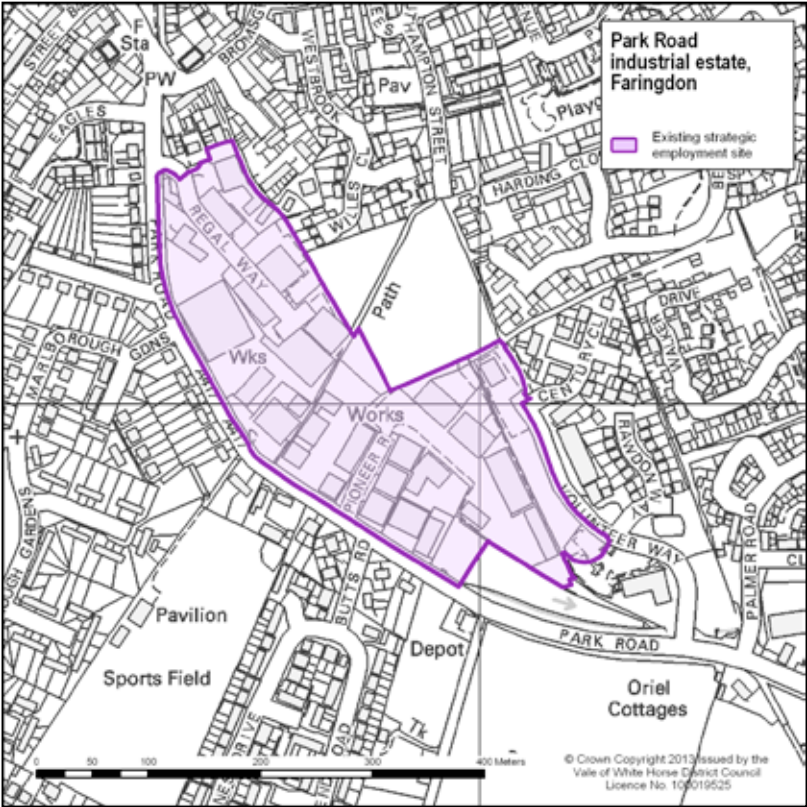


## Didcot area



B11

Faringdon

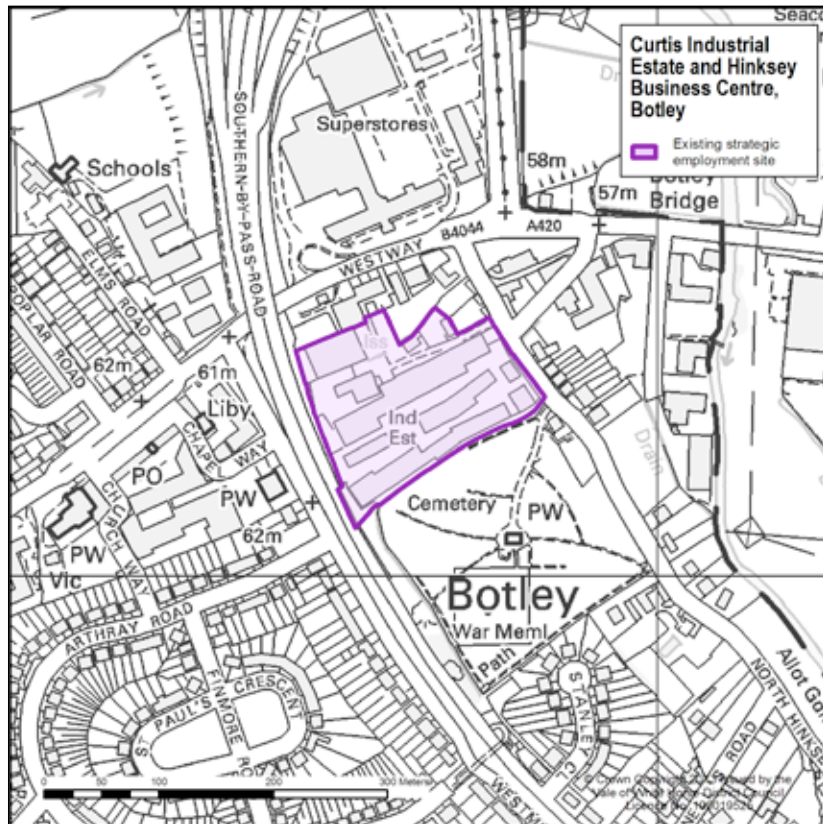


B12

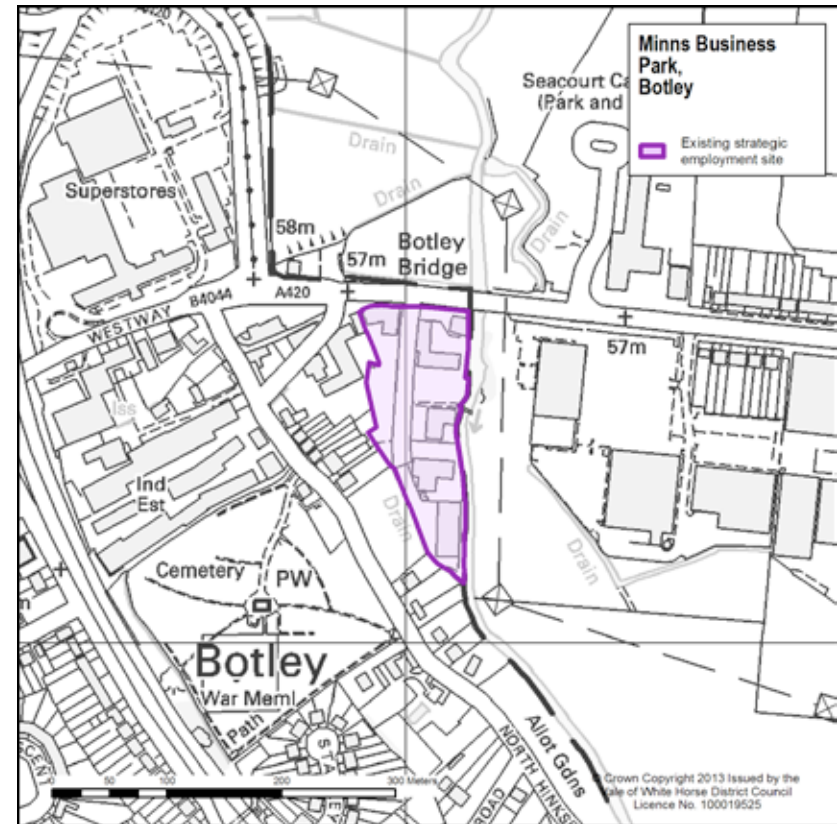


B16

## Botley

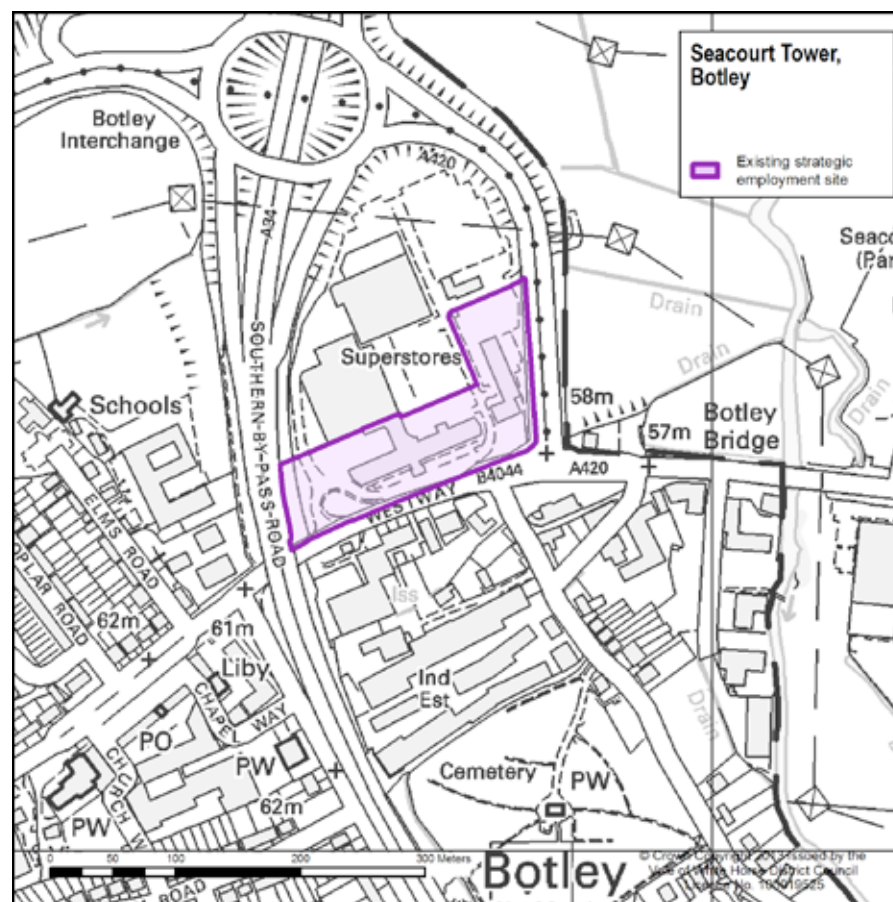


B13



B14





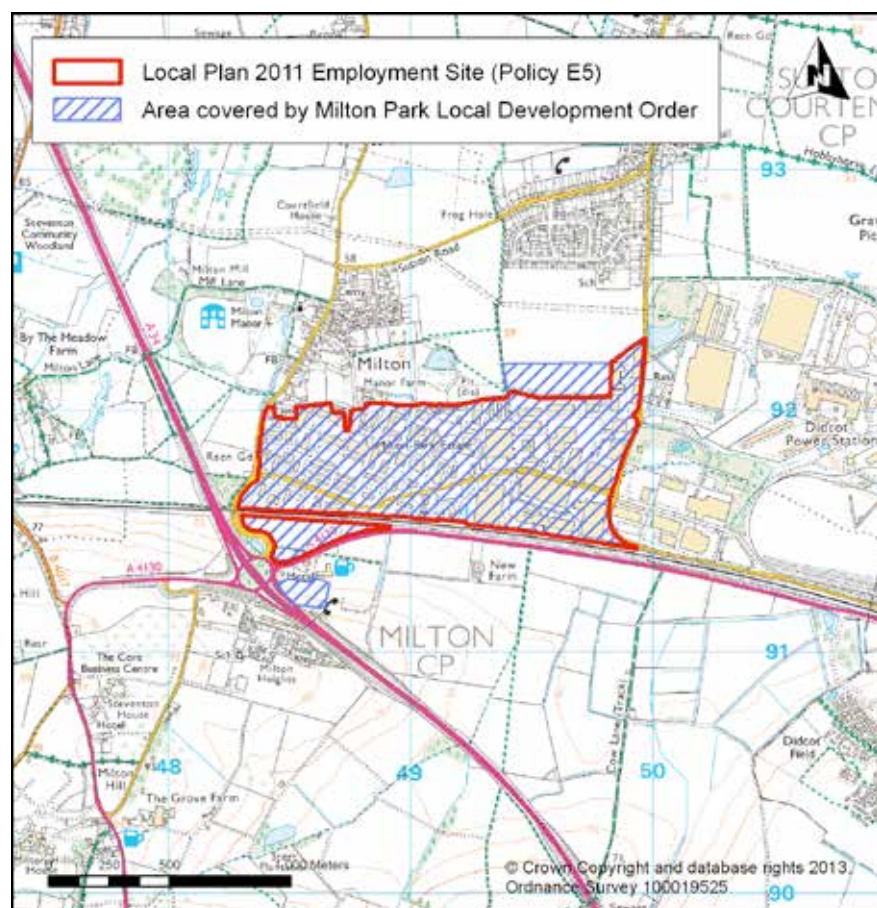
B15

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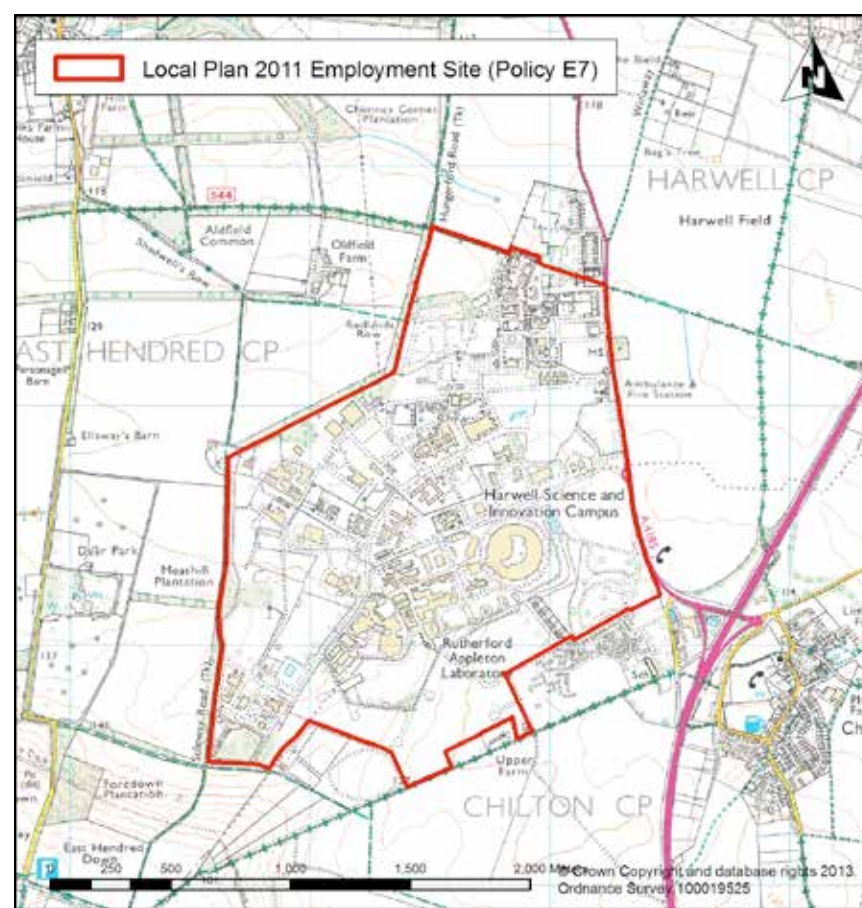
## Appendix C: Site maps for Milton Park and Harwell Campus

Milton Park



