Vale of White Horse District Council

Publication Version
October 2017

Local Plan 2031 Part 2

Detailed Policies and Additional Sites

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How to comment on this document

This is the 'Publication Version' of the Vale of White Horse Local Plan 2031: Part 2: Additional Sites and Detailed Policies, which is intended for submission to the Secretary of State in February 2018 for independent public examination.

Comments to this version of the plan can only relate to the matters of soundness, as set out in the National Planning Policy Framework:

- has the plan been **positively prepared** – will the plan meet development needs and infrastructure requirements and is it consistent with achieving sustainable development?
- is the plan **justified** – is the plan based on a robust and credible evidence base?
- is the plan **effective** – can the plan actually be delivered and is it able to respond to change?
- is the plan **consistent with national policy** – is the plan consistent with the National Planning Policy Framework?

We are also publishing a series of supporting documents and topic papers to accompany this consultation document. These documents will be available from the start of the consultation and can be viewed and accessed at local libraries and the Council offices, and from the council website at:

www.whitehorsedc.gov.uk/LPP2

The consultation will take place for six weeks from **Wednesday 11 October 2017 to Wednesday 22 November 2017**.

We welcome comments on the document. Please respond in a concise manner and specify clearly what your comment relates to, e.g. state the policy or paragraph number. If you think a policy or paragraph should be changed, it is helpful to us if you propose alternative wording and include this in your comment.

It would be helpful if you are able to use our interactive website to respond to the consultation online as it makes it easier for us to record your views. The website can be found at:

https://myobjective.southandvale.gov.uk/portal/

Written response forms can also be requested from the Planning Policy Team or be viewed, accessed and printed from the Council website. Copies of response forms will also be located at the Council offices and at local libraries across the district.

Response forms can be sent in the following ways:

By post to:

Planning Policy Team
Vale of White Horse District Council
135 Eastern Avenue
Milton Park
Milton
OX14 4SB

By email to:

planning.policy@whitehorsedc.gov.uk

Alternatively, why not come along to our public exhibitions where you can submit your comments or discuss the document with our planning officers. The event programme is available on our website (see above).

Comments should be received by 5pm on Wednesday 22 November 2017.

Foreword

Foreword

This is part two of our Local Plan.

We adopted part one in December 2016. It was important to get it in place as soon as possible so it could protect the Vale from speculative planning applications – this is why we decided to make our Local Plan in two parts.

Part one set out the major housing development sites for the Vale until the year 2031, along with the employment sites and infrastructure needed to support them.

Part two will allocate some further housing sites, and it will provide all the detailed policies that we will use to determine planning applications. We will also use part two to show how we will support Didcot Garden Town and deliver the housing for Oxford that we have agreed to provide in the Vale.

The Vale has been named one of the top places to live and work in England, combining rich natural and man-made heritage with cutting-edge science and technology.

Therefore it is very important to make sure the district retains its current high quality of life while providing high-quality new housing that means it is also an affordable place to live, so our children's generation will be able to bring up their families here as well.

This plan will ensure 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.

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Councillor Matthew Barber
Leader of the Council

Councillor Roger Cox
Cabinet Member for Planning

Executive Summary

Executive Summary

Chapter 1: Introduction

The adopted Vale of White Horse **Local Plan 2031: Part 1: Strategic Sites and Policies** sets out the Spatial Strategy and strategic policies for the district to deliver sustainable development, including identifying the number of new homes and jobs to be provided in the area. The Part 1 plan also makes provision for retail, leisure and commercial development and infrastructure needed to support them.

To complement the Part 1 plan, the **Local Plan 2031: Part 2: Additional Sites and Detailed Policies** sets out:

- policies and locations for the new housing to meet the Vale's proportion of Oxford's housing need, which cannot be met within the City boundaries
- policies for the part of Didcot Garden Town that lies within the Vale of White Horse District
- detailed development management policies to complement the strategic policies as set out in the Part 1 plan, and where appropriate replaces the remaining saved policies of the **Local Plan 2011,** and
- additional site allocations for housing

The **Local Plan 2031: Part 1** identified development site allocations and policies to 'fully' meet the objectively assessed development and infrastructure requirements for the Vale of White Horse District. It is underpinned and informed by two key core policies:

- **Core Policy 1: Presumption in Favour of Sustainable Development**
- **Core Policy 2: Cooperation on Unmet Housing Need for Oxfordshire**

The **Local Plan 2031: Part 2** sets out additional development site allocations to address the agreed quantum of Oxford's unmet housing need to be addressed within the Vale and to support the achievement of sustainable development. This has been informed by co-operation with the Oxfordshire Growth Board to apportion a 'working assumption' unmet need figure of 15,000 homes. The quantum of Oxford's unmet housing need to be met within the Vale of White Horse is 2,200 dwellings for the period up to 2031, subject to the plan making process as agreed in the Memorandum of Co-operation between the local authorities in the Oxfordshire Housing Market Area.

Chapter 2: Additional Sites and Sub-Area Strategies

The **Local Plan 2031: Part 1** sets out the Spatial Strategy, 'Building on our Strengths' to help shape where new homes will be built, where opportunities to provide new jobs will be created, and where new infrastructure and services will be provided.

The Spatial Strategy has three main strands. These are:

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

The Part 1 plan established three Sub-Area Strategies that ensure it is locally distinctive and focussed on each part of the district. The three sub-areas are:

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

The Part 2 plan ensures that the agreed quantum of unmet need for Oxford

to be addressed within the Vale is allocated to the Abingdon-on-Thames and Oxford Fringe Sub-Area. The unmet need in the Vale will be addressed through a combination of strategic sites allocated in the Part 1 Plan and the additional sites allocated in the Part 2 Plan.

The Part 2 Plan also allocates some additional sites to deliver 1,400 homes within the Science Vale area to provide continuing support for economic growth, to support the delivery of strategic infrastructure and provide a bespoke mix of housing and tenures tailored towards the needs of key employers in the area.

The Part 2 plan does not identify any additional site allocations within the Western Vale Sub-Area.

The Additional Sites to complement the Spatial Strategy are underpinned by a number of Core Policies:

- **Core Policy 4a: Meeting our Housing Needs:** sets out how the Council will address the quantum of unmet housing need for Oxford City to be addressed within the Vale.

Abingdon-on-Thames and Oxford Fringe Sub-Area

The **Local Plan 2031: Part 1** identified land for strategic housing at Abingdon-on-Thames, Kennington (within Radley parish) and Radley, on sites close to, and easily accessible to, Oxford. The Part 2 plan allocates five additional sites within this Sub-Area at Kingston Bagpuize with Southmoor (within Fyfield and Tubney Parish), at the MOD base at Dalton Barracks, Shippon and at the larger villages of East Hanney and Marcham.

The additional sites in Part 2 are underpinned by **Core Policy 8a: Additional Site Allocations for Abingdon-on-Thames and Oxford Fringe Sub-Area**. The Part 2 plan includes an additional policy to ensure that development of the MOD base at Dalton Barracks is brought forward in line with a comprehensive development framework:

- **Core Policy 8b: Dalton Barracks Comprehensive Development Framework**

This section also updates selected Core Policies where new information has become available since preparing the **Local Plan 2031: Part 1:**

- **Core Policy 12a: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area:** which sets out additional land safeguarding to support the delivery of strategic highway schemes.
- **Core Policy 13a: Oxford Green Belt:** which updates the Green Belt area in the Vale following a review to inform additional site allocations, to address the agreed quantum of unmet housing need for Oxford.
- **Core Policy 14a: Upper Thames Strategic Storage Reservoir:** which updates the area safeguarded between the settlements of Drayton, East Hanney and Steventon.

South-East Vale Sub-Area

The **Local Plan 2031: Part 1** focuses on housing and economic growth within this Sub-Area. It identified strategic housing at Wantage and Grove, on sites within the Vale adjoining the settlement of Didcot and at the larger villages of Milton Heights, Harwell and Sutton Courtenay.

The Part 2 plan allocates two additional sites within this Sub-Area, at the local service centre of Grove and at Harwell Campus.

The additional sites in the Part 2 plan are underpinned by **Core Policy 15a: Additional Site Allocations for South East Vale Sub-Area**. The plan also includes an additional policy to ensure that development at Harwell Campus is brought forward in line with a comprehensive development framework:

- **Core Policy 15b: Harwell Campus Comprehensive Development Framework**

An element of this section also covers the designation of Didcot as a Garden Town, particularly shaping growth already identified in the Part 1 plan and that being identified in the emerging Local Plan for South Oxfordshire. The Part 2 plan includes a policy to support the implementation of the Garden Town:

- **Core Policy 16b: Didcot Garden Town:** which ensures proposals for development demonstrate a number of key principles that contribute towards the successful implementation of the Garden Town.

This section also updates selected Core Policies where new information has become available since preparing the Local Plan 2031: Part 1:

- **Core Policy 18a: Safeguarding of Land for Strategic Highway Improvements within the South-East Vale Sub-Area:** which sets out additional land safeguarding to support the delivery of strategic highway schemes.
- **Core Policy 19a: Re-opening of Grove Railway Station:** which updates the area safeguarded to support the re-opening of the railway station at Grove.

Chapter 3: Development Management Policies

The **Local Plan 2031: Part 1** sets out strategic district wide policies necessary to deliver the Plan's Spatial Strategy and Sub-Area Strategies. This Part 2 plan sets out policies to complement the Part 1 strategic policies and provides further detail on a range of development management matters.

Chapter 3 policies provide detailed guidance to assist day-to-day decision making on planning applications (referred to as Development Policies). The policies have been developed following a review of extant Local Plan 2011 Saved Policies and an assessment of additional detail that is required to support the Part 1 plan.

The Part 2 policies are structured into the four thematic areas as set out in the Part 1 plan. These are:

- **Building Healthy and Sustainable Communities**
- **Supporting Economic Prosperity**
- **Supporting Sustainable Transport and Accessibility**
- **Protecting the Environment and Responding to Climate Change.**

The policies included are:

Building Healthy and Sustainable Communities

Development Policy 1:	**Self and Custom-Build**
Development Policy 2:	**Space Standards**
Development Policy 3:	**Sub-Division of Dwellings**
Development Policy 4:	**Residential Annexes**
Development Policy 5:	**Replacement Dwellings in the Open Countryside**
Development Policy 6:	**Rural Workers' Dwellings**
Development Policy 7:	**Re-use, Conversion and Extension of Buildings for Dwellings in the Open Countryside**
Development Policy 8:	**Community Services and Facilities**
Development Policy 9:	**Public Houses**

Supporting Economic Prosperity

Development Policy 10: Ancillary Uses on Employment Land
Development Policy 11: Community Employment Plans
Development Policy 12: Rural Diversification and Equestrian Developments
Development Policy 13: Change of Use of Retail Units to Other Uses
Development Policy 14: Village and Local Shops
Development Policy 15: Retail Parks

Supporting Sustainable Transport and Accessibility

Development Policy 16: Access
Development Policy 17: Transport Assessments and Travel Plans
Development Policy 18: Public Car Parking in Settlements
Development Policy 19: Lorries and Roadside Services