C1

Harwell Campus



C2

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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<sup>1</sup>

Tubney Wood

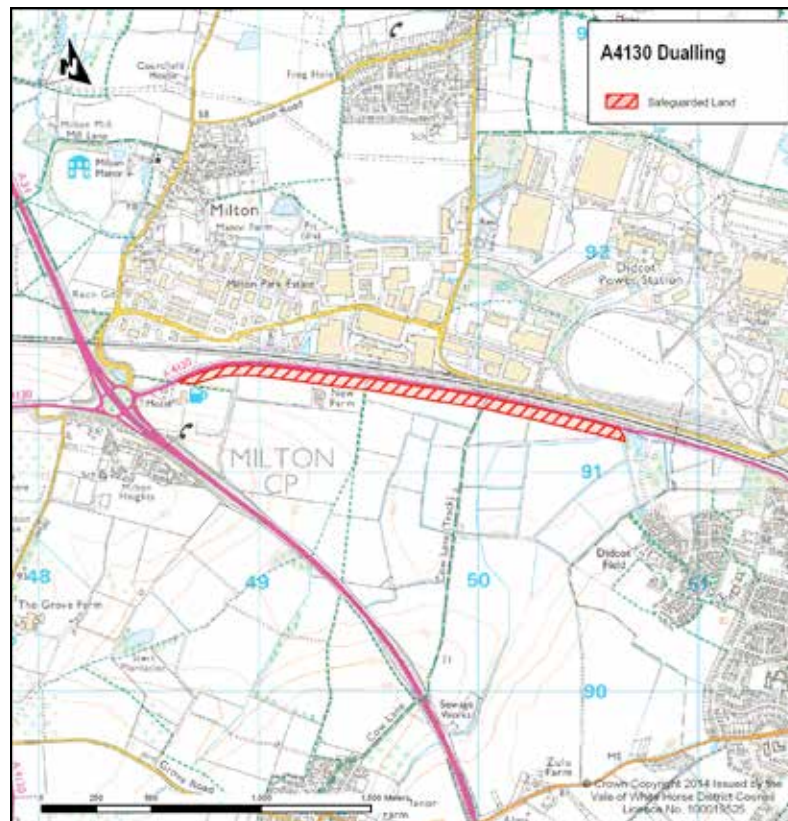
Oxford Instruments

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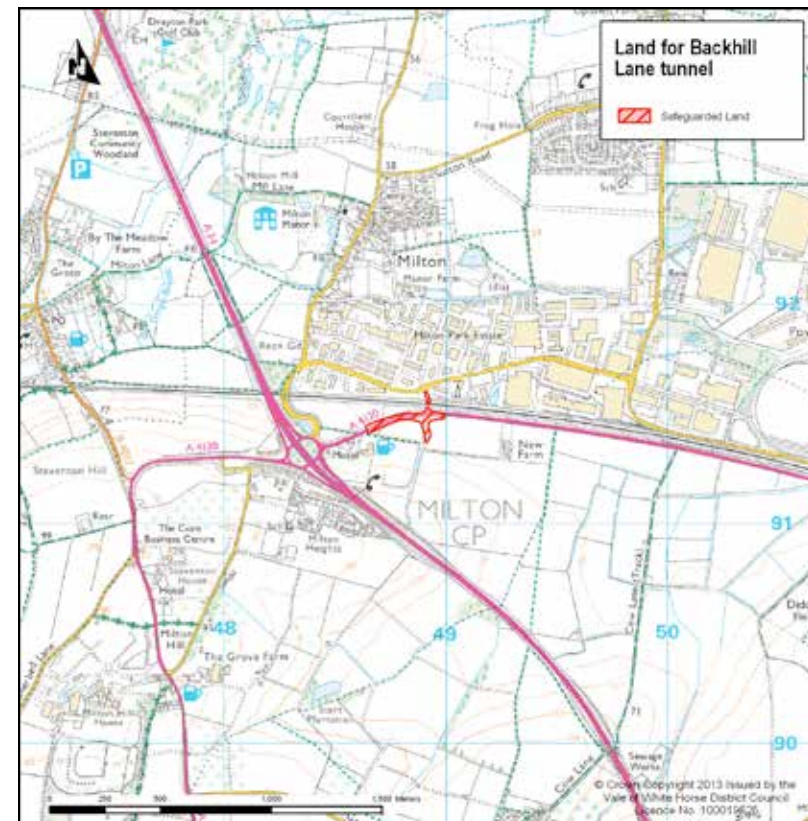
<sup>1</sup> The Amey site in Sutton Courtenay has outline planning permission for housing as at 9 April 2013

## 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)

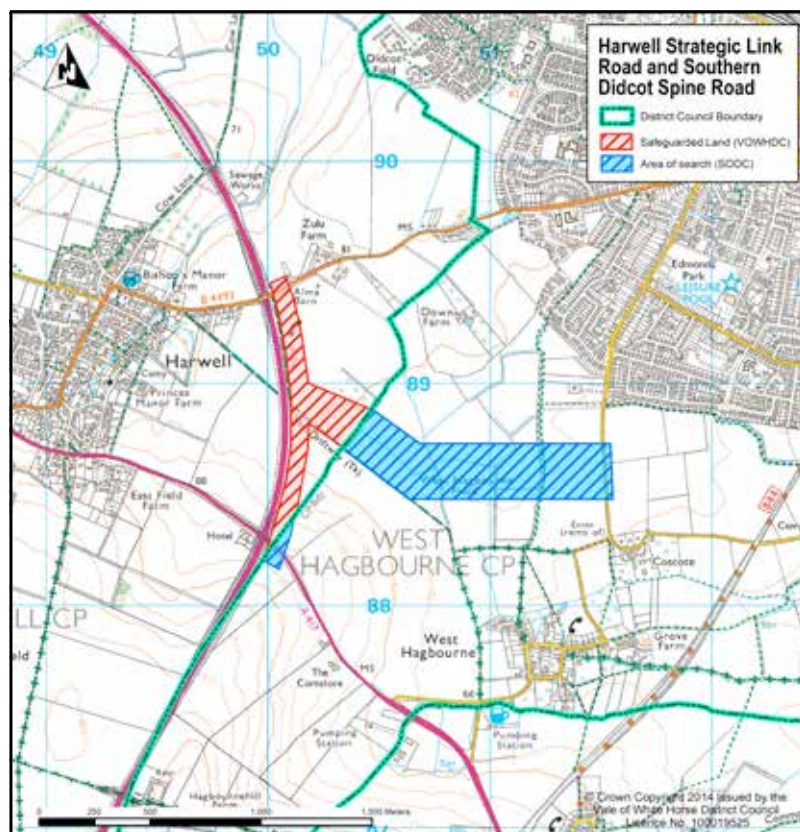


E1

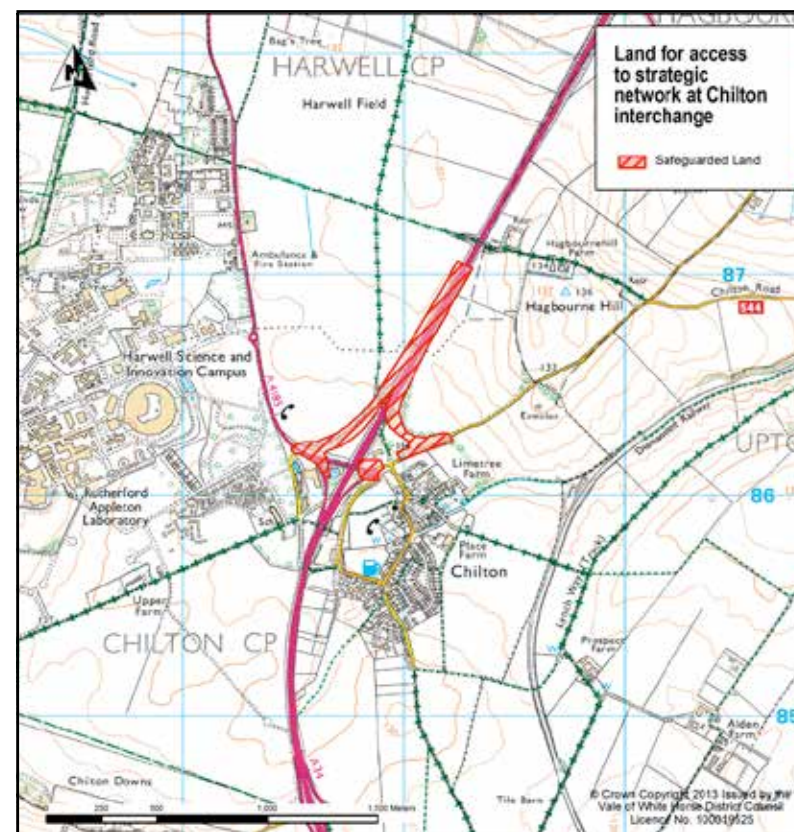


E2

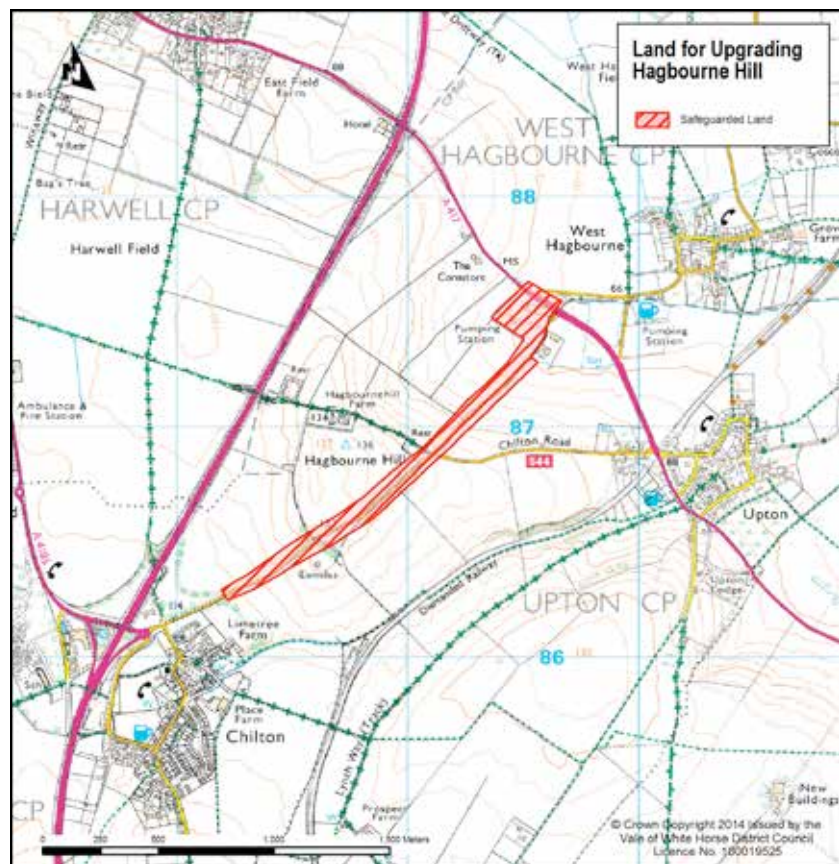




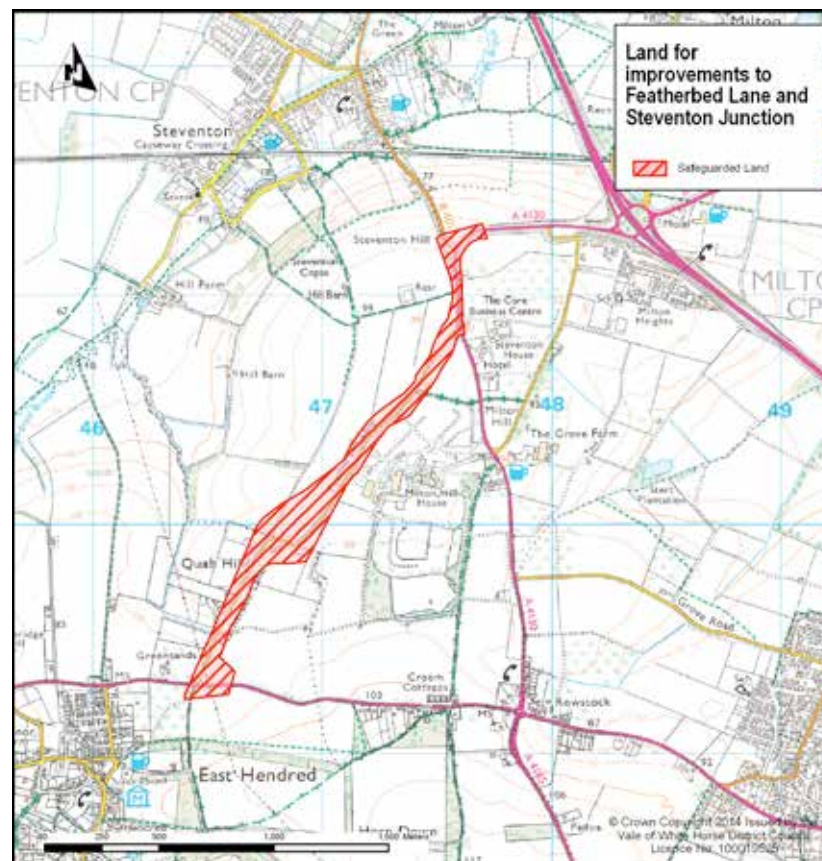
E3



E4

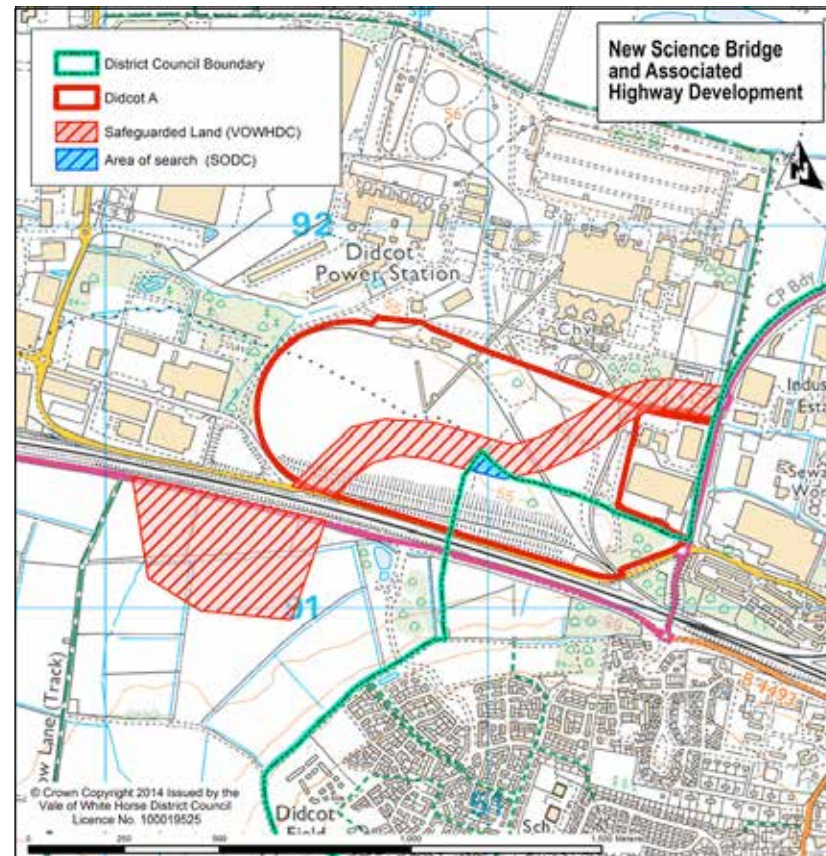