Protecting the Environment and Responding to Climate Change

Development Policy 20: Public Art
Development Policy 21: External Lighting
Development Policy 22: Advertisements
Development Policy 23: Impact of Development on Amenity
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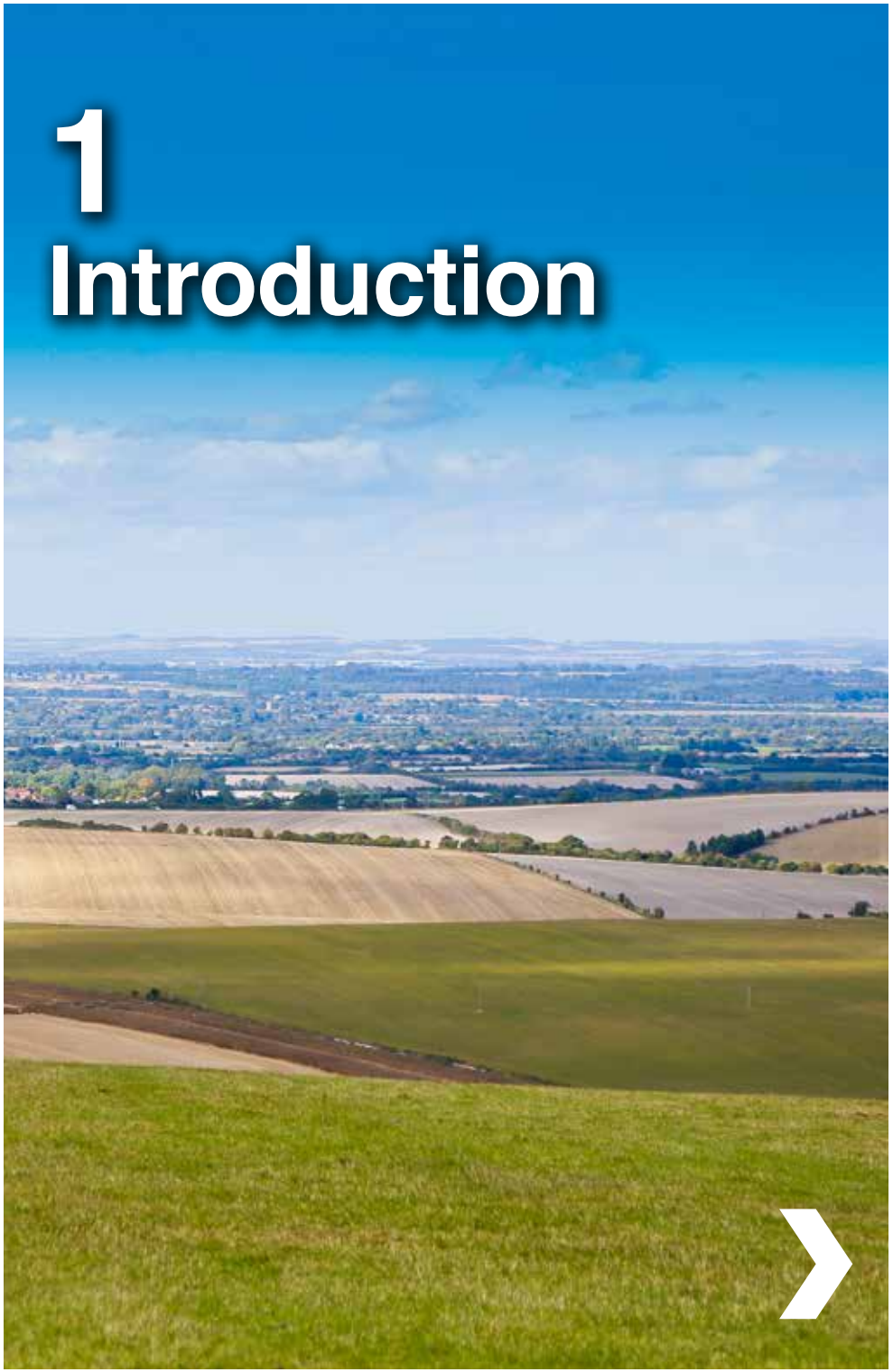
Chapter 4: Implementing the Plan

The **Local Plan 2031: Part 1** sets out a detailed Monitoring Framework to ensure the Core Policies are delivered, by setting out targets to monitor the progress towards achieving the Strategic Objectives as set out in Chapter 3 of the Part 1 Plan.

The Part 2 Plan sets out a Monitoring Framework which identifies how the Council will monitor the effectiveness and implementation of the Plan for each Core Policy (as set out in Chapter 2: Additional Sites and Sub-Area Strategies) and Development Policy (as set out in Chapter 3: Development Policies).

Core Policy 47a: Delivery and Contingency

1 Introduction



Overview

The Local Plan 2031: Part 2 complements the Local Plan 2031: Part 1 by setting out:

- policies and locations for new housing to meet the Vale's proportion of Oxford's housing need, which cannot be met within the City boundaries, as agreed by the Oxfordshire Growth Board
- policies for the part of Didcot Garden Town that lies within the Vale of White Horse District
- detailed development management policies to complement the strategic policies set out in the Part 1 plan and replace the remaining saved policies of the Local Plan 2011, where appropriate, and
- additional site allocations for housing.

This chapter summarises the role of the Local Plan 2031: Part 2 and outlines our approach to its preparation.

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

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

1 Introduction

What is the Local Plan?

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

- **Local Plan 2031: Part 1: Strategic Sites and Policies: 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 Strategies for the location of development across the district and allocates large-scale (referred to as strategic) development sites. It includes district-wide policies to ensure that development contributes to meeting the Strategic Objectives of the plan, such as policies relating to sustainable construction and conservation of the built, historic and natural environment.

Local Plan 2031: Part 1 was adopted on 14 December 2016.

- **Local Plan 2031: Part 2: Detailed Policies and Additional Sites: The Local Plan 2031: Part 2** sets out policies and locations for housing for the Vale's proportion of Oxford's housing need up to 2031, which cannot be met within the City boundaries. This document also contains policies for the part of Didcot Garden Town that lies within the Vale of White Horse District and detailed development management policies to complement Local Plan 2031: Part 1. It replaces the saved policies of the Local Plan 2011[1], and allocates additional development sites for housing.

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

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

The Development Plan

1.3. The Local Plan 2031 prepared by Vale of White Horse District Council will be used to inform decisions on planning applications across the district, in conjunction with any Development Planning Documents (DPDs) relating to minerals and waste prepared by Oxfordshire County Council, and any neighbourhood plans prepared by the community[3].

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

1.5. Where neighbourhood plans are prepared, they must be in general conformity with: the policies set out in the Local Plan 2031: Part 1; any Strategic Policies set out in the Part 2 plan (i.e. Core Policies); and any other Strategic Policies set out in future planning documents in accordance with the Neighbourhood Planning (General) Regulations 2012[4].

1.6. The Council will continue to support communities who wish to prepare neighbourhood plans. Details

[1]One Local Plan 2011 policy continues to be saved (Policy H5: Grove Airfield) which is referenced by Core Policy 15a and set out in Appendix E [2]http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy
[3]http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy [4]The Neighbourhood Planning (General) Regulations 2012, available at: http://www.legislation.gov.uk/uksi/2012/637/contents/made

1 Introduction

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

of how the Council can help with the preparation of neighbourhood plans are set out on the Council's website[5].

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

National Planning Policy

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

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

a. positively prepared
b. justified
c. effective, and
d. consistent with national policy.

a. Positively prepared

1.10. The NPPF states that:

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

1.11. In preparing the Local Plan, Vale of White Horse District Council has worked, and continues to work, in partnership with its neighbouring

[5] www.whitehorsedc.gov.uk/neighbourhoodplans

[6] CLG (2012) National Planning Policy Framework (NPPF), Paragraph 182

authorities under the Duty to Cooperate and has undertaken an on-going process of Sustainability Appraisal to ensure that the Local Plan 2031 delivers sustainable development.

1.12. The Local Plan 2031: Part 1 identifies development site allocations and policies to 'fully' meet the objectively assessed development and infrastructure requirements for the Vale of White Horse District. It is underpinned and informed by two key core policies:

- **Core Policy 1: Presumption in Favour of Sustainable Development**
- **Core Policy 2: Cooperation on Unmet Housing Need for Oxfordshire**

Oxfordshire Unmet Housing Need

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

1.14. Within Oxfordshire, co-operative working is managed through the Oxfordshire Growth Board. The Board comprises the leaders of all Oxfordshire councils, along with key stakeholders and representatives from business, and is supported by an executive committee and officer working groups. Vale of White Horse District Council also works directly with authorities within and outside the county area where it is necessary to plan effectively on matters of strategic and sub-regional significance or cross border interests that are not Oxfordshire-wide.

1.15. Local Plan 2031: Part 1 describes the process undertaken by the Oxfordshire Growth Board (referred to as the joint Oxfordshire Statement of Cooperation) to specify how the identified unmet housing need for Oxford City should be apportioned between the neighbouring Oxfordshire authorities.

1.16. **Core Policy 2** of the Local Plan 2031: Part 1 confirms how the Vale of White Horse will address the quantum of Oxford's unmet housing need, to be provided for within the Vale, through the preparation of Local Plan 2031: Part 2 and includes a clear policy commitment to this effect. The Policy ensures unmet need is addressed in a timely manner, informed by a robust approach to plan making and prepared in accordance with national policy and legislation.

1.17. The Part 1 plan makes it clear that the preparation of the Local Plan 2031 Part 2 will be closely informed by the Oxfordshire Growth Board process to apportion the working assumption unmet need figure of 15,000 homes. A Memorandum of Co-operation between local authorities in the Oxfordshire Housing Market area was signed on 26 September 2016, which identified an agreed apportionment for the quantum of Oxford's unmet housing need to be met within the Vale of White Horse as 2,200 dwellings, for the period up to 2031.

1.18. Local Plan 2031: Part 1 states that:

"Whilst the Local Plan 2031: Part 2 is in preparation, the Council's housing requirement will be 20,560. However, if the Part 2 plan is not adopted within two years of the adoption of Local Plan 2031: Part 1, then from the time until the adoption of the Part 2 plan, the Council's housing requirement will be 20,560 plus the agreed quantum of Oxford's unmet housing need to be addressed within the Vale of White Horse district" [7].

1.19. On this basis, the Vale of White Horse housing requirement, on adoption of the Vale of White Horse Local Plan 2031: Part 2, or from two years after adoption of Local Plan 2031: Part 1, whichever is sooner, will be at least **22,760 dwellings**, subject to the plan making process.

[7] Vale of White Horse Local Plan 2031: Part 1: Strategic Sites and Policies (2016); Paragraph 1.27, available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031-part-1-strategic-sites

b. A justified plan

1.20. The NPPF states that:

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

1.21. Local Plan 2031: Part 1 sets out a Spatial Strategy for the distribution of growth across the district. The Part 1 and Part 2 plans were informed by: a detailed understanding of the issues facing the district; a detailed range of evidence (including, for example, an assessment of flood risk, transport impacts and landscape); and by taking into account the National Planning Policy Framework (NPPF), National Planning Practice Guidance (PPG), and where appropriate the Housing White Paper[8] to develop locally distinctive policies.

1.22. Furthermore, the Part 1 and Part 2 plans have also been informed by other plans and strategies, including: the Oxfordshire Local Transport Plan (LTP)[9]; the Strategic Economic Plan (SEP)[10]; and other strategies and programmes of the District Council, town and parish councils, neighbouring authorities and other organisations. The Local Plan 2031 (Parts 1 and 2) will help to facilitate the delivery of many of the aspirations and objectives set out in these other plans and strategies.

1.23. A series of reasonable alternatives were developed and considered to inform the Publication Version of the Local Plan 2031: Part 2. The reasonable alternatives are referred to in the Supporting Topic Papers[11]. The alternatives have also been assessed through the Sustainability Appraisal (SA), which is described further below.

c. An effective plan

1.24. The NPPF states that:

"The Plan should be deliverable over its period and based on effective joint working on cross-boundary strategic priorities".

1.25. To ensure the Local Plan 2031 forms a realistic, deliverable and viable plan, the Council has worked closely with landowners and developers to confirm that the additional development sites being allocated in the Part 2 plan are deliverable. A Local Plan Viability Study has been published alongside this Publication Version of the Local Plan Part 2[12].