E5

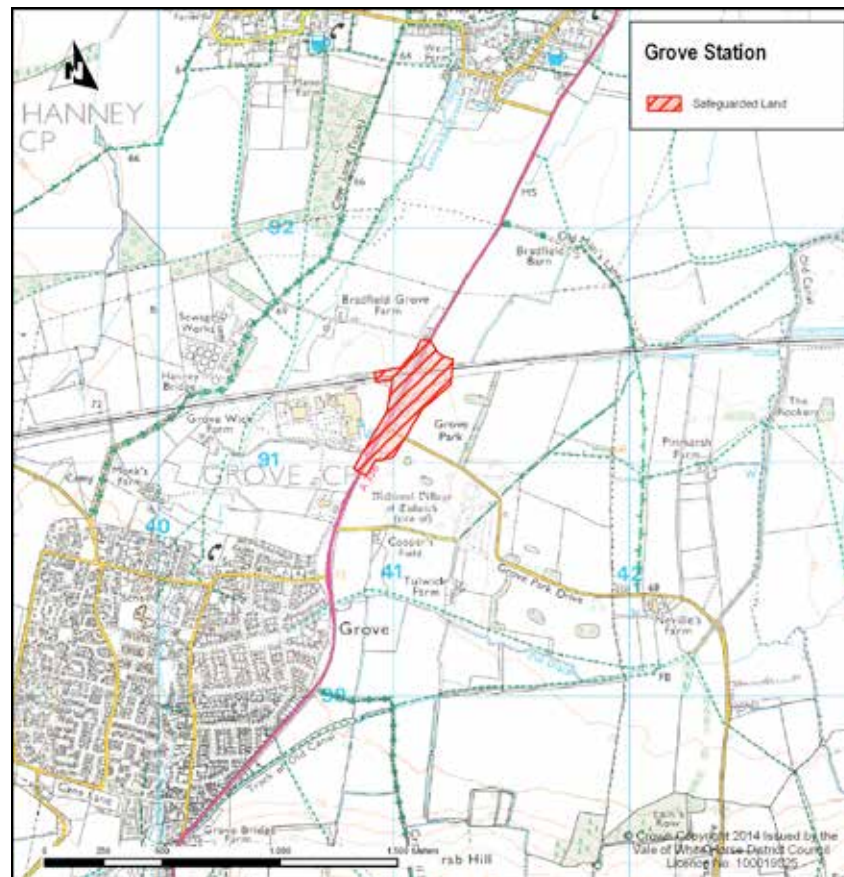


E6



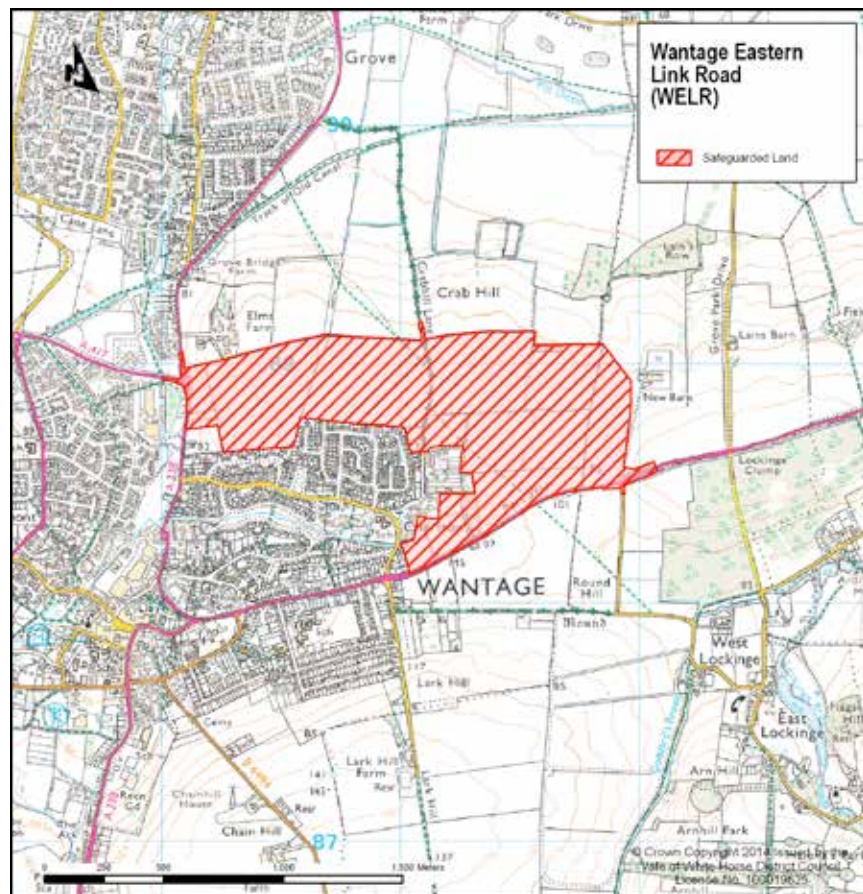


E7

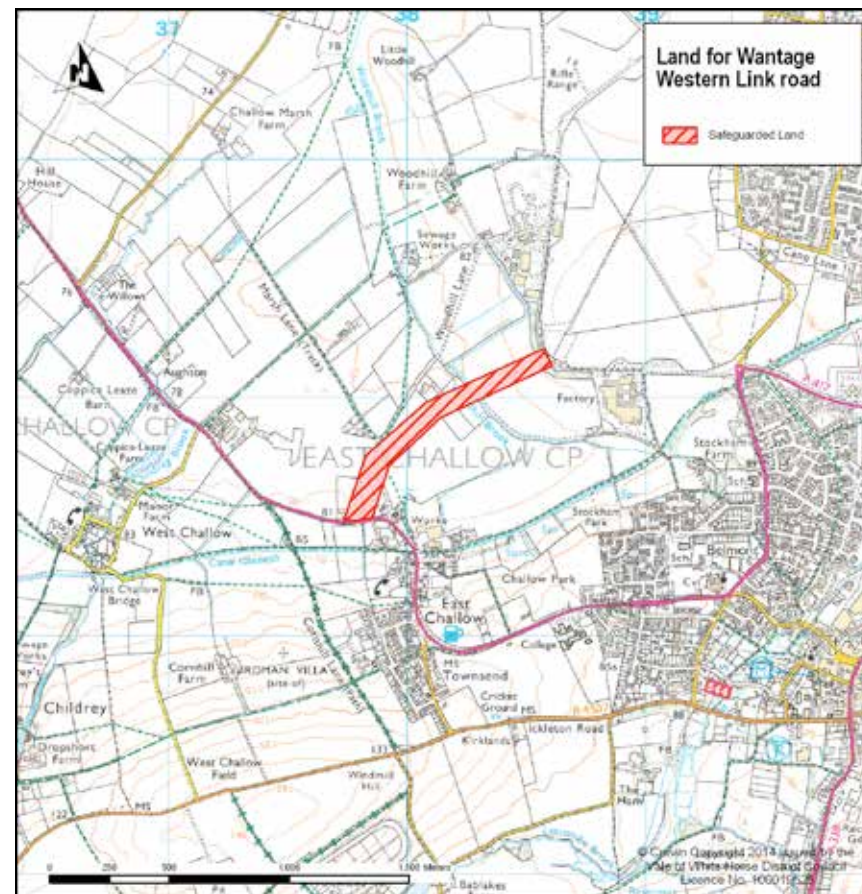


E8



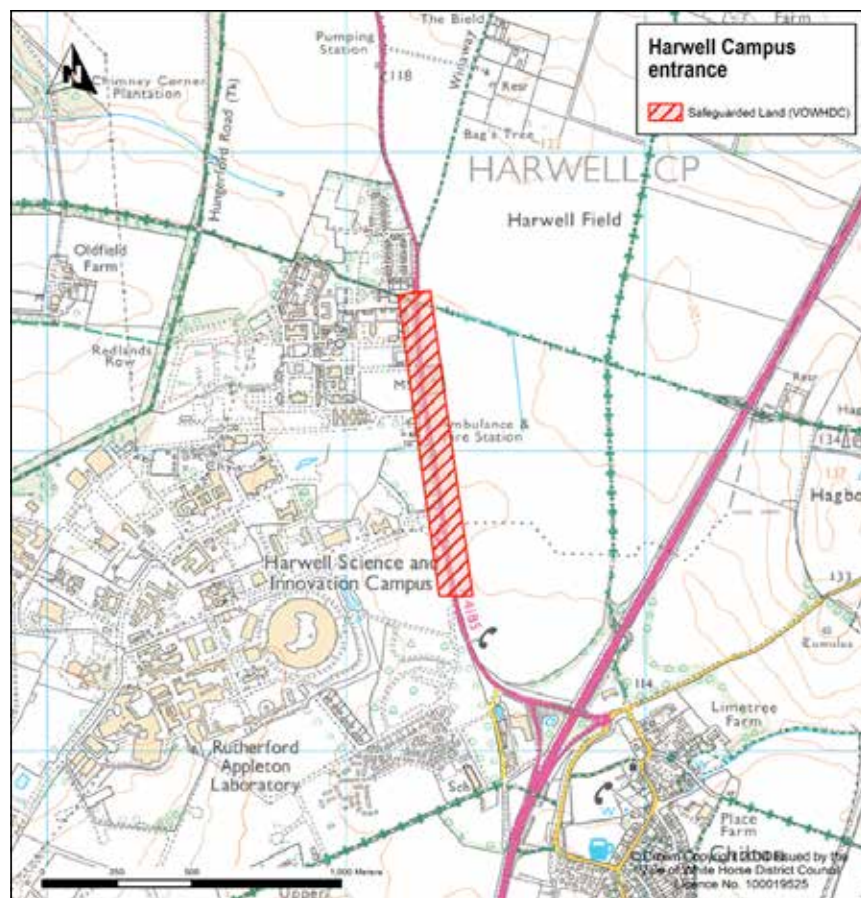


E9

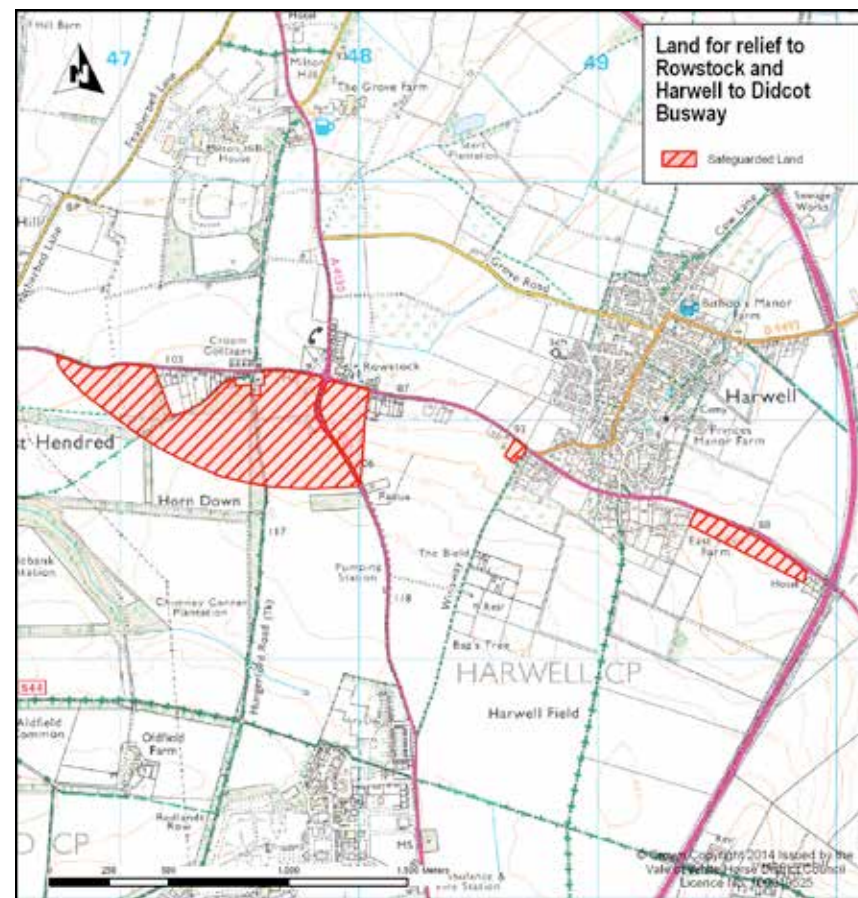


E10