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

1.27. The Part 1 plan set out examples of the Council's commitment to working with our partners to ensure proper sustainable planning can be achieved across administrative boundaries[13]. This work is ongoing and examples include:

- the 'Memorandum of Co-operation' between local authorities in the Oxfordshire Housing Market Area was signed on 26 September 2016 and remains extant. Under this memorandum the authorities have agreed the apportionment of the working assumption unmet need figure of 15,000 homes. In addition, bi-lateral discussions have taken place between the Vale and Oxford City Council to discuss how the quantum of Oxford's unmet housing need to be addressed within the Vale can be planned for
- working jointly with South

[8]CLG (2017) Housing white paper: Fixing our broken housing market, available at: https://www.gov.uk/government/collections/housing-white-paper [9]Oxfordshire County Council (2016) Connecting Oxfordshire: Local Transport Plan 2015-2031, available at: https://www.oxfordshire.gov.uk/cms/public-site/connecting-oxfordshire [10]Oxfordshire Local Enterprise Partnership (LEP) (2014) Strategic Economic Plan; available at: http://www.oxfordshirelep.org.uk/content/strategic-economic-plan [11]A series of topic papers and technical studies are available from the Council website at: www.whitehorsedc.gov.uk/LPP2 [12]HDH Planning and Development available at: www.whitehorsedc.gov.uk/LPP2 [13]Duty to Cooperate Topic Paper (2017), available at: www.whitehorsedc.gov.uk/LPP2

Oxfordshire District Council and Oxfordshire County Council to ensure we plan effectively for job growth and housing needs along with supporting infrastructure across the Science Vale, including Didcot Garden Town (see Chapter 2 for more details)

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

- working in partnership with other Oxfordshire authorities to plan for strategic infrastructure delivery across Oxfordshire as a whole, including consideration for cross border planning (beyond Oxfordshire) and beyond the plan period (i.e. after 2031)[14]

- working jointly with Swindon Borough Council and Oxfordshire County Council, the A420 Corridor Study has been published which facilitates cross border working and planning for growth along this important corridor, including the New Eastern Villages

- supporting work of Thames Water and, the Environment Agency to plan for future water supply and flood alleviation[15].

d. Consistent with national policy

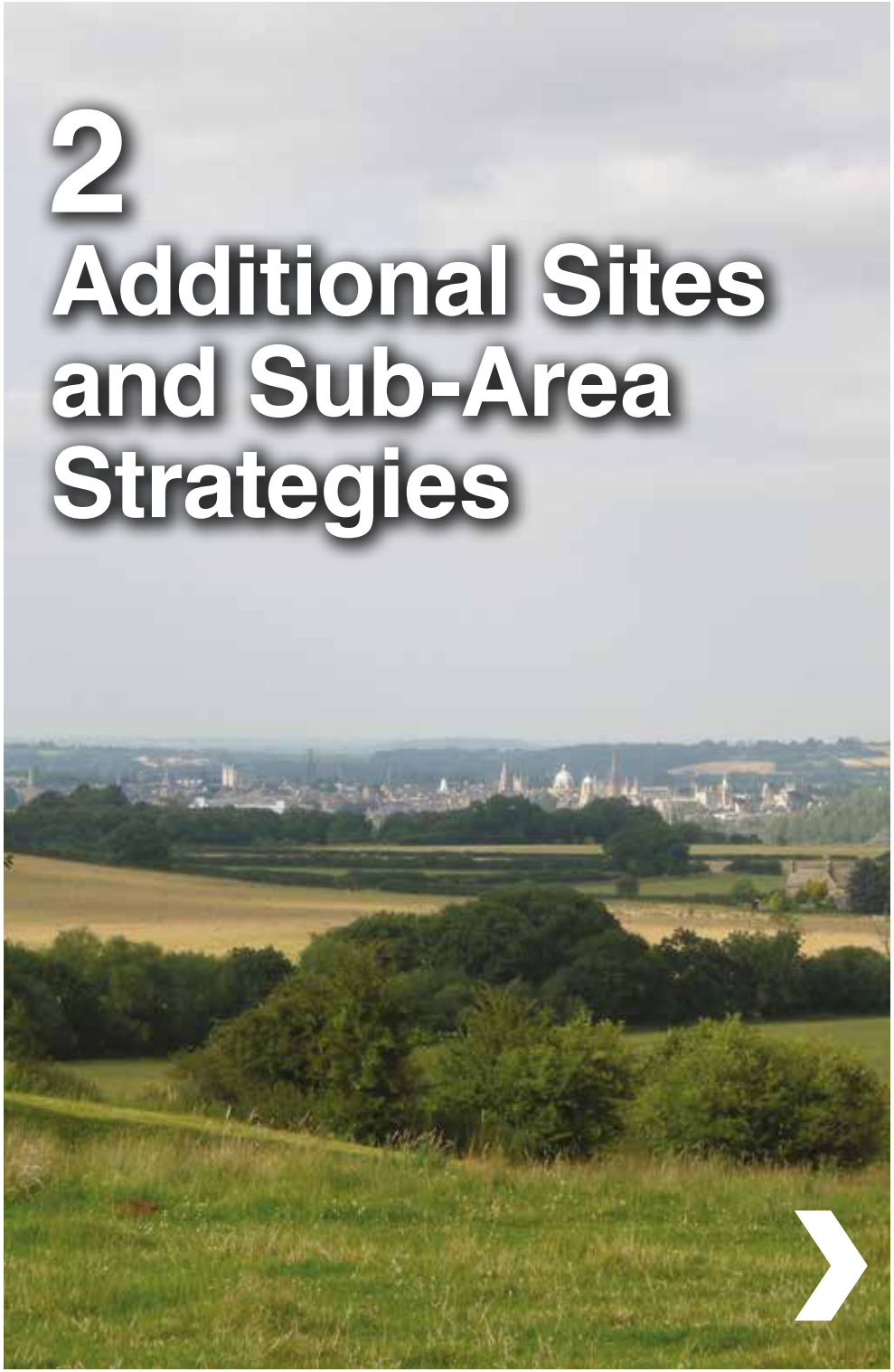
1.24. The NPPF states that:

"The plan should enable the delivery of sustainable development in accordance with the policies in the framework".

1.30. The preparation of the Local Plan 2031: Part 2 has involved the testing of reasonable alternatives through Sustainability Appraisal (SA) that incorporates a Strategic Environmental Assessment (SEA) and a Habitats Regulations Assessment (HRA). Both reports have been published alongside this document[16].

[14]Oxfordshire Infrastructure Strategy: Stage 1 Report (2017), available at: https://www.oxfordshire.gov.uk/cms/content/oxfordshire-growth-board [15]The Environment Agency is exploring proposals to reduce flood risk in Oxfordshire through its Flood Alleviation Scheme. Further information is available in the Local Plan 2031: Part 1. Thames Water is also exploring options to meet the future water supply needs of the region, and this could include the need for a major new reservoir between the villages of Drayton, East Hanney and Steventon. Further information is available in Chapter 2 of this Plan [16]Vale of White Horse Local Plan 2031: Part 2: Habitats Regulations Assessment (HRA) (2017) and Sustainability Appraisal (SA) of Vale of White Horse District Council Local Plan 2031: Part 2 (2017); both documents are available to view and access at: www.whitehorsedc.gov.uk/LPP2

2 Additional Sites and Sub-Area Strategies



Overview

The Part 1 plan sets out the Spatial Strategy for the district to help achieve sustainable development. This is referred to as **Building on our Strengths** and helps to shape where new homes will be built, where opportunities to provide new jobs will be created, and where new infrastructure and services will be provided.

The Spatial Strategy has three main strands which seek to:

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

The Part 1 plan allocates strategic development sites to fully meet the Vale's own housing requirement up to 2031 (**20,560** homes).

This chapter sets out the additional housing allocations needed to ensure the agreed quantum of unmet housing for Oxford to be addressed within the Vale is also fully met. This requirement, as agreed by the Oxfordshire Growth Board, is for **2,200 homes** to be delivered within the same period up to 2031, subject to the plan making process.

The agreed quantum of unmet housing need for Oxford to be addressed within the Vale is allocated to the Abingdon-on-Thames and Oxford Fringe Sub-Area. Unmet need in the Vale will be addressed through a combination of strategic sites allocated in the Part 1 plan and the additional sites allocated in the Part 2 plan.

The Part 2 plan also allocates some additional sites to deliver **1,400 homes** within the Science Vale area to provide continuing support for economic growth in accordance with the Oxfordshire Strategic Economic Plan, to support the delivery of strategic infrastructure and provide a bespoke mix of housing and tenures tailored towards the needs of key employers in this area.

2 Additional Sites and Sub-Area Strategies

Introduction

2.1. The Local Plan 2031: Part 1 sets out a Spatial Vision and Strategic Objectives that establish the direction of travel for future development and investment in the district. They are informed by a detailed understanding of issues and opportunities facing the district and reflect national and local priorities.

2.2. The Part 1 plan also sets out the Spatial Strategy and strategic policies for the district to deliver sustainable development. The strategy, referred to as **Building on our Strengths**, helps to shape where new homes will be built, where opportunities to provide new jobs will be created, and where new infrastructure and services will be provided.

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

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

2.4. The Spatial Strategy set out in the Part 1 plan makes provision for growth of around 23,000 new jobs, 218 hectares of employment land, and at least 20,560 new homes to be delivered during the plan period from 2011 to 2031.

2.5. As has been explained in Chapter 1, the Part 1 plan addresses housing need arising from the Vale of White Horse District (20,560 homes). The Part 2 plan seeks to address the agreed quantum of unmet housing need for Oxford City to be met within the Vale, which has been identified as 2,200 homes[17].

2.6. The Part 1 plan makes a clear policy commitment for how to plan for unmet need for Oxford in the Vale. **Core Policy 2** sets a timetable for when this additional housing need will form part of the Vale's housing requirement, subject to the plan making process.

2.7. The Vale of White Horse housing requirement, on adoption of the Vale of White Horse Local Plan 2031: Part 2, or two years after adoption of Local Plan 2031: Part 1, whichever is sooner, will be at least **22,760 homes**[18].

2.8. The Part 2 plan therefore allocates additional housing sites to address the agreed quantum of unmet housing need for Oxford to be addressed within the Vale.

2.9. The Part 2 plan also sets out a new policy to support the delivery of the part of Didcot Garden Town that lies within the Vale of White Horse District, as well as continuing to support the focus upon strategic growth across the wider Science Vale area. In order to support the Science Vale area and the delivery of strategic infrastructure, the plan allocates additional sites for **1,400 dwellings** within the South-East Vale Sub-Area.

2.10. This chapter sets out the additional sites that are allocated by the Local Plan 2031: Part 2 to complement those set out in the Part 1 plan. The Local Plan 2031 (Parts 1 and 2) seeks to fully meet the objectively assessed need for housing arising from the Vale of White Horse district (**20,560 homes**) and from neighbouring authorities (**2,200 homes**) and seeks to deliver an additional **1,400 homes** within the South-East Vale Sub-Area. The Part 2 allocations are consistent with the Spatial Strategy set out in the Part 1 plan, in particular by:

- reinforcing the service centre roles of the main settlements across the district
- promoting thriving villages and rural

[17]The Oxfordshire Growth Board signed a Memorandum of Cooperation – 26 September 2016 – which agrees the apportionment of unmet housing need for Oxfordshire; https://www.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/communityandliving/partnerships/growthboard/memorandumofcooperartion.pdf [18]The Local Plan 2031: Part 1 was adopted 14/12/2016: on this basis the Vale housing requirement of 22,760 will apply on 14/12/2018, or when the Local Plan 2031: Part 2 is adopted, whichever is sooner. The final housing requirement for the Vale of White Horse, taking into account unmet housing need for Oxford, will ultimately be determined through the plan making process, as set out in Core Policy 2

communities whilst safeguarding the countryside and village character, and

- focusing sustainable growth within the Science Vale area.

2.1. This chapter also updates selected Core Policies where new information has become available since preparing the Part 1 plan, for example relating to the need for additional safeguarding of land to support the delivery of strategic highway schemes.

Unmet Housing Need for Oxford

Abingdon-on-Thames and Oxford Fringe Sub-Area

2.12. As has been explained above, Vale of White Horse District Council has worked with the other Oxfordshire authorities, over the past few years, to identify how the unmet housing need for Oxfordshire should be apportioned between those authorities neighbouring the city of Oxford. This process was administered by the Oxfordshire Growth Board.

2.13. It is important that, in addition to addressing housing need, any additional housing allocations are appropriately located to address both the quantum of unmet need to be met within the Vale, and the districts own housing requirements.

2.14. The Abingdon-on-Thames and Oxford Fringe Sub-Area is closest to and has the most frequent and reliable public transport linkages to Oxford and for these reasons, the Vale's agreed quantum of unmet need for Oxford (2,200 dwellings) is allocated to this Sub-Area as set out by **Core Policy 4a: Meeting Our Housing Needs**.

2.15. The Vale is not seeking to Ring Fence allocations for the purposes of addressing the agreed quantum of Oxford's unmet need to be met within the Vale. The unmet need is met by a combination of the Part 1 strategic allocations and the Part 2 additional allocations.

2.16. On this basis, the Part 2 plan ensures that at least 2,200 additional dwellings are allocated with the Abingdon-on-Thames and Oxford Fringe Sub-Area; and that at least 2,200 dwellings are provided for on sites within this Sub-Area that are suitably close to and accessible to Oxford (**Table 2.1**)[19].

2.17. The Local Plan 2031: Part 1 identified land for strategic housing on a range of sites across the district, including on sites close to, and easily accessible to Oxford. These sites include those located to the north and north-west of Abingdon-on-Thames and at the larger villages of Kennington (within Radley parish) and at Radley. These sites are suitable locations for development in the Vale, with comparatively high levels of services and facilities, good public transport connectivity with opportunities for improvement and good access to a wide range of employment.

2.18. It is the case that whilst the sites listed above are allocated within the Part 1 plan with the primary intention of meeting the Vale's own objectively assessed need for housing, the sites are also well located to provide for Oxford's unmet housing need. Housing on these sites would be just as much available to those people falling into the category of Oxford's need as to those of the Vale. The Planning Inspector's Report of the Examination into the Part 1 plan states:

"In reality, it would be all but impossible to determine if a potential occupier of this housing (Part 1 allocations) represents a Vale or Oxford housing need" [20]

2.19. The Planning Inspector's Report of the Examination into the Part 1 plan also confirmed that Oxford City Council consider that these sites (listed above) are well-located to provide for their own unmet housing

[19]Site Selection Topic Paper (2017), available at: www.whitehorsedc.gov.uk/LPP2

[20]Vale of White Horse Local Plan 2031: Part 1 - Inspector's Report (2016), Paragraph 25; available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031-part-1-strategic-sites

needs. In total 1,510[21] dwellings are allocated in the Part 1 plan on four sites closest to Oxford at Abingdon-on-Thames, Kennington (within Radley Parish) and at Radley.

2.20. The Council has followed a comprehensive approach to site selection, which was consistent to the approach followed to inform the Part 1 plan, and with national guidance[22]. Over 400 sites were assessed and a refined list of sites subject to detailed assessment including being informed by comprehensive technical evidence, such as assessing transport impacts, landscape and flood risk.

2.21. The site selection process included considering all potential sites within the Oxford Green Belt and considering the likely impact of development on the Green Belt and has been informed by Sustainability Appraisal. The Part 2 plan represents the Council's strategy for meeting the plan objectives appropriately, to minimise harmful impacts, such as harm to the Oxford Green Belt and to maximise opportunities for mitigating impacts, such as increasing the use of sustainable modes of travel.

2.22. Dalton Barracks is conveniently located close to Oxford and provides the potential for a high quality, sustainable Garden Village style development to be created, that is easily accessible to Oxford, Abingdon-on-Thames and the surrounding area by public transport, but also includes a comprehensive range of services and facilities on site. At least 1,200 dwellings are allocated at Dalton Barracks within the Part 2 plan, with the potential for higher growth in the longer term, subject to appropriate infrastructure being delivered. This is discussed in more detail later in this chapter (under Additional Site Allocations and Strategic Policies for the Abingdon-on-Thames and Oxford Fringe Sub-Area).

Table 2.1: Vale of White Horse Local Plan Part 1 and Part 2 Allocations that are close to and accessible to Oxford.

Site	Allocation
North Abingdon-on-Thames (LPP1 allocation)	950 [a]
North-West Abingdon-on-Thames (LPP1 allocation)	200
North-West Radley (LPP1 allocation)	240
South of Kennington (Radley Parish; LPP1 allocation)	270
Dalton Barracks (LPP2 allocation)	1,200
Total	**2,860**

[a]The LPP1 allocation for North Abingdon-on-Thames was for around 800 dwellings, however a Planning Application for 950 dwellings was approved at committee on 26 July 2017.

[21]The Part 1 Plan strategic allocation for North of Abingdon-on-Thames was for around 800 dwellings, however a Planning Application for 950 dwellings was approved at committee on 26 July 2017. The strategic allocations within the Abingdon-on-Thames and Oxford Fringe Sub-Area set out in the Part 1 Plan contribute towards a provision of 1,660 dwellings [22]Site Selection Topic Paper (2017), available at: www.whitehorsedc.gov.uk/LPP2

2 Additional Sites and Sub-Area Strategies

Affordable Housing for Oxford Unmet Need

2.23. In addition to planning for the appropriate housing requirement, it is also important to plan for the appropriate type of dwellings, and to contribute towards the affordable housing needs of Oxford city.

2.24. The Part 1 plan sets out the Vale's approach to affordable housing (**Core Policy 24**). The Council will seek 35 % affordable housing on sites capable of a net gain of eleven dwellings or more[23].

2.25. The allocation of affordable housing to those in need is a matter of housing policy rather than planning policy. Allocations will therefore be made in accordance with an approach to be agreed between Vale of White Horse District Council and Oxford City Councils.

2.26. The Vale of White Horse District Council will continue to work positively with Oxford City Council and other Oxfordshire Authorities to plan for housing for Oxfordshire in the longer term. It is anticipated this will include the preparation of an updated Strategic Housing Market Assessment (SHMA) for Oxfordshire. Until the updated Oxfordshire SHMA and Oxford City Local Plans are completed, it will not be possible to determine the precise affordable housing need for Oxford, to be provided for within the Vale of White Horse.

Housing Mix, Tenure and Size for Oxford Unmet Need

2.27. Planning for an appropriate mix of housing types, size and tenure is clearly important. Housing mix is addressed through **Core Policy 22** as set out in the Part 1 plan. This makes provision for a mix to be delivered in accordance with the Oxfordshire Strategic Housing Market Assessment (SHMA) and provides flexibility should the Housing Register demonstrate an alternative would be more appropriate.

2.28. The Oxfordshire SHMA takes account of housing mix requirements across each of the Oxfordshire authorities and recommends a mix suitable for both Vale and Oxford City. The SHMA mix favours 3 bedroom properties a little more than the Oxford City evidence suggests (45 % vs. 39 %). This is consistent with the Oxford City 'Preferred Options' Local Plan 2036, which states a need for more 3 bedroom properties, rather than smaller dwellings.

2.29. It is considered that **Core Policy 22** already provides sufficient flexibility to support housing mix suitable to both Vale and Oxford City. However, the policy also provides sufficient flexibility to support a more bespoke mix on Part 2 allocations should this become necessary.

South East Vale Sub-Area

2.30. The Local Plan Part 1 Inspector also recognised the potential role of housing allocated within the Part 1 plan within the South-East Vale Sub-Area to help meet the unmet need for Oxford, stating, for example:

"Whilst the Abingdon-on-Thames / Oxford Fringe Sub-Area is closer to Oxford, it is true that more than 3,000 dwellings proposed in the South East Vale (the two Valley Park sites) would also be close to Didcot Station with its fast and frequent rail service to Oxford" [24]***.***

2.31. It is therefore important that the role of housing located within the South-East Vale is not overlooked, especially given the fast and frequent rail service available from Didcot to Oxford. However, in total, over 7,000 dwellings are provided for within the Abingdon-on-Thames and Oxford Fringe Sub-Area, and over 13,000 dwellings are provided for within the South-East Vale Sub-Area. Whilst, the plan identifies sites that are demonstrably close to and accessible to Oxford (**Table 2.1**), it is also the case that, in reality, any of the homes allocated across the two Sub-Areas could contribute towards the unmet

[23]HDH Planning & Development (2014) Local Plan Viability Study, available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031-part-1-strategic-sit-0 [24]Vale of White Horse Local Plan 2031: Part 1 – Inspector's Report (2016), Paragraph 56: Available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031-part-1-strategic-sites

housing needs of Oxford City, including those located in the Vale to the west of Didcot.

2.32. It is therefore not considered necessary to allocate any additional sites in the Part 2 plan within the South-East Vale Sub-Area to specifically address unmet housing need for Oxford.

Other Housing Needs

2.33. In addition to planning for the quantum of unmet housing need for Oxford to be addressed within the Vale, the Council is also allocating additional housing to help achieve the Council's objective to support the Science Vale area.

2.33. The Science Vale area houses a number of significant employment sites, including the Enterprise Zone sites at Harwell Campus and Milton Park, and forms the southern end of the Oxfordshire Knowledge Spine. Supporting the accelerated delivery of housing within Science Vale is a priority for the Oxfordshire LEP, along with delivering a comprehensive package of strategic infrastructure. Housing and infrastructure delivery will help to unlock the area's potential for economic growth and this forms a key strand of the Council's Spatial Strategy.

2.35. Some of the housing the Council proposed within the Part 1 plan was deleted from the plan during the Examination process and did not form allocations in the adopted plan. The Planning Inspector, when discussing the deletion of these sites from the Part 1 plan, stated in his Interim Report that this:

"Would reduce the potential supply of housing in the South-East Vale and the Council may wish to consider the need to allocate replacement sites in this area through the Part 2 plan"[25].

2.36. For these reasons, 1,400 additional homes are allocated within the South-East Vale Sub-Area and this is discussed in more detail within the following chapter (under Additional Site Allocations and Strategic Policies for the South-East Vale Sub-Area).

2.37. The quantum of housing identified for allocation within the Part 2 plan, as set out within the Part 1 plan (i.e. for 1,000 dwellings) is subsumed by a combination of: updated completions and commitments that have come forward since March 2016; the additional allocations set out in this plan that address unmet housing need for Oxford (2,200 dwellings); and those that complement the Spatial Strategy and support infrastructure delivery (1,400 dwellings) in the South-East Vale Sub-Area.

2.38. The updated housing supply position for each of the three Sub-Areas is updated in Core Policies 8b, 15b and 20b. The windfall allowance has been updated to reflect up to date evidence on the delivery of small sites in the district since 2011.

2.39. No additional sites are proposed for allocation within the Western Vale Sub-Area, this area does not relate well to either Oxford or Science Vale and the identified housing need for this area is already adequately planned for.

[25]Vale of White Horse Local Plan 2031: Part 1 - Inspector's Interim Findings (2016), Paragraph 9.12, available at: http://www.whitehorsedc.gov.uk/java/support/dynamic_serve.jsp?ID=571193448&CODE=26CB26CB6FD3E8B42E026D7CC6DDCDCF

2 Additional Sites and Sub-Area Strategies

Core Policy 4a: Meeting our Housing Needs

The strategy for meeting the housing target for the Vale of White Horse is set out within **Core Policy 4: Meeting our Housing Needs** (Local Plan 2031: Part 1) and includes details of the strategic allocations necessary to meet this target, along with a policy framework for development.

This policy sets out how the Council will address housing needs arising from elsewhere in the Housing Market Area, expressly the quantum of unmet housing need for Oxford City to be addressed within the Vale of White Horse of 2,200 homes, as agreed at the Oxfordshire Growth Board meeting in September 2016.

The housing target for the Vale of White Horse is for at least 22,760 homes to be delivered in the plan period between 2011 and 2031. 12,495 dwellings will be delivered through strategic allocations. 3,420 dwellings will be delivered through additional allocations. The agreed quantum of unmet housing need for Oxford City to be addressed within the Vale of White Horse of 2,200 dwellings will be provided for through either strategic or additional sites provided for within the Abingdon-on-Thames and Oxford Fringe Sub-Area. Additional site allocations also complement those set out within the Part 1 plan to assist with delivering the Spatial Strategy and supporting infrastructure delivery.

Additional dwellings (for example, windfalls) will be delivered through Neighbourhood Development Plans or through the Development Management Process. The contribution of all sources of housing supply are shown by the following table, which supersedes the table set out in **Core Policy 4**:

Category		Number of Dwellings
Housing requirement for the full plan period (Apr 2011 to Mar 2031)		22,760
Housing Completions (Apr 2011 to Mar 2017)		4,672
Housing Supply (Apr 2017 to Mar 2031)	Known Commitments	3,061
	Local Plan 2031: Part 1 allocations	12,495
	Local Plan 2031: Part 2 allocations	3,420
	Windfalls[a]	1,100

[a] Windfall figures are updated to reflect past delivery.