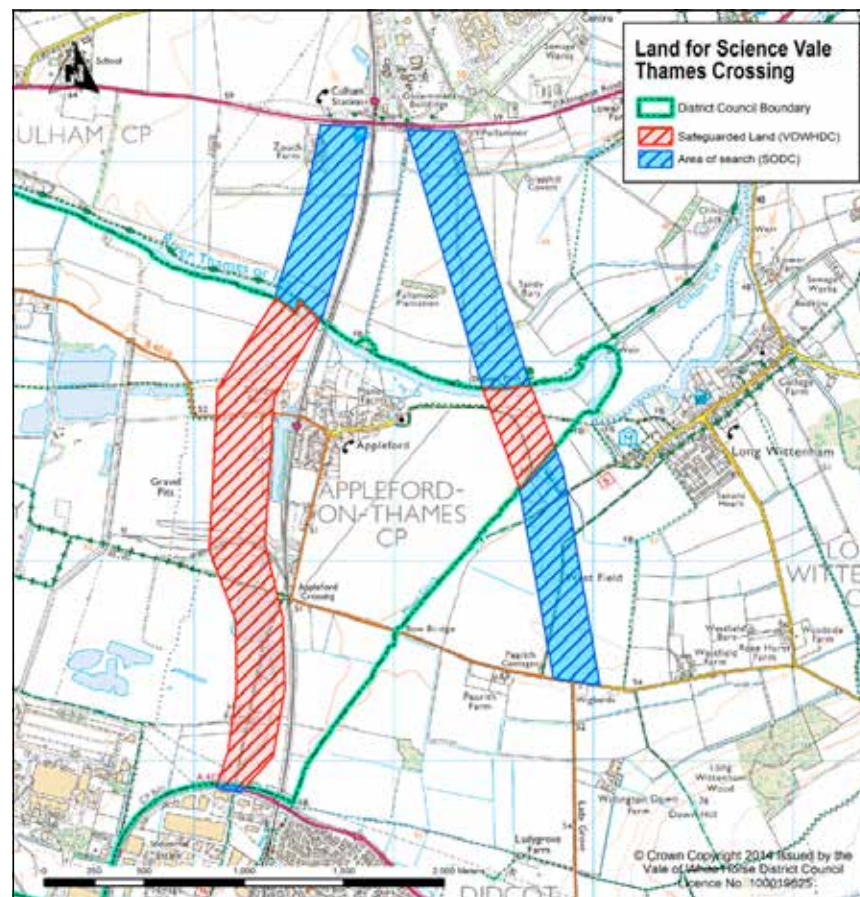




E11



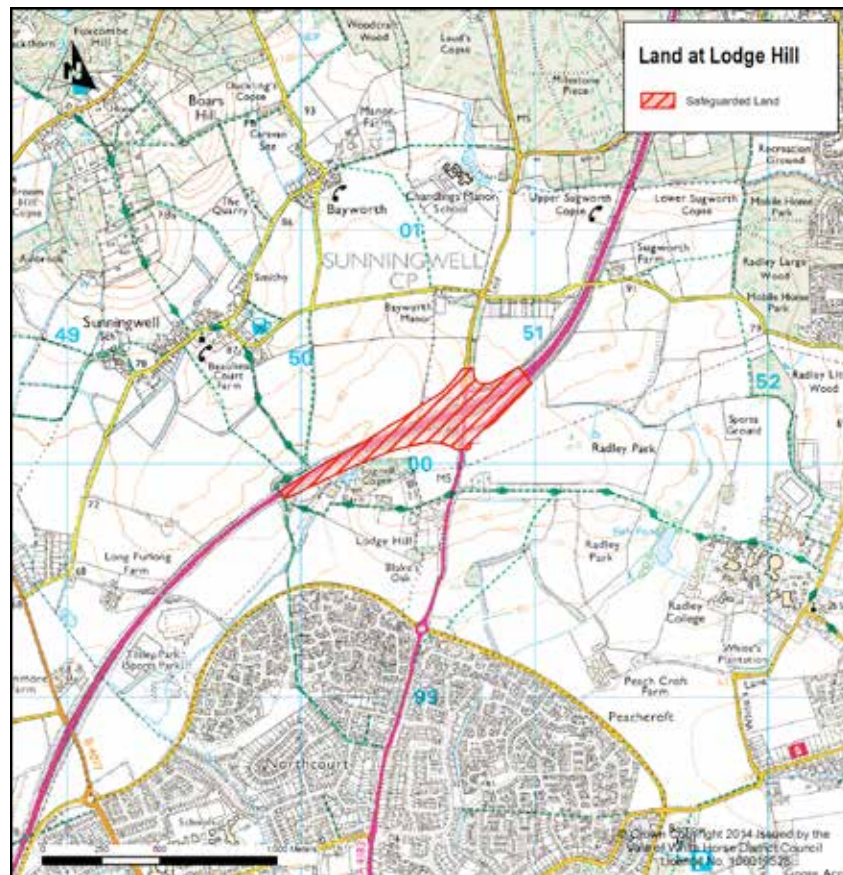
E12



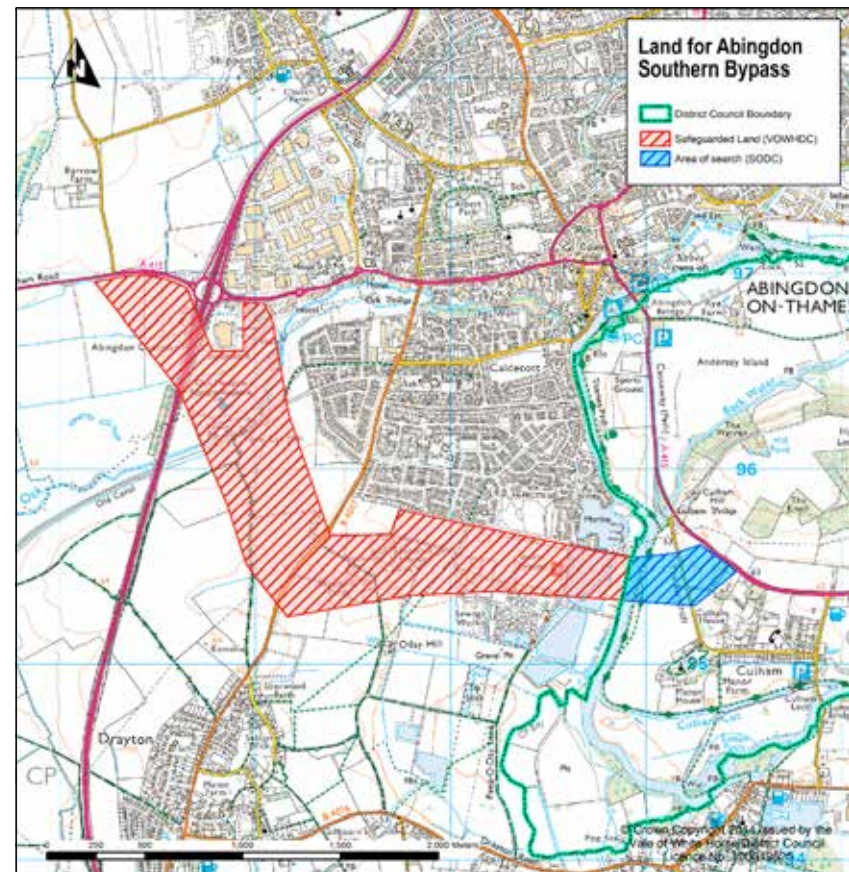
E13



**Indicative maps showing safeguarding of land for transport schemes in the Abingdon and Oxford Fringe Sub-Area (Core Policy 12)**