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Core Policy 4a: Meeting our Housing Needs (continued from previous page)

Additional Allocations

In addition to the strategic site allocations set out in **Core Policy 4**, development will be supported at the additional site allocations through a masterplanning process involving the community, local planning authority, developer and other stakeholders, where development meets the requirements set out within the Site Development Templates shown by **Appendix A** and are in accordance with the Development Plan taken as a whole. The following tables show how the level of housing required through additional sites will be distributed:

Abingdon-on-Thames and Oxford Fringe Sub-Area

Settlement / Parish	Settlement Type	Site Name	Number of Dwellings
East Hanney	Larger Village	North of East Hanney	80
East Hanney		North-East of East Hanney	50
Kingston Bagpuize with Southmoor (Fyfield and Tubney Parish)		East of Kingston Bagpuize with Southmoor (Fyfield and Tubney Parish)	600
Marcham		South-East of Marcham	90
Shippon	Smaller Village	Dalton Barracks	1,200[b,c]
Total			**2,020**

South-East Vale Sub-Area

Settlement / Parish	Settlement Type	Site Name	Number of Dwellings
Grove	Local Service Centre	North-West of Grove	400[d]
Harwell Campus	Larger Village	Harwell Campus	1,000[e]
Total			**1,400**

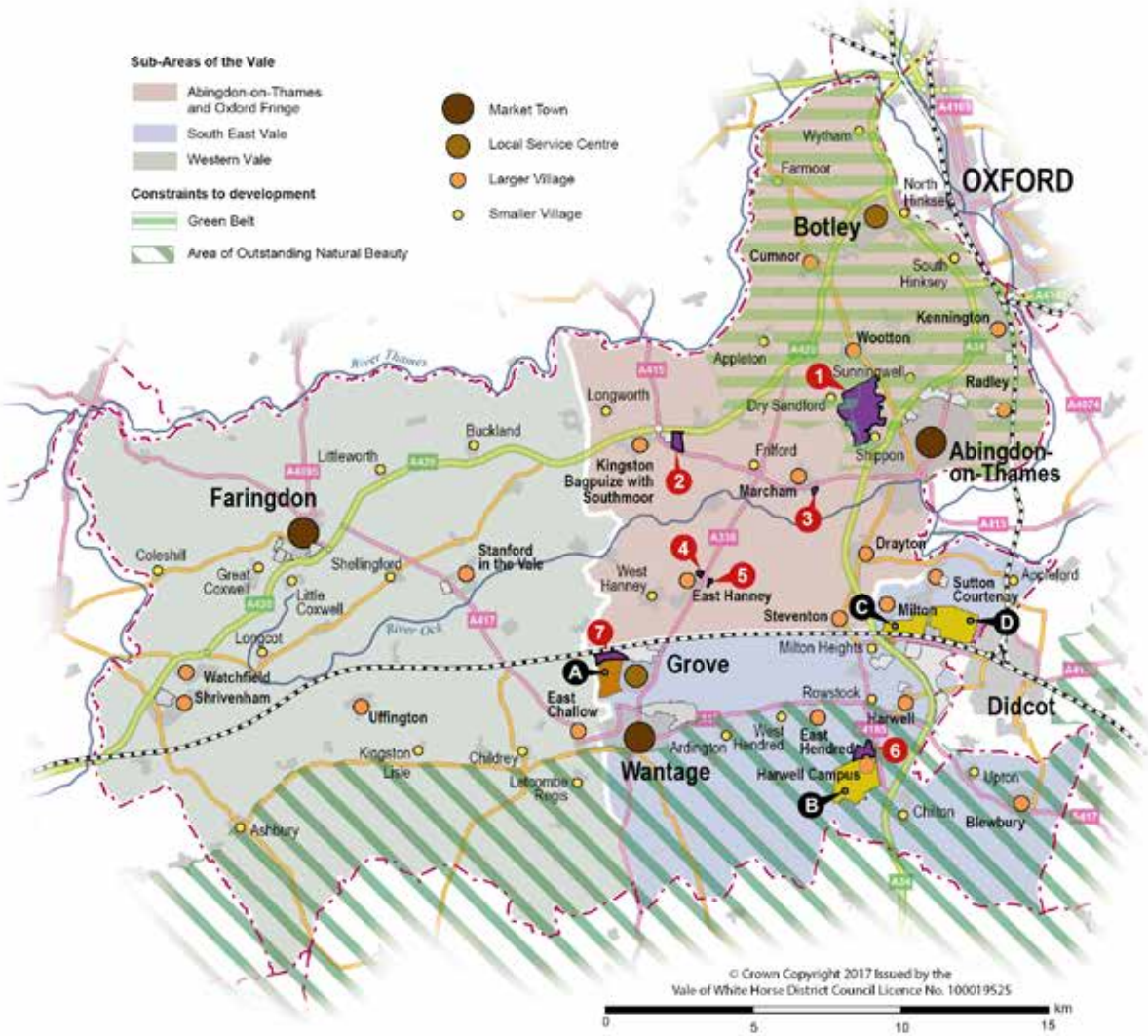
Western Vale Sub-Area

Local Plan Part 2 does not allocate additional sites within the Western Vale Sub-Area.

[b] The development proposed at Dalton Barracks will provide services and facilities equivalent to a Larger Village.
[c] The allocation at Dalton Barracks has the capacity to deliver more housing, subject to appropriate infrastructure improvements. Housing which is in addition to the 1,200 homes is expected to be delivered after 2031.
[d] The allocation at North-West of Grove has the capacity to deliver more housing, subject to appropriate infrastructure improvements. Housing which is in addition to the 400 homes is expected to be delivered after 2031.
[e] Harwell Campus has services and facilities equivalent to a Larger Village.

2 Additional Sites and Sub-Area Strategies

Figure 2.1 Map showing the additional allocations across the three Sub-Areas within the Vale of White Horse District



Local Plan 2031 Part 2 Additional Site Allocations		No. of Dwellings
1	Dalton Barracks	1,200
2	East of Kingston Bagpuize with Southmoor (Fyfield and Tubney Parish)	600
3	South-East of Marcham	90
4	North of East Hanney	80
5	North-East of East Hanney	50
6	Harwell Campus	1,000
7	North-West of Grove	400

Local Plan 2011 saved Allocation

A.	Grove Airfield	2,500

Planned Economic Growth Areas

B. Harwell Campus

C. Milton Park

D. Didcot Power Station

2 Additional Sites and Sub-Area Strategies

Sub-Area Strategies

2.40. The Part 1 plan establishes three Sub-Area Strategies, which give spatial expression to the plan and ensure that it is locally distinctive and focused on each part of our district. The three sub-areas are:

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

2 Additional Sites and Sub-Area Strategies

Abingdon-on-Thames and Oxford Fringe Sub-Area

Additional site allocations and strategic policies for the Abingdon-on-Thames and Oxford Fringe Sub-Area

2.41. This Sub-Area contains our largest settlement of Abingdon-on-Thames, which has the greatest range of services and facilities, a good employment base, excellent public transport links to Oxford and beyond, and it has the highest need for affordable housing within the district. The wider Sub-Area contains the local service centre at Botley, as well as a number of larger villages including Cumnor, Drayton, East Hanney, Kennington, Kingston Bagpuize with Southmoor, Marcham, Radley, Steventon and Wootton.

2.42. The Planning Inspector presiding over the Examination into the Part 1 plan concluded that the need for and the proposed housing requirement for this Sub-Area (5,438 as set out in **Core Policy 8** within the Part 1 plan) was soundly based. This is not least because a substantial part of the housing need for Vale arises from this Sub-Area.

2.43. By adding the agreed quantum of unmet housing need for Oxford to this Sub-Area, the revised housing requirement increases from **5,438 dwellings** (Part 1 Plan: **Core Policy 8**) to **7,512 dwellings** (Part 2 Plan: **Core Policy 8a**)[26].

2.44. The Part 2 plan allocates five additional sites within the Abingdon-on-Thames and Oxford Fringe Sub-Area to ensure this revised housing requirement is fully met. Land is allocated in the Part 2 plan adjacent to the sustainable larger village of Kingston Bagpuize with Southmoor (within Fyfield and Tubney Parish), at the MOD base at Dalton Barracks (Shippon) and at the larger villages of East Hanney and Marcham (**Core Policy 8a**)[27].

2.45. Kingston Bagpuize with Southmoor is a sustainable larger village offering good access to a range of services and facilities and excellent public transport connectivity, especially to Swindon and Oxford. Development on Land East of Kingston Bagpuize with Southmoor (within Fyfield and Tubney Parish) provides an opportunity to re-route the A415 out of the existing village (effectively providing a bypass) and deliver a range of local infrastructure, including a new primary school.

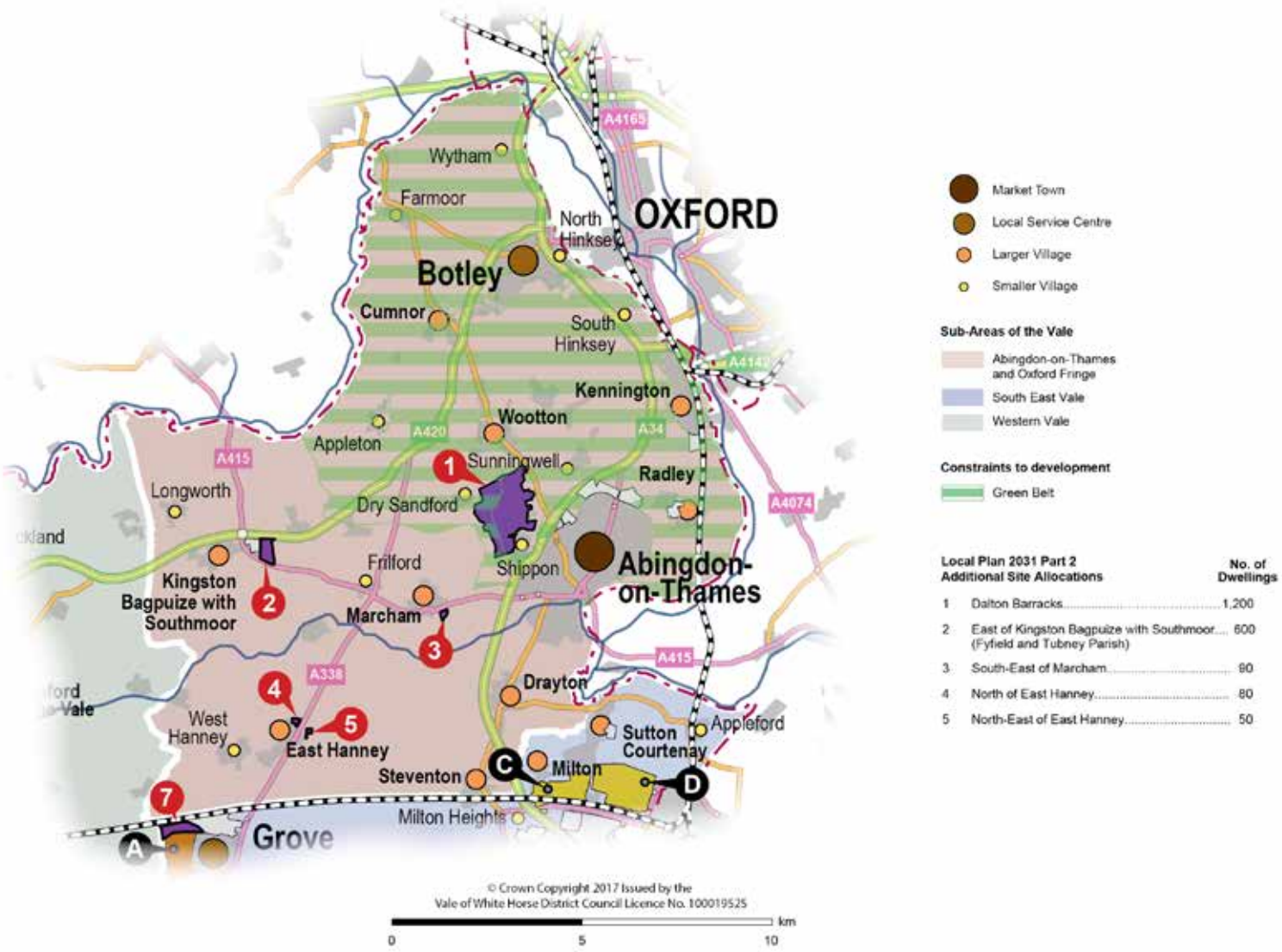
2.46. Locating development where there is already access to frequent and premium bus routes helps to maximise the viability and longevity of the services, deliver improvements (increased frequency at evenings and weekends) and help to minimise the need for car travel.

2.47. The larger villages of East Hanney and Marcham offer a good range of services and facilities and are relatively unconstrained, and are not located within the Oxford Green Belt, or areas of floodplain, which are both particularly extensive in this Sub-Area. The provision of smaller site allocations within the plan is also important and necessary to ensure housing is delivered throughout the plan period.

2.48. There are concerns associated with highway impact from development at Marcham and the village is identified as an Air Quality Management Area (AQMA). It is considered that the majority of additional traffic associated with the proposed allocation at Marcham would travel towards Oxford, Abingdon-on-Thames and Science Vale (i.e. away from Marcham) and that new opportunities exist for improved public transport, cycling and walking connections in this area[28]. The Council are satisfied that the relatively small development (90 dwellings) proposed to the east of Marcham will not adversely impact the AQMA located in Marcham village.

[26]Because the Part 1 plan already made provision for more than the Objectively Assessed Housing Need for Vale, the Sub-Area housing requirement is updated to reflect the residual necessary to meet the agreed quantum of unmet housing need for Oxford to be addressed within the district [27]More information about how we have selected the additional site allocations is set out in our Site Selection Topic Paper available from the Council website at: www.whitehorsedc.gov.uk/LPP2 [28]ATKINS (2017) Vale of White Horse District Council – Evaluation of Transport Impacts – Stage 1; SYSTRA (2017) Sustainable Transport Study for the Abingdon to Oxford Corridor, both documents are available to view and access at: www.whitehorsedc.gov.uk/LPP2

Figure 2.2: Map showing the additional allocations within the Abingdon-on-Thames and Oxford Fringe Sub-Area



2 Additional Sites and Sub-Area Strategies

Core Policy 8a: Additional Site Allocations for Abingdon-on-Thames and Oxford Fringe Sub-Area

The overarching priority and Settlement Hierarchy for this Sub-Area is set out in **Core Policy 8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area** (Local Plan 2031: Part 1) along with the strategy for addressing housing need and employment arising in the Vale of White Horse.

Housing Delivery

This policy sets out how the Council will address housing needs arising from elsewhere in the Housing Market Area, expressly the quantum of unmet housing need for Oxford City to be addressed within the Vale of White Horse of 2,200 homes, as agreed by the Oxfordshire Growth Board in September 2016.

At least 7,512 new homes will be delivered in the plan period between 2011 and 2031. 1,790 dwellings will be delivered through strategic allocations. 2,020 dwellings will be delivered through additional allocations. The agreed quantum of unmet housing need for Oxford City to be addressed within the Vale of White Horse is 2,200 dwellings, which will be provided for within this Sub-Area through either strategic or additional sites. Additional dwellings (for example, windfalls) will be delivered through Neighbourhood Development Plans or through the Development Management Process. The contribution of all sources of housing supply for this Sub-Area are shown in the following table:

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

Category		Number of Dwellings
Housing requirement for the full plan period (Apr 2011 to Mar 2031)		7,512[a]
Housing Completions (Apr 2011 to Mar 2017)		2,051
Housing Supply (Apr 2017 to Mar 2031)	Known Commitments	1,401
	Local Plan 2031: Part 1 allocations	1,790
	Local Plan 2031: Part 2 allocations	2,020
	Windfalls	308[b]
Total remaining to be identified (at October 2017)		0

[a] The Sub-Area housing requirement is updated to reflect the residual necessary to meet the agreed quantum of unmet housing need for Oxford to be addressed within the Vale.
[b] Windfall figures are updated to reflect past deliver.

Continued overpage

Core Policy 8a: Additional Site Allocations for Abingdon-on-Thames and Oxford Fringe Sub-Area (continued from previous page)

Additional Allocations

In addition to the strategic site allocations set out in **Core Policy 8**, development will be supported at the additional site allocations through a masterplanning process involving the community, local planning authority, developer and other stakeholders, where development meets the requirements set out within the Site Development Templates shown by **Appendix A** and are in accordance with the Development Plan taken as a whole. The following table shows how the level of housing required within this Sub-Area through additional development sites will be distributed:

Part 2 Allocations

Settlement / Parish	Settlement Type	Site Name	Number of Dwellings
East Hanney	Larger Village	North of East Hanney	80
East Hanney		North-East of East Hanney	50
Kingston Bagpuize with Southmoor (Fyfield and Tubney Parish)		East of Kingston Bagpuize with Southmoor (Fyfield and Tubney Parish)	600
Marcham		South-East of Marcham	90
Shippon	Smaller Village	Dalton Barracks	1,200 [c,d]
Total			**2,020**

[c] The development proposed at Dalton Barracks will provide services and facilities equivalent to a Larger Village.
[d] The allocation at Dalton Barracks has the capacity to deliver more housing, subject to appropriate infrastructure improvements. Housing which is in addition to the 1,200 homes is expected to be delivered after 2031.

2.49. The release of Green Belt land currently owned by the MOD at Dalton Barracks presents an opportunity for the development of a highly sustainable settlement, located on substantially brownfield (previously developed) land and with minimal harm to the purposes of the Oxford Green Belt. The former airfield site currently houses Nos. 3 and 4 Regiments Royal Logistics Corps and incorporates a series of large structures including aircraft hangers. The site is located close to the city of Oxford.

2.50. Development at Dalton Barracks will provide for new infrastructure (such as new schools / local centre / open space) and opportunities for high quality sustainable transport connections between both the city of Oxford and Abingdon-on-Thames and beyond, incorporating walking, cycling, and public transport enhancements.

2.51. It is important that this site is planned for comprehensively to ensure its potential as a highly sustainable settlement is fully realised and this will be guided by **Core Policy 8b: Dalton Barracks Comprehensive Design Framework**, which is discussed in more detail below.

Dalton Barracks Comprehensive Design Framework

2.52. 'A Better Defence Estate' was published by Government in November 2016. This report identified 91 sites operated by the Ministry of Defence (MOD) to be released for development to deliver 55,000 homes as part of the Government's wider housing policy[29].

2.53. One of the sites identified for release, originally by 2029, is Dalton Barracks, located within the Vale of White Horse District to the west of Abingdon-on-Thames and close to Oxford. Dialogue between the Defence Infrastructure Organisation (DIO) and the District Council has identified an opportunity to release the site sooner than 2029 and the Council is satisfied that 1,200 homes can be delivered on the site within the plan period up to 2031.

[29] Ministry of Defence (MoD) (2016) A Better Defence Estate, available at: https://www.gov.uk/government/publications/better-defence-estate-strategy

2.54. The site consists of around 288 hectares and contains large areas of brownfield (previously developed) land. The site was originally a military airfield, but has more recently been used as a barracks for Nos. 3 and 4 Regiments Royal Logistics Corps. Around half of the growth envisaged within the plan period can be delivered onsite even before the military units are re-located. However, it is anticipated that the military units will be re-located no later than 2026.

2.55. The site was not considered as a potential development site through preparation of the Local Plan 2031: Part 1, nor by the Oxfordfordshire Growth Board process to identify potential sites to accommodate unmet housing for Oxford. At the time of undertaking these processes, the site was not considered to be available for future development.

2.56. The Council considers that the MOD's release of this site for development, especially given its size, proximity to Oxford and the extent of previously developed land within the site area, constitutes a 'major change in circumstances' to justify its assessment in the context of a Green Belt Review.

2.57. The Council considers that development at Dalton Barracks has the potential to deliver a highly sustainable mixed-used development, incorporating Garden Village principles and including new services and facilities, new schools, opportunities for local employment and a substantial Country Park of at least 80 hectares.

2.58. Garden Villages are ambitious and locally-led proposals for new communities that should have high quality and good design hard-wired in from the outset[30]. The Town and Country Planning Association (TCPA) have developed principles to help inform the creation of Garden Villages and the Council is keen to explore how these principles can inform the opportunity for development at Dalton Barracks. The TCPA principles include:

- land value capture for the benefit of the community
- strong vision, leadership and community engagement
- community ownership of land and long-term stewardship of assets
- mixed-tenure homes and housing types that are genuinely affordable
- a wide range of local jobs in the Garden City within easy commuting distance of homes
- beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food
- development that enhances the natural environment, providing a comprehensive Green Infrastructure network and net biodiversity gains, and that uses zero-carbon and energy-positive technology to ensure climate resilience
- strong cultural, recreational and shopping facilities in walkable, vibrant, social neighbourhoods, and
- integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport[31].

2.59. The District Council is working in partnership with Oxfordshire County Council to plan for substantial highway and public transport improvements within this Sub-Area. Plans include provision for upgrading the A34 interchange at Lodge Hill; a north-bound bus lane between Lodge Hill and the Hinksey Hill interchanges on the A34; and providing for two new Park and Ride sites at Cumnor and Lodge Hill (both close to Dalton Barracks) for accessing Oxford. Both of these Park and Ride sites will be connected to key destinations in Oxford City via a Rapid Transit System.

2.60. An Abingdon – Oxford Corridor Sustainable Transport Study has informed the sustainable transport provision which should support the proposed development at Dalton Barracks[32]. The improvements outlined in the study include the

[30]CLG (2016) Locally-led Garden Villages, Towns and Cities, available at: https://www.gov.uk/government/publications/locally-led-garden-villages-towns-and-cities [31]Town and Country Planning Association (TCPA) (2016) Garden City Principles, available at: https://www.tcpa.org.uk/garden-city-principles [32]SYSTRA (2017) Sustainable Transport Study for the Abingdon to Oxford Corridor, available at www.whitehorsedc.gov.uk/LPP2

provision of a bus and cycle link from Dalton Barracks to the new Park and Ride site at Lodge Hill, which would provide a direct link from the proposed development to an interchange with services going in to the centre of Oxford and to other key destinations, such as the employment sites to the east of Oxford. The study also outlines the need for enhancements to the frequency of bus routes serving the site to reach 'turn up and go', or premium route, standard and improved pedestrian and cycle links from the site to Abingdon-on-Thames.

2.61. The Council will continue to work with Oxfordshire County Council to ensure opportunities for public transport, walking and cycling in this area are maximised and are fully integrated with proposals for Dalton Barracks.

2.62. Dalton Barracks lies to the east of a number of sites of ecological importance, including Cothill Fen Special Area of Conservation (SAC) and Sites of Special Scientific Interest (SSSI's). To provide a buffer between any proposed development on the site and the designated sites, the western side of Dalton Barracks should be retained as open space, in the form of a Country Park, which will also provide recreational open space to residents of the site[33].

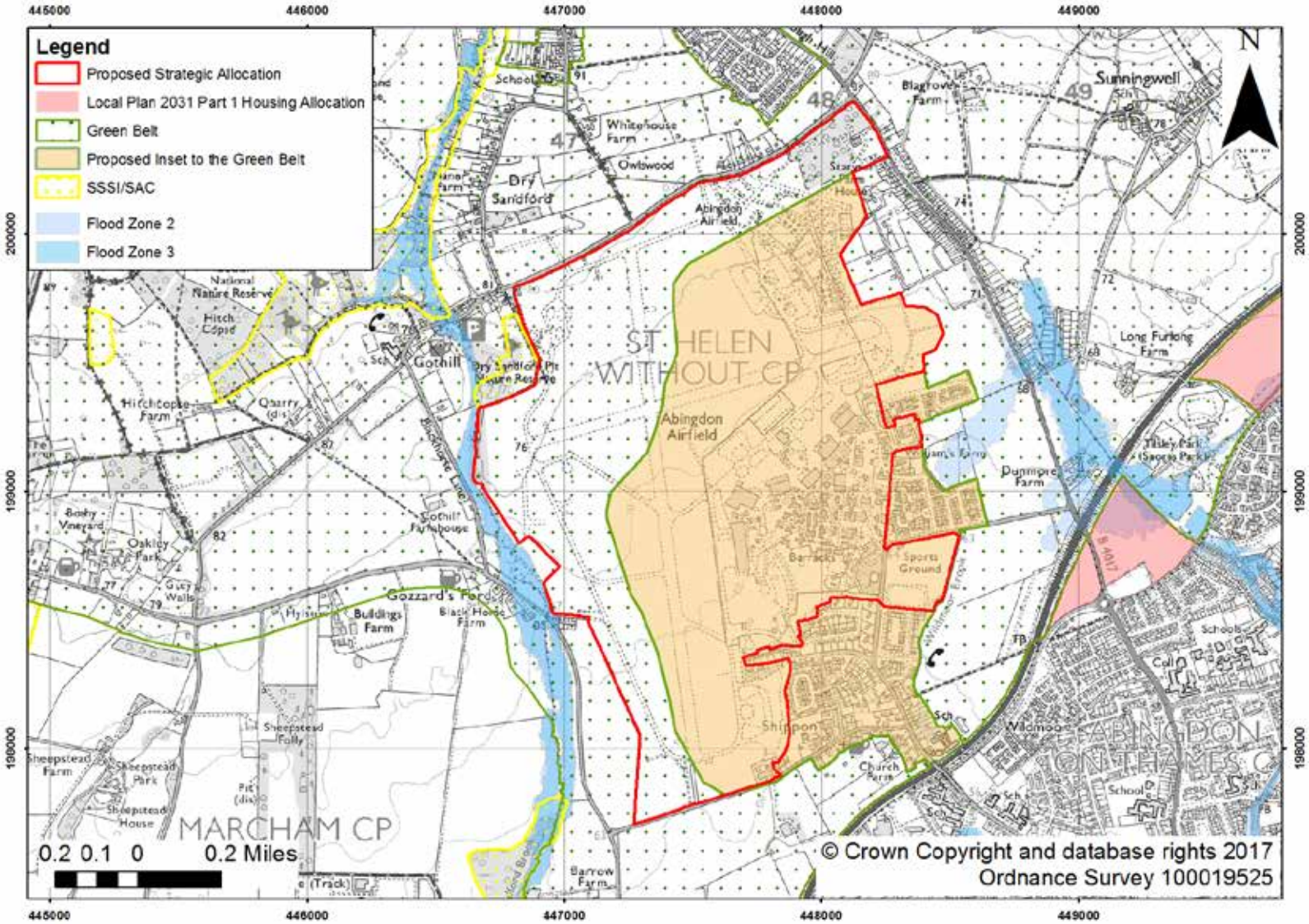
2.63. The Part 2 plan makes provision for around 1,200 dwellings at Dalton Barracks to be delivered within the plan period up to 2031 in accordance with **Core Policies 8 and 8b** and the Site Development Template set out in **Appendix A**. However, it is recognised that the longer-term potential for development is much greater, potentially in excess of 4,000 dwellings, subject to provision of appropriate infrastructure.