E14



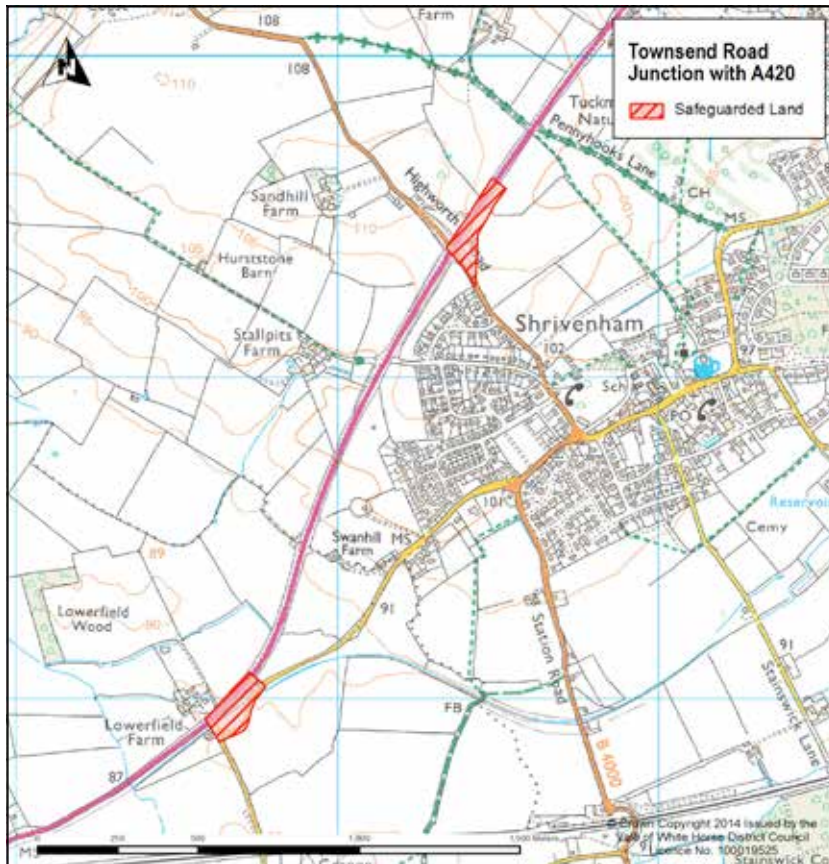
E15



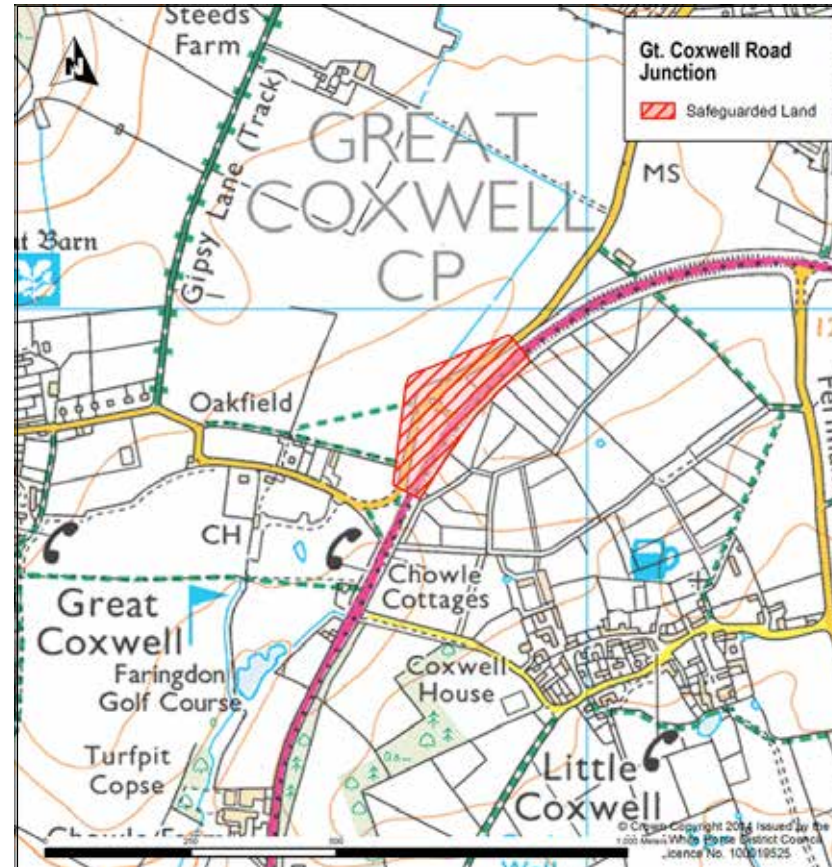


E16

**Indicative maps showing safeguarding of land for transport schemes in the Western Vale Sub-Area (Core Policy 21)**



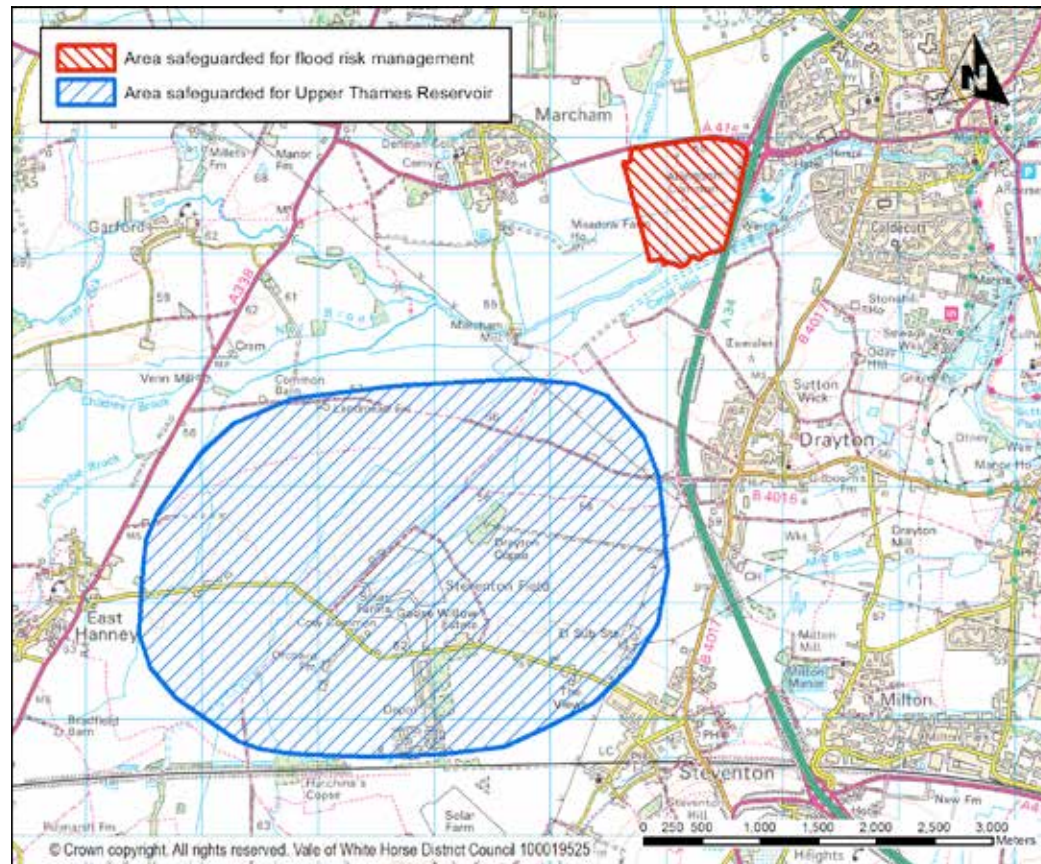
**E17**



**E18**

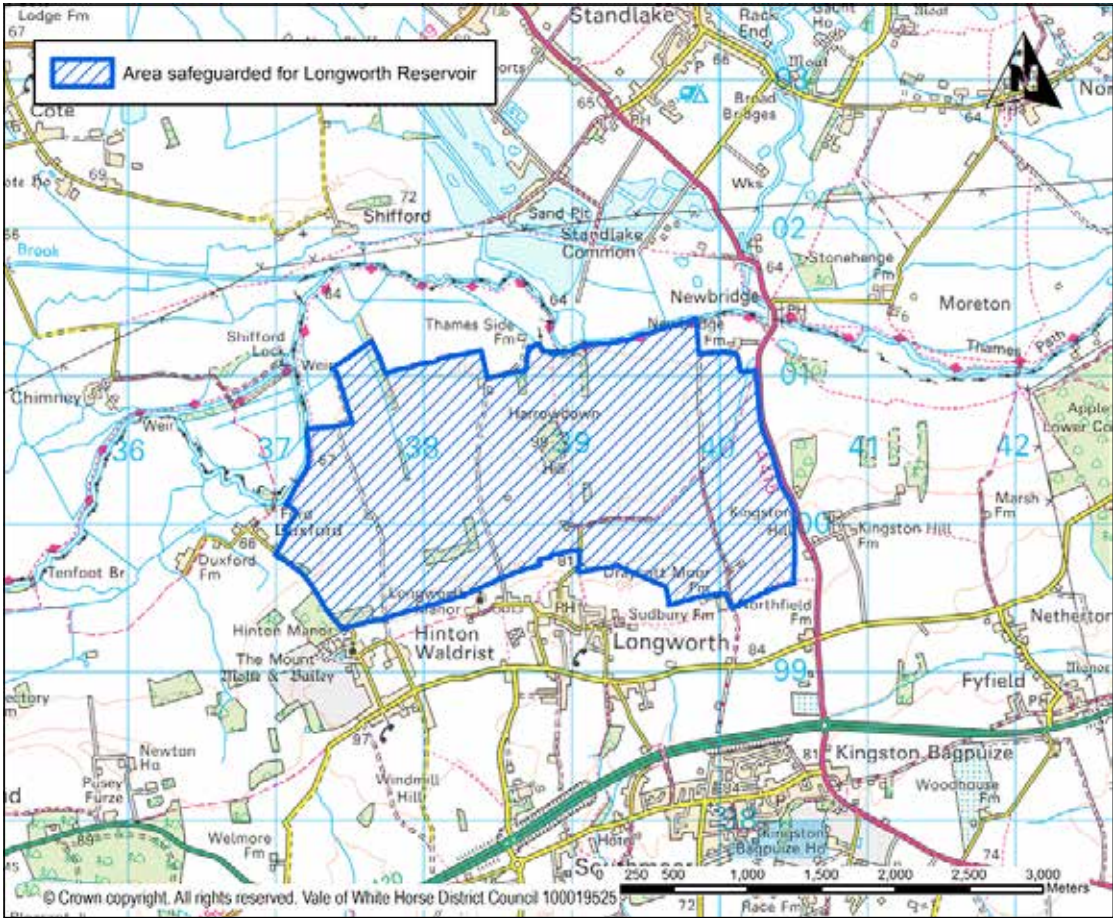


## Appendix F1: Land for safeguarding for proposed reservoir between the villages of Drayton, East Hanney and Steventon



F1

**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

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## **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)

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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

## 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.	

Local Plan Policies	Indicators	Targets	Action
<b>CP7: Providing Supporting Infrastructure and Services</b>	<b>Progress of essential strategic infrastructure items.</b>	<b>To deliver strategic infrastructure items in accordance with the timeframes identified within the Infrastructure Delivery Plan.</b>	<b>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.</b>
	<b>Progress of other strategic infrastructure items.</b>		
	<b>Funding and monies received and spent.</b>	<b>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.</b>	
<b>CP8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area</b>	<b>Number of dwellings permitted and completed by location and strategic allocation.</b>	<b>To permit and deliver the amount of dwellings planned for the Sub-Area.</b>	<b>Undertake measures set out in CP47.</b>
	<b>Quantum of land and uses permitted for employment at strategic sites and allocations.</b>	<b>To permit and deliver 3.20 net hectares of employment land as planned for the Sub-Area.</b>	
<b>CP9: Harcourt Hill Campus</b>	<b>Progress of masterplan for Harcourt Hill Campus Site.</b>	<b>To agree a masterplan for Harcourt Hill Campus site which guides any subsequent planning application.</b>	<b>Liaise with stakeholders to establish challenges around developing a masterplan. Consider prioritising resource to progress masterplan.</b>
<b>CP10: Abbey Shopping Centre and the Charter, Abingdon-on-Thames</b>	<b>Status and type of planning permissions granted at Abbey Shopping Centre and the Charter Area.</b>	<b>To permit and deliver planning permissions that provide a redevelopment scheme for the Abbey Shopping Centre and Charter Area that accords with the policy.</b>	<b>Liaise with stakeholders to establish challenges around delivery of A1 uses. Investigate mechanisms to accelerate A1 uses.</b>



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.

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.	

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 <sup>1</sup> .	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 <sup>2</sup> .	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

<sup>1</sup> Illustrate data by sub area

<sup>2</sup> Illustrate data by sub area

		<b>Policy.</b>	<b>delivery of schemes.</b>
<b>CP26: Accommodating Current and Future Needs of the Ageing Population</b>	<b>Amount and type of housing designed for older people permitted as part of strategic allocations and within the district.</b>	<b>To increase the delivery of housing designed for older people and ensure all planning permissions are granted in accordance with the policy.</b>	<b>Liaise with Housing Team to review the need and accelerate delivery of housing for the ageing population.</b>
<b>CP27: Meeting the Housing Needs of Gypsies, Travellers and Travelling Show People</b>	<b>Net additional pitches and sites for gypsy and travellers.</b>	<b>To deliver 13 gypsy and traveller pitches (net) over the plan period.</b>	<b>Liaise with the gypsy and travelling community to establish challenges around providing and delivering additional pitches.</b>
	<b>Five year supply of pitches.</b>	<b>To maintain a five year supply of pitches<sup>3</sup>.</b>	
<b>CP28: New Employment Development on Unallocated Sites</b>	<b>Status and type of permissions granted for B uses on unallocated sites.</b>	<b>To ensure all planning permissions are granted in accordance with the policy.</b>	<b>Liaise with stakeholders to establish challenges around delivery. Investigate appropriate mechanisms to accelerate delivery e.g. additional land.</b>
<b>CP29: Change of Use of Existing Employment Land and Premises.</b>	<b>Quantum of land permitted and completed for employment by strategic site.</b>	<b>To ensure all planning permissions are granted in accordance with the policy.</b>	<b>Liaise with stakeholders to establish challenges around delivery. Investigate appropriate mechanisms to accelerate delivery e.g. LDO or additional land.</b>
	<b>Status and use of permissions for the change of use of existing employment sites (that are not strategic) for non-employment uses granted.</b>	<b>To ensure all planning permissions are granted in accordance with the policy.</b>	
<b>CP30: Further and Higher Education</b>	<b>Progress of further and higher education facilities.</b>	<b>To ensure delivery of further and higher education in accordance with the Infrastructure Delivery Plan.</b>	<b>Liaise with County and stakeholders to review and accelerate delivery through appropriate mechanisms.</b>

<sup>3</sup> As of April 2016, the five year supply target is approximately 3.25 pitches.



<b>CP31: Development to Support the Visitor Economy</b>	<b>Status and type of permissions granted for visitor economic developments.</b>	<b>To deliver a net increase in development for visitor economy over the plan period in accordance with the policy.</b>	<b>Liaise with Economic Development and Leisure Teams to review the need and aspiration for visitor economy.</b>
<b>CP32: Retailing and Other Town Centre Uses</b>	<b>Status, type and amount of floorspace granted for retail by location.</b>	<b>To deliver a net increase in retail development over the plan period in accordance with the policy.</b>	<b>Liaise with stakeholders to establish challenges around delivery. Investigate appropriate mechanisms to accelerate delivery e.g. allocate land.</b>
	<b>Number of permissions granted for retail developments over 1,000m<sup>2</sup> (Abingdon-on-Thames and Wantage) and 500m<sup>2</sup> (elsewhere in the District) accompanied by a Retail Impact Assessment.</b>	<b>To ensure all planning permissions granted for retail development over 1,000m<sup>2</sup> or 500m<sup>2</sup> in appropriate locations to be accompanied by a comprehensive Retail Impact Assessment.</b>	
<b>CP33: Promoting Sustainable Transport and Accessibility</b>	<b>Average journey times<sup>4</sup>.</b>	<b>To ensure journey times do not significantly<sup>5</sup> increase based on trend analysis.</b>	<b>Liaise with County on delivery of transport schemes to mitigate increases in congestion, and promote sustainable transport measures.</b>
	<b>Monitoring of Travel Plans for developments over 80 dwellings.</b>	<b>To ensure developments meet sustainable travel targets in Travel Plans.</b>	
	<b>Progress of transport schemes.</b>	<b>To help progress of transport schemes in a timely manner to support delivery of new development in accordance with the Infrastructure Delivery Plan.</b>	

<sup>4</sup> On those areas that are monitored by the Highways Authority.

<sup>5</sup> Assessed on an individual area basis.