2.64. It is therefore essential that development is brought forward in line with a comprehensive development framework in accordance with **Core Policy 8b**.

2.65. The Council will work with the DIO and other key stakeholders, to prepare a comprehensive development framework for the Dalton Barracks site, which will be adopted as a Supplementary Planning Document (SPD). The Framework will provide more detailed guidance to inform proposals for development on the site.

[33]Vale of White Horse Local Plan 2031: Part 2: Habitats Regulation Assessment (HRA) (2017), Paragraph 5.5.22, available at: www.whitehorsedc.gov.uk/LPP2

Figure 2.3: Proposed site allocation boundary and Green Belt boundary at Dalton Barracks.



Core Policy 8b: Dalton Barracks Comprehensive Development Framework

All new development at Dalton Barracks will be guided by a comprehensive development framework.

The new housing allocated at Dalton Barracks will be provided to an exemplar standard and following Garden Village principles to ensure the potential for highly sustainable and accessible development is fully realised. The new settlement will form a mixed-use community incorporating on-site services and facilities, including new schools, a local centre, providing local opportunities for employment and ensuring excellent public transport, cycle way and footpath connections to Oxford and Abingdon-on-Thames. This development will come forward in accordance with **Core Policies 8a and 8b** and the Site Development Template set out in **Appendix A**.

The site is removed from the Oxford Green Belt in accordance with **Core Policy 13a**. The site area, however, contains a large area of land that will remain within the Oxford Green Belt and any development on this area will be limited to Green Belt-compatible development. This area will include a substantial Country Park, located on the western side of the site that should be planned for as part of the comprehensive development framework.

Proposals for development at Dalton Barracks must demonstrate how they contribute towards a comprehensive approach to development.

The Council will continue to work with the Defence Infrastructure Organisation, Oxfordshire County Council, Natural England and other relevant stakeholders to prepare a comprehensive development framework for the site. Additional guidance will be provided by a comprehensive development framework that will be published as a Supplementary Planning Document and will ensure proposals are considered in the context of a comprehensive approach to the whole site, including:

i. the development is in accordance with the requirements of a travel plan for the whole site to make the necessary contributions in order to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling

ii. the development is in accordance with and makes the necessary contributions to a comprehensive landscape plan for the whole site, including the provision of a Country Park of at least 80 hectares

iii. proposals for new development and redevelopment should be demonstrated that there would be no adverse impact on Cothill Fen SAC and protection for the SSSI located to the west of the site, and

iv. proposals for buildings and structures (including their extensions) will not unacceptably harm the character and appearance of the surrounding area, taking into account their location, scale, bulk and height.

Oxford Green Belt

2.66. The Part 1 plan demonstrated 'exceptional circumstances' to release four strategic development sites around Abingdon-on-Thames, Kennington (within Radley Parish) and Radley from the Oxford Green Belt. The Planning Inspector's Final Report into the Examination of the Part 1 plan states that the release of these sites:

"Would have only limited impacts on the function of the Green Belt, primarily being localised encroachment of the countryside"[34].

2.67. The Part 1 plan also proposed the release of other parcels of land from the Oxford Green Belt, as it was considered they may be required to contribute to addressing unmet housing needs for Oxford. However, modifications to the plan deleted these further proposed changes to the Green Belt. The Planning Inspector's Final Report into the Examination of the Part 1 plan made it clear that it is not ideal for a local plan to include alterations to Green Belt boundaries and indicate that further alterations may be necessary (i.e. to address unmet need for Oxford), but that this approach was preferable to deleting land from the Green Belt when it was unclear if the released land would be needed for future development. The Planning Inspector's Report stated that:

"Retaining these parcels of land in the Green Belt now would not prevent their deletion from Green Belt through the 'Part 2' plan or any other local plan or local plan review, if the necessary exceptional circumstances were to be demonstrated"[35].

2.68. A local Green Belt Review, which considered the Vale District, was undertaken to inform preparation of the Part 1 plan. A subsequent Green Belt Study, which considered Oxfordshire as a whole, was prepared to assist work of the Oxfordshire Growth Board.

2.69. A comprehensive approach to assessing potential development sites was undertaken to inform the selection of sites for inclusion within the Part 2 plan. This approach followed methodology consistent with the approach to preparing the Part 1 plan and was informed by a comprehensive suite of technical evidence, including Sustainability Appraisal (SA). This evidence included an assessment of how any potential development sites located within the Oxford Green Belt contributed to the purposes of the Green Belt[36]. This ensured the Part 2 plan was informed by up-to-date and accurate information.

2.70. Furthermore, the release of the Dalton Barracks site by the MOD for development (discussed in Paragraph 2.53) is considered to constitute a 'major change in circumstances' as the site was previously not considered available.

2.71 Taking this evidence into account, and by undertaking additional site specific assessments of all available sites, including those beyond the Green Belt, the Council has concluded that 'exceptional circumstances' exist to justify removing from the Green Belt one additional parcel of land.

2.72. This plan therefore proposes to alter the Green Belt boundary to remove land from the Green Belt at Dalton Barracks (Shippon), to be allocated as an additional housing allocation as shown by **Figure 2.3** (**Core Policy 13a: Oxford Green Belt**).

2.73. The change to the Green Belt at Dalton Barracks has been informed by a detailed Green Belt Study of the site and its surroundings[37]. The area proposed to be removed from the Green Belt is not considered to contribute strongly to the purposes of the Green Belt, particularly as much of the site is previously developed land, and so its removal will have limited impact on the function of the Green Belt.

[34]Vale of White Horse Local Plan 2031: Part 1 - Inspector's Report (2016), Paragraph 87; available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031-part-1-strategic-sites
[35]Vale of White Horse Local Plan 2031: Part 1 - Inspector's Report (2016), Paragraph 91; available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031-part-1-strategic-sites
[36]CLG (2012) National Planning Policy Framework (NPPF), Paragraph 80
[37]Hankinson Duckett Associates (HDA) (2017) Vale of White Horse District: Green Belt Study of Local Plan Part 2 Sites, available at: www.whitehorsedc.gov.uk/LPP2

2.74. The area proposed does not extend beyond the Dalton Barracks site as the site is large enough to accommodate a substantial sustainable settlement in its own right. This approach ensures that the potential for development is maximised and that further changes to the Green Belt will not be required in the future. The openness between Abingdon-on-Thames and Shippon, Shippon and Wootton, of much of the existing airfield area, and between the proposed new development and Whitecross, are all substantially maintained (**Figure 2.3**). Shippon is inset to the Green Belt as it will form an integrated and continuous settlement with Dalton Barracks.

2.75. The 'exceptional circumstances' to justify the amendment to the Green Belt boundary at Dalton Barracks are:

- the availability of a highly sustainable and significant site for development, not previously available, and so not previously considered either by the Oxfordshire Growth Board as a potential site to accommodate unmet housing need for Oxford, or by the Vale of White Horse through preparation of the Local Plan 2031: Part 1. This change is considered to be a 'major change in circumstances'
- assessment work, including a Green Belt Study of the potential development sites considered in preparation of the Part 2 plan, including for Dalton Barracks and the surrounding land, which demonstrates that its removal from the Green Belt for development would have limited impact on the function of the Green Belt[38]
- the site is close to Oxford and has the potential to be developed as a highly sustainable new community with excellent public transport, walking and cycling connectivity to Oxford and Abingdon-on-Thames and is considered to be compatible with the Spatial Strategy set out in the Part 1 plan, and
- the site contains a large area of brownfield (previously developed land)[39].

Core Policy 13a: Oxford Green Belt

The Council's approach to development within the Oxford Green Belt is set out in **Core Policy 13** (Local Plan 2031: Part 1).

The Green Belt boundary is amended to reflect the additional site allocation at Dalton Barracks made through **Core Policy 8b: Additional Site Allocations for Abingdon-on-Thames and Oxford Fringe Sub-Area**. This is shown by the **Adopted Policies Map** and **Figure 2.3** and **Appendix L** to address the agreed quantum of unmet housing need for Oxford at Dalton Barracks (Shippon).

[38]Hankinson Duckett Associates (HDA) (2017) Vale of White Horse District: Green Belt Study of Local Plan Part 2 Sites, available at: www.whitehorsedc.gov.uk/LPP2

[39]Hankinson Duckett Associates Associates (HDA) (2017) Green Belt Review: Exceptional Circumstances Assessment - Dalton Barracks, available at: www.whitehorsedc.gov.uk/LPP2

2 Additional Sites and Sub-Area Strategies

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

2.76. The Part 1 plan recognises that this Sub-Area benefits from excellent public transport connectivity, particularly to the nearby city of Oxford, but that there are also some transport related constraints in the area. These include access to the A34 at Abingdon-on-Thames and Botley, and the Drayton Road (B4017) accessing Abingdon-on-Thames from the south.

2.77. Land is safeguarded by the Part 1 plan to support the delivery of the following transport schemes:

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

2.78. Vale of White Horse District Council continues to work in partnership with Oxfordshire County Council, Highways England and other stakeholders to plan for future highway infrastructure improvements and to support the delivery of the Oxfordshire Local Transport Plan 4, which has been prepared to support jobs, housing growth and economic vitality in the area[40].

2.79. The Local Transport Plan and its supporting evidence proposes a number of additional transport schemes within the Abingdon-on-Thames and Oxford Fringe Sub-Area[41]. Two of these are for new Park and Ride sites for accessing Oxford from the A34 and A420 corridors in an effort to reduce congestion accessing Oxford. These are proposed for delivery within the plan period up to 2031 and have been identified as strategic priorities for the County Council. In addition, the Local Transport Plan proposes that both of these Park & Ride sites form interchanges on Rapid Transit Lines, providing high frequency links to key destinations across Oxford City and beyond.

2.80. For the reasons explained above, four locations are safeguarded by **Core Policy 12a: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area** (**Figure 2.4**). Two of these sites are identified by Oxfordshire County Council as their preferred locations for the new Park and Ride sites along the A34 and A420 corridors and once developed, will assist in achieving sustainable development associated with the additional housing proposed in the Part 2 plan[42].

2.81. As explained above, and in addition to a new Park and Ride facility at Lodge Hill, land is also safeguarded for an additional lane on the A34 to accommodate a single carriageway north-bound bus lane between the Lodge Hill and Hinksey Interchanges. This will facilitate efficient access via sustainable public transport modes to Oxford from the A34 corridor to the south, Abingdon-on-Thames and the proposed new sustainable settlement on land at Dalton Barracks.

2.82. Land is also safeguarded for a bus and cycle link to facilitate sustainable travel between the new sustainable community proposed for Dalton Barracks and the proposed transport interchange at Lodge Hill.