	<b>To monitor designated Air Quality Management Areas.</b>	<b>To ensure development supports improvements to air quality and meets the AQMA's standards.</b>	
	<b>Number of road accident casualties<sup>6</sup></b>	<b>To ensure development supports improvements to road safety.</b>	
<b>CP34: A34 Strategy</b>	<b>Progress of a Route Based Strategy for the A34.</b>	<b>To progress the Route Based Strategy for the A34 in a timely manner, in association with the Oxford to Cambridge Infrastructure Review.</b>	<p><b>Liaise with County and Highways England over challenges of delivering the strategy and framework. Consider prioritising resource to accelerate progress.</b></p> <p><b>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.</b></p>
	<b>Progress of air quality monitoring framework for the A34.</b>	<p><b>To help progress, in a timely manner, the Air Quality Monitoring Framework associated with the A34.</b></p> <p><b>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.</b></p> <p><b>No significant deleterious change in SAC vegetation within the A34 corridor that lies within 200 m of the roadside and is attributable to a</b></p>	

<sup>6</sup> On a County-wide basis

		<p>parallel deterioration in air quality. If such a deterioration occurs remedial action should be taken.</p> <p>No significant change within the Oxford Meadows SAC along the A34 (at, at least three chosen locations).</p>	
CP35: Promoting Public Transport, Cycling and Walking	Level of cycle movements <sup>7</sup> .	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 <sup>8</sup> .	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.

<sup>7</sup> On those routes that are monitored by the Highways Authority

<sup>8</sup> On a County-wide basis

<b>Communications</b>		<b>compliance with Building Regulations.</b>	
<b>CP37: Design and Local Distinctiveness</b>	<b>Number of planning permissions granted contrary to urban design officers' advice.</b>	<b>To ensure all relevant planning permissions are granted in accordance with the policy.</b>	<b>Liaise with Urban Design Team to establish challenges of delivering urban design principles.</b>
<b>CP38: Design Strategies for Strategic and Major Development Sites</b>	<b>Number of planning permissions granted for major development contrary to urban design officers' advice.</b>	<b>To ensure all major planning permissions are granted in accordance with the policy.</b>	<b>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.</b>
	<b>Number of permissions granted for major development supported by an appropriate masterplan and design and access statement.</b>	<b>To ensure all major development is accompanied by a masterplan and design and access statement.</b>	
<b>CP39: The Historic Environment</b>	<b>Number of planning permissions granted contrary to technical advice.</b>	<b>To ensure all planning permissions are granted in accordance with the policy.</b>	<b>Liaise with Conservation Team and Historic England to establish challenges of conserving and/or enhancing the historic environment.</b>  <b>Prioritise resource/commitment to progressing Conservation Area Character Appraisals and, if required, Heritage Partnership Agreements.</b>
	<b>Number of buildings on the 'Heritage at Risk' Register.</b>	<b>To protect all buildings on the 'Heritage at Risk' Register and facilitate their subsequent removal from the Register.</b>	
	<b>Number of new Conservation Area Character Appraisals.</b>	<b>To agree a programme of the review and production of Conservation Area Character Appraisals and deliver that agreed programme.</b>	
	<b>Progress of Heritage Partnership Agreements.</b>	<b>To ensure the completion of Heritage Partnership Agreements where appropriate for any listed building on an 'at risk' register.</b>	
<b>CP40: Sustainable Design and Construction</b>	<b>Number of permissions granted that incorporate climate change adaptation measures.</b>	<b>To ensure all planning permissions are granted in accordance with the policy.</b>	<b>Liaise with Development Management and Thames Water to review the challenges of</b>



	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.	delivering sustainable design and construction measures and water usage target. Consider additional policies as part of Local Plan Part 2.
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.	

	<b>Amount and detail of permissions granted on PDL<sup>9</sup>.</b>	<b>To ensure the delivery of development schemes helps to maximise the reuse of PDL<sup>10</sup>.</b>	
	<b>The amount of the best and most versatile agricultural land permissions are granted for other uses.</b>	<b>To ensure no loss of the best and most versatile agricultural land unless in accordance with the policy.</b>	
<b>CP44: Landscape</b>	<b>Number of permissions granted contrary to technical advice.</b> <b>Status and type of permissions granted in the AONB.</b>	<b>To ensure all planning permissions are only granted in accordance with the policy<sup>11</sup>.</b>	<b>Liaise with the Landscape Team and Development Management to establish challenges around the delivery of the policy.</b>
<b>CP45: Green Infrastructure</b>	<b>Permissions granted and completions for change in Green Infrastructure.</b>	<b>To deliver a net gain in green infrastructure.</b>	<b>Liaise with the Countryside Officer, Landscape Team and Development Management to establish challenges around the delivery of the policy. Consider reviewing and updating Audit.</b>
	<b>Funding and monies received and spent for Green Infrastructure.</b>	<b>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.</b>	

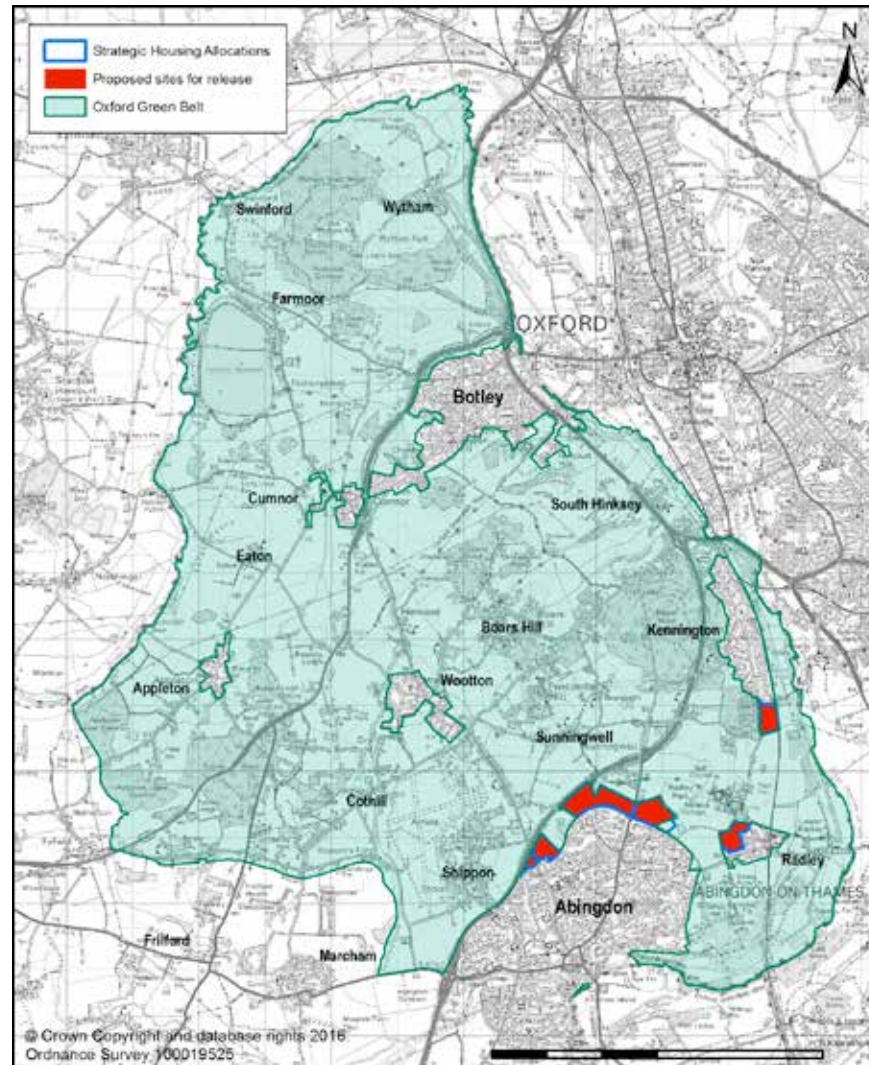
<sup>9</sup> Consider use of the Brownfield Register as an indicator and target (if and when adopted).

<sup>10</sup> Consider use of the Brownfield Register as an indicator and target (if and when adopted).

<sup>11</sup> 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.

<b>CP46: Conservation and Improvement of Biodiversity</b>	<b>Change in biodiversity area and/or sites.</b>	<b>To deliver a net gain in biodiversity area.</b>	<b>Liaise with the Countryside Officer, Landscape Team and Development Management to establish challenges around the delivery of the policy.</b>
	<b>Number of permissions granted contrary to consultee advice on impact on Special Areas of Conservation.</b>	<b>To ensure all planning permissions are granted in accordance with the policy.</b>	

## Appendix I: Proposed alterations to the Oxford Green Belt



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## Glossary

Term	Explanation
<b>Abingdon's Integrated Transport Strategy (AbITS)</b>	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: <a href="http://www.oxfordshire.gov.uk/cms/content/abingdon-area-transport-strategy">http://www.oxfordshire.gov.uk/cms/content/abingdon-area-transport-strategy</a>
<b>Access to Natural Greenspace Standard (ANGSt)</b>	<p>ANGSt is a tool in assessing current levels of accessible natural greenspace, and planning for better provision. The three underlying principles of ANGSt are:</p> <ul style="list-style-type: none"> <li>a) Improving access to greenspaces</li> <li>b) Improving naturalness of greenspaces</li> <li>c) Improving connectivity with greenspaces</li> </ul> <p>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: <a href="http://publications.naturalengland.org.uk/publication/40004">http://publications.naturalengland.org.uk/publication/40004</a></p> <p>For more information please visit: <a href="http://www.naturalengland.org.uk/regions/east_of_england/ourwork/gi/accessiblenaturalgreenspacestandardangst.aspx">http://www.naturalengland.org.uk/regions/east_of_england/ourwork/gi/accessiblenaturalgreenspacestandardangst.aspx</a></p>
<b>Adopted Policies Map</b>	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.
<b>Adoption</b>	Formal approval by the Council of a DPD or SPD whereupon it achieves its full weight in making planning decisions.
<b>Affordable Housing</b>	<p>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.</p> <p>Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to</p>

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Term	Explanation
	<p>be recycled for alternative affordable housing provision.</p> <p><b>Social rented</b> 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.</p> <p><b>Affordable rented</b> 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).</p> <p><b>Intermediate housing</b> 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.</p> <p>Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, are not affordable housing for planning purposes.</p>
<b>Air Quality Management Area (AQMA)</b>	Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.
<b>Allowable Solutions</b>	System of off-site contributions to projects to enable developments to achieve Zero Carbon status.
<b>Ancient Monument</b>	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.
<b>Authority Monitoring Report (AMR)</b>	<p>A report produced at least annually assessing:</p> <ul style="list-style-type: none"> <li>• progress with the preparation of the local plan and other policy documents against the timetable published in the Local Development Scheme, and</li> <li>• the extent to which adopted plan policies are being successfully implemented.</li> </ul>

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Term	Explanation
<b>Area of Outstanding Natural Beauty (AONB)</b>	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.
<b>Area of Outstanding Natural Beauty Management Plan</b>	<p>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.</p> <p>For more information on the North Wessex Downs Area of Outstanding Natural Beauty Management Plan please visit:  <a href="http://www.northwessexdowns.org.uk/About-Us/aonb-management-plan.html">http://www.northwessexdowns.org.uk/About-Us/aonb-management-plan.html</a></p>
<b>B1, B2, B8 Use Classes</b>	<p>Business uses as defined in the Town and Country Planning (Use Classes) Order 1987.</p> <p>B1 covers offices, research and development and light industrial.</p> <p>B2 covers general industrial.</p> <p>B8 covers storage or distribution.</p>
<b>Better Broadband for Oxfordshire Project</b>	<p>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.</p> <p>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.</p> <p>For more information please visit:  <a href="http://www.betterbroadbandoxfordshire.org.uk/cms/">http://www.betterbroadbandoxfordshire.org.uk/cms/</a></p>

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<b>Term</b>	<b>Explanation</b>
<b>Building Research Establishment Environment Assessment Method (BREEAM)</b>	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.
<b>Carbon Compliance</b>	The overall onsite contribution to zero carbon.
<b>Climate Change Adaptation and Mitigation</b>	<p>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.</p> <p>Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.</p>
<b>Code for Sustainable Homes (The Code)</b>	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.
<b>Community Forest</b>	An area identified through the England Community Forest Programme to revitalise countryside and green space in and around major conurbations.
<b>Community Infrastructure Levy (CIL)</b>	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.
<b>Community Right to Build Order</b>	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.
<b>Comparison Retail</b>	Retail items not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc).
<b>Conservation Area</b>	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

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<b>Term</b>	<b>Explanation</b>
	enhance. There are additional controls over demolition, minor developments and the felling of trees.
<b>Conservation Target Areas (CTA)</b>	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.
<b>Consultation</b>	A process by which people and organisations are asked their views about planning decisions, including the Local Plan.
<b>Convenience Retail</b>	The provision of everyday essential items, such as food.
<b>Core Strategy</b>	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.
<b>Countryside Rights of Way Act 2000 (CROW Act 2000)</b>	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: <a href="http://www.legislation.gov.uk/ukpga/2000/37/contents">http://www.legislation.gov.uk/ukpga/2000/37/contents</a>
<b>Decentralised Energy</b>	Local renewable energy and local low-carbon energy usually, but not always, on a relatively small scale encompassing a diverse range of technologies.
<b>Deliverability</b>	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.
<b>Designated Heritage Asset</b>	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.
<b>Design and Access Statement</b>	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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<b>Term</b>	<b>Explanation</b>
<b>Development Plan</b>	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.
<b>Development Plan Documents (DPDs)</b>	Development Plan Documents set planning policies in local authority areas. All DPDs are subject to public consultation and independent examination.
<b>Duty-to-Cooperate</b>	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.
<b>Enterprise Zone</b>	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.
<b>Employment Land Review (ELR)</b>	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: <a href="http://www.whitehorsedc.gov.uk/evidence">www.whitehorsedc.gov.uk/evidence</a>
<b>Employment Site</b>	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.
<b>Evidence Base</b>	Information gathered by a planning authority to support the Local Plan and other Development Plan Documents.
<b>Exception Test</b>	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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<b>Term</b>	<b>Explanation</b>
<b>Extra Care Housing</b>	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.
<b>Five Year Housing Land Supply</b>	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.
<b>Flood and Water Management Act 2010</b>	<p>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.</p> <p>For more information on the Act please visit:</p> <p><a href="http://www.legislation.gov.uk/ukpga/2010/29/contents">http://www.legislation.gov.uk/ukpga/2010/29/contents</a></p>
<b>Flood Zone 1</b>	Land having a less than 1 in 1,000 annual probability of river or sea flooding. This is the zone at lowest flood risk.
<b>Flood Zone 2</b>	<p>Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or</p> <p>Land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding.</p>
<b>Flood Zone 3</b>	<p><b>Flood Zone 3a</b></p> <p>Land having a 1 in 100 or greater annual probability of river flooding; or</p> <p>Land having a 1 in 200 or greater annual probability of sea flooding.</p> <p>This is the zone at the highest flood risk.</p> <p><b>Flood Zone 3b</b></p> <p>This zone comprises land where water has to flow or be stored in times of flood.</p> <p>Local Planning Authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain and its</p>

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<b>Term</b>	<b>Explanation</b>
	boundaries accordingly, in agreement with the Environment Agency.
<b>Green Belt</b>	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.
<b>Green Belt Review</b>	<p>The purpose of the Vale of White Horse Green Belt Review:</p> <ol style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>3. To review land on the edge of the Green Belt to ascertain if the designation should be extended.</li> <li>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.</li> </ol>
<b>Green Infrastructure (GI)</b>	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.
<b>Grove Northern Link Road (GNLR)</b>	GNLR – local road required to access development at Grove Airfield, to be located on Monks Farm site and land north of Grove Airfield.
<b>Habitats Regulations Assessment (HRA)</b>	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.
<b>Heritage Asset</b>	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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<b>Term</b>	<b>Explanation</b>
	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).
<b>Historic Environment Record</b>	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.
<b>Housing Need</b>	The quantity of housing required for households who are unable to access suitable housing without financial assistance.
<b>Housing Need Assessment (HNA)</b>	A district-wide assessment of predominantly affordable housing need including a district-wide housing needs survey.
<b>Indices of Multiple Deprivation (IMD)</b>	An indicative measure of deprivation for small areas across England.
<b>Infrastructure</b>	All the ancillary works and services that are necessary to support human activities, including roads, sewers, schools, hospitals, etc.
<b>Infrastructure Delivery Plan (IDP)</b>	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.
<b>Larger Village</b>	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.
<b>Listed Building</b>	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.
<b>Local Development</b>	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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<b>Term</b>	<b>Explanation</b>
<b>Framework (LDF)</b>	including the Authority Monitoring Report, and any 'saved' plans that affect the area.
<b>Local Development Order (LDO)</b>	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.
<b>Local Development Scheme (LDS)</b>	This sets out the timetable and work programme for the preparation of the Local Plan and other Local Development Documents.
<b>Local Enterprise Partnership (LEP)</b>	<p>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.</p> <p>For more information on Oxfordshire's LEP please visit:</p> <p><a href="http://www.oxfordshirelep.org.uk/cms/">http://www.oxfordshirelep.org.uk/cms/</a></p>
<b>Localism Act 2011</b>	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.
<b>Local Plan</b>	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.
<b>Local Plan Part 1 (LPP1)</b>	This document contains the long-term Spatial Vision and strategic policies that guide growth in the district.
<b>Local Plan Part 2 (LPP2)</b>	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.
<b>Local Service Centre</b>	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
<b>Local Transport Plan (LTP)</b>	For more information please visit: <a href="https://www.oxfordshire.gov.uk/cms/public-site/connecting-oxfordshire">https://www.oxfordshire.gov.uk/cms/public-site/connecting-oxfordshire</a> .
<b>Major Development</b>	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.
<b>Market Town</b>	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.
<b>Material Consideration</b>	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.
<b>National Planning Policy Framework (NPPF or The Framework)</b>	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.  <a href="https://www.gov.uk/government/publications/national-planning-policy-framework--2">https://www.gov.uk/government/publications/national-planning-policy-framework--2</a>
<b>National Planning Practice Guidance (NPPG)</b>	The National Planning Practice Guidance is a planning practice on-line resource covering a range of planning issues.  <a href="http://planningguidance.planningportal.gov.uk/">http://planningguidance.planningportal.gov.uk/</a>
<b>Natural Environment and Rural Communities Act (NERC) 2006</b>	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:  <a href="http://www.legislation.gov.uk/ukpga/2006/16/contents">http://www.legislation.gov.uk/ukpga/2006/16/contents</a>

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<b>Term</b>	<b>Explanation</b>
<b>Neighbourhood Plan</b>	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).
<b>New Growth Point</b>	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.
<b>Non-Designated Heritage Assets</b>	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'.
<b>Older People</b>	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.
<b>Oxfordshire City Deal</b>	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.
<b>Oxfordshire Local Investment Plan</b>	For more information please visit: <a href="https://www.oxford.gov.uk/downloads/download/501/oxfordshire_local_investment_plan">https://www.oxford.gov.uk/downloads/download/501/oxfordshire_local_investment_plan</a>
<b>Oxfordshire Skills Strategy</b>	Sets the future direction for skills development in the county to 2020 to support economic growth.  For more information please visit: <a href="http://www.oxfordshirelep.org.uk/content/oxfordshire-skills-strategy-2020">http://www.oxfordshirelep.org.uk/content/oxfordshire-skills-strategy-2020</a>
<b>Oxfordshire Statement of Cooperation</b>	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.

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	For more information please visit: <a href="https://www.oxfordshire.gov.uk/cms/content/oxfordshire-growth-board">https://www.oxfordshire.gov.uk/cms/content/oxfordshire-growth-board</a>
<b>Planning &amp; Compulsory Purchase Act 2004</b>	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.
<b>Preferred Options</b>	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.
<b>Regional Strategy</b>	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.
<b>Registered Provider</b>	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.
<b>River Basin Management Plan</b>	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: <a href="https://www.gov.uk/government/publications/thames-river-basin-management-plan">https://www.gov.uk/government/publications/thames-river-basin-management-plan</a>
<b>Route Based Strategy (RBS)</b>	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.
<b>Rural Exception Site</b>	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.
<b>Section 106 Agreement</b>	A legal agreement under section 106 of the Town and Country Planning Act. They are legal agreements between a planning
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	authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.
<b>Sequential Test</b>	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.
<b>Settlement Hierarchy</b>	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 <b>Core Policy 3: Settlement Hierarchy</b> .
<b>Strategic Flood Risk Assessment (SFRA)</b>	<p>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.</p> <p>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.</p>
<b>Site of Special Scientific Interest (SSSI)</b>	Identified protected areas of nature conservation and scientific value identified by Natural England as being of national (and sometimes international) importance.
<b>Smaller Village</b>	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.
<b>Southern Central Oxfordshire Transport Study (SCOTS)</b>	<p>For more information please visit:</p> <p><a href="http://www.southoxon.gov.uk/services-and-advice/planning-and-building/planning-policy/evidence-studies/transport-strategy">http://www.southoxon.gov.uk/services-and-advice/planning-and-building/planning-policy/evidence-studies/transport-strategy</a></p>
<b>Spatial Strategy</b>	The overview and overall approach to the provision of jobs, homes and infrastructure over the plan period.
<b>Special Area of Conservation (SAC)</b>	An area designated to protect the habitats of threatened species of wildlife under EU Directive 92/43.

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<b>Term</b>	<b>Explanation</b>
<b>Stakeholders</b>	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.
<b>Statement of Community Involvement (SCI)</b>	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.
<b>Strategic Environmental Assessment (SEA)</b>	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.
<b>Strategic Housing Land Availability Assessment (SHLAA)</b>	An assessment of the land capacity across the District with the potential for housing. More details can be found at: <a href="http://www.whitehorsedc.gov.uk/evidence">http://www.whitehorsedc.gov.uk/evidence</a>
<b>Strategic Housing Market Assessment (SHMA)</b>	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.
<b>Strategic Site</b>	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.
<b>Supplementary Planning Document (SPD)</b>	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.
<b>Sustainability Appraisal (SA)</b>	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.
<b>Sustainable Development</b>	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

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<b>Term</b>	<b>Explanation</b>
	planning system.
<b>Sustainable Drainage Systems (SUDs)</b>	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.
<b>Sustainable Transport Modes</b>	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.
<b>Science Vale Transport Package</b>	Transport related measures to facilitate growth in Science Vale.
<b>Thames Water Resources Management Plan (WRMP)</b>	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:  <a href="http://www.thameswater.co.uk/about-us/5372.htm">http://www.thameswater.co.uk/about-us/5372.htm</a>
<b>Transport Assessment (TA)</b>	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.
<b>Transport Statement</b>	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.
<b>Travel Plan</b>	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.
<b>UK Competitiveness Index</b>	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

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<b>Term</b>	<b>Explanation</b>
	individuals.
<b>Wantage Eastern Link Road (WELR)</b>	Strategic highway connecting the A417 and A338 to be located on/adjacent to the Crab Hill strategic site.
<b>Windfall Sites</b>	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.

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