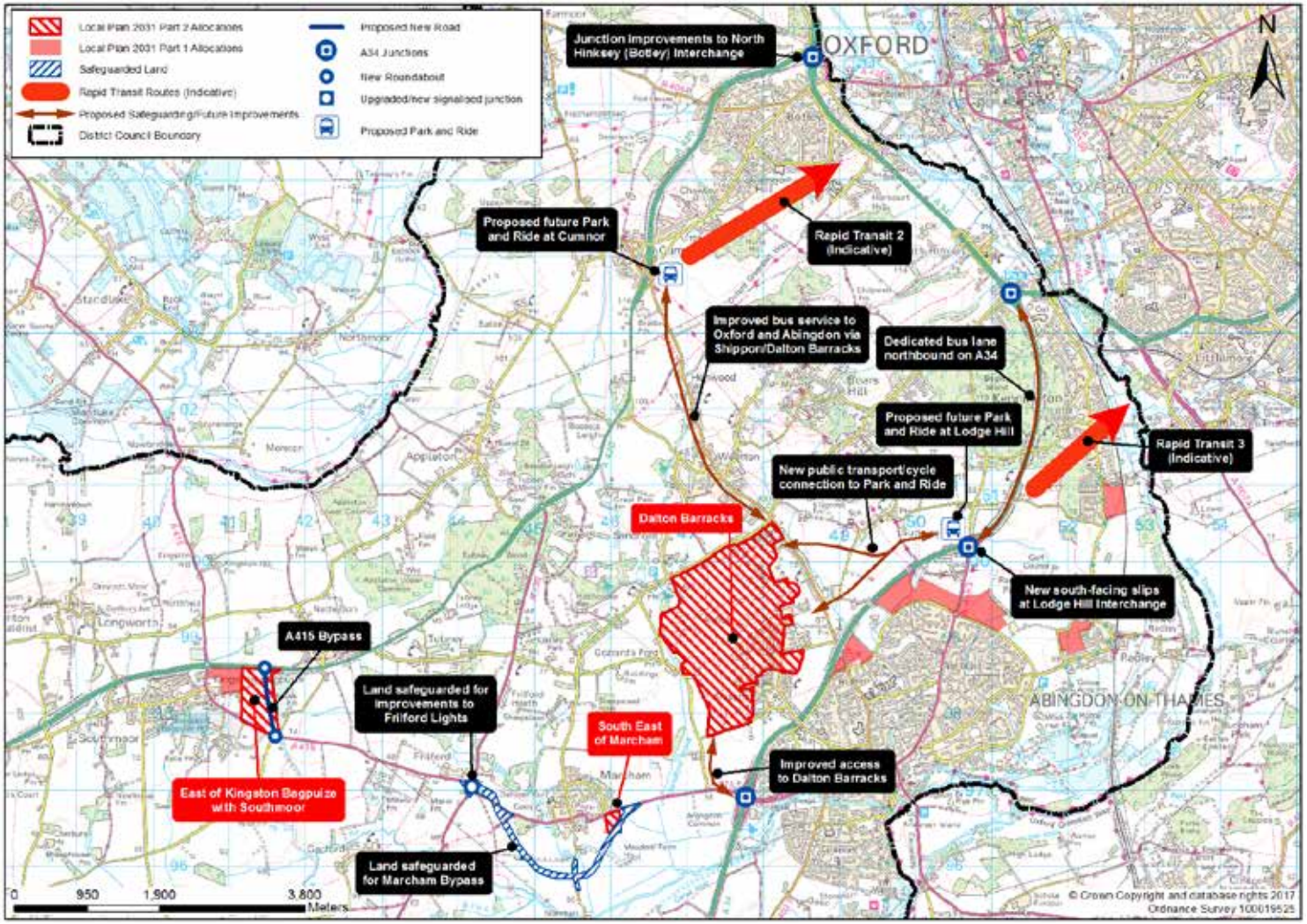
283. Finally, land is safeguarded for the possible future provision of a Southern Marcham Bypass. Traffic flows through Marcham are presently constrained by narrow roads and the village centre has been identified as an Air Quality Management Area (AQMA)[43]. Whilst there is currently no funding identified to support the delivery of a bypass, land is safeguarded to ensure its potential long-term provision is not prejudiced.

[40, 41, 42]Oxfordshire County Council (2016) Connecting Oxfordshire: Local Transport Plan 2015-2031, available at: https://www.oxfordshire.gov.uk/cms/public-site/connecting-oxfordshire

[43]http://www.whitehorsedc.gov.uk/services-and-advice/environment/pollution/air-quality

2.84. The Council will continue to work with Oxfordshire County Council to investigate opportunities for improving public transport, cycling and walking within this Sub-Area, especially in the context of the new sustainable community proposed for Dalton Barracks.

Figure 2.4: Proposed opportunities for highway, public transport, walking and cycling improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area.



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

In addition to land safeguarded for identified transport schemes set out in **Core Policy 12** (Local Plan 2031: Part 1) the following schemes are also safeguarded:

i. Park and Ride site for accessing Oxford from the A420 corridor at Cumnor

ii. Park and Ride site for accessing Oxford from the A34 corridor at Lodge Hill

iii. Single carriageway north-bound bus lane between the Lodge Hill A34 Interchange and Hinksey A34 Interchange, and

iv. Provision for a public transport and cycle link between Dalton Barracks and the Lodge Hill Park and Ride site, and

v. South Marcham Bypass linking the A415 to the west of Marcham and east of Marcham

These schemes are safeguarded in accordance with **Core Policy 12** and as shown by maps in **Appendix B** and the **Adopted Policies Map**[a]

[a] The area shown on the Adopted Policies Map illustrates where Core Policy 12 will apply. It does not seek to show a precise alignment for the transport scheme, which will need to be informed by detailed design work, carried out in consultation with Oxfordshire County Council and other relevant parties.

Upper Thames Strategic Water Storage Reservoir

2.85. The Part 1 plan safeguards land for the possible future provision of a Strategic Water Storage Reservoir within the Vale between the villages of Drayton, East Hanney, Steventon, and to the North of Longworth (**Core Policy 14: Strategic Water Storage Reservoirs**). **Core Policy 14** also facilitates the provision for a new route of the Wilts and Berks Canal, should any proposal for a reservoir come forward in the future.

2.86. Thames Water is examining the means by which sufficient water can be provided to meet the future needs of the region. The shortlisted options include new strategic water storage capacity in the Upper Thames Catchment and the possible need for a major new reservoir within the district.

2.87. The Water Resources Management Plan (WRMP) 2014[44], published by Thames Water, confirms the Upper Thames Reservoir remains as its preferred option, if a large storage reservoir solution is found to be necessary. Land safeguarded for a proposed reservoir to the North of Longworth is updated in Core Policy 14a following Thames Water's Fine Screening Report Update (April 2017)[45], which confirms that the site no longer needs to be safeguarded.

2.88. In order to fully reflect the updated plans prepared by Thames Water (the latest plans were not reflected in the adopted version of the Part 1 plan[46]), the Local Plan 2031: Part 2 updates the area to be safeguarded for the possible future provision of the Upper Thames Reservoir (**Core Policy 14a**).

[44] Thames Water (2014) Water Resources Management Plan (WRMP), available at: https://corporate.thameswater.co.uk/about-us/our-strategies-and-plans/water-resources/developing-our-next-plan---wrmp19 [45] Thames Water (2017) Thames Water WRMP19 Resource Options - Fine Screening Report Update, April 2017, available at: https://corporate.thameswater.co.uk/About-us/Our-strategies-and-plans/Water-resources/Document-library/Thames-Water-reports
[46] Land was safeguarded in the Part 1 Plan for a future reservoir between the settlements of Drayton, East Hanney and Steventon in accordance with Core Policy 14: Strategic Water Storage Reservoirs. The safeguarded area has been updated in the Part 2 Plan to include additional land for ancillary works, following evidence submitted by Thames Water at Regulation 19 stage for the Publication Version of the Local Plan 2031: Part 1: Strategic Sites and Policies.

2 Additional Sites and Sub-Area Strategies

Core Policy 14a: Upper Thames Strategic Storage Reservoir

Land is safeguarded for a reservoir and ancillary works between the settlements of Drayton, East Hanney and Steventon in accordance with the proposals set out in the Water Resources Management Plan 2014 and **Core Policy 14** (Local Plan 2031: Part 1).

This Policy replaces the area safeguarded between the settlements of Drayton, East Hanney and Steventon as shown by the **Adopted Policies Map** and **Appendix D**.

2 Additional Sites and Sub-Area Strategies

South-East Vale Sub-Area

Additional site allocations and strategic policies for the South-East Vale Sub-Area

2.89. The South East Vale Sub-Area provides the main focus for housing and economic growth within the Vale of White Horse District, as identified by the Spatial Strategy set out in **Core Policy 4** within the Local Plan 2031: Part 1. The Sub-Area contains a number of internationally significant Science Vale sites, including the Enterprise Zone sites at Harwell Campus and Milton Park.

2.90. Science Vale is also one of the key growth areas set out within the Oxfordshire Strategic Economic Plan and is the focus of significant investment from the Oxford and Oxfordshire City Deal announced in 2014[47]. The City Deal seeks to support a wave of innovation-led growth to maximise the area's world class assets. Science Vale sits at the southern end of the Oxfordshire 'Knowledge Spine'; arguably the most important and significant growth corridor in Oxfordshire and one of the most important in the South-East of England[48].

2.91. For these reasons, the Sub-Area is planned to accommodate around 70 % of our projected employment growth (15,830 of 23,000 jobs) and around 75 % of the housing identified by the Part 1 plan.

2.92. This Sub-Area contains the market town of Wantage, the local service centre of Grove and extends eastwards to Harwell and Milton parishes, which sit on the western edge of Didcot. The settlement of Didcot itself lies within neighbouring South Oxfordshire, but some of the housing proposed for the area is located within the Vale and both Councils are working closely to plan for the area together.

2.93. The settlement of Didcot, and those adjoining parishes located within the Vale of White Horse, were identified as a Garden Town in 2015 and partnership working is now under way to plan for the future of the settlement and area more comprehensively. This will ensure that Didcot can fulfil its potential as a service centre at the heart of Science Vale and provide quality and fit-for-purpose facilities and services for its expanding population.

2.94. The Part 1 plan identified sites for strategic housing growth at a number of locations within this Sub-Area, including at Wantage and Grove, on sites within the Vale adjoining the settlement of Didcot, and at the sustainable larger villages of Milton Heights, Harwell and Sutton Courtenay.

2.95. Modifications to the Part 1 plan removed two sites proposed on land adjoining Harwell Campus within the North Wessex Downs Area of Outstanding Natural Beauty (AONB).

2.96. The removal from the Part 1 plan of these two sites located adjacent to Harwell Campus (North-West and East Harwell Campus) reduced the planned housing supply in the Science Vale area by 1,400 dwellings. The replacement of these sites within the Part 2 plan will not only provide additional housing supply, but will also assist with delivering the Spatial Strategy and the aim of the plan objective to achieve sustainable development overall. The Council considers that additional housing is required to:

- help to achieve and maintain a sustainable balance of housing and employment within the Science Vale area by ensuring that housing is located close to the provision of new jobs and is accessible by sustainable modes of travel
- help to deliver the Science Vale Strategic Infrastructure Package[49] through developer contributions by assisting further in the achievement of sustainable development within the Science Vale area
- support the Oxfordshire LEP priority

[47, 48]Oxford and Oxfordshire City Deal (2014); available at: https://www.gov.uk/government/publications/city-deal-oxford-and-oxfordshire

[49]Oxfordshire County Council (2016) Connecting Oxfordshire: Local Transport Plan 2015-2031, available at: https://www.oxfordshire.gov.uk/cms/content/ltp4-policy-and-overall-strategy

for accelerating housing delivery within the Oxfordshire Knowledge Spine growth corridor[50], and

- in the case of housing at Harwell Campus, deliver bespoke housing types and tenures tailored specifically to meet the identified business and local economic needs of the Campus.

2.97. For the above reasons, the Part 2 plan allocates two additional sites within this Sub-Area at the local service centre of Grove and at Harwell Campus (albeit on land already allocated for development[51]; **Figure 2.5**). Development at Harwell Campus will be considered within a comprehensive development framework approach in accordance with **Core Policy 15b: Harwell Campus Comprehensive Development Framework**.

2.98. The Part 1 plan allocates a number of sites at Wantage and Grove and these are expected to be delivered through the plan period up to 2031. These include the site at Grove Airfield, which was allocated in the Local Plan 2011 and the policy (H5) for this site continues to be saved (**Core Policy 15a** and **Appendix E**).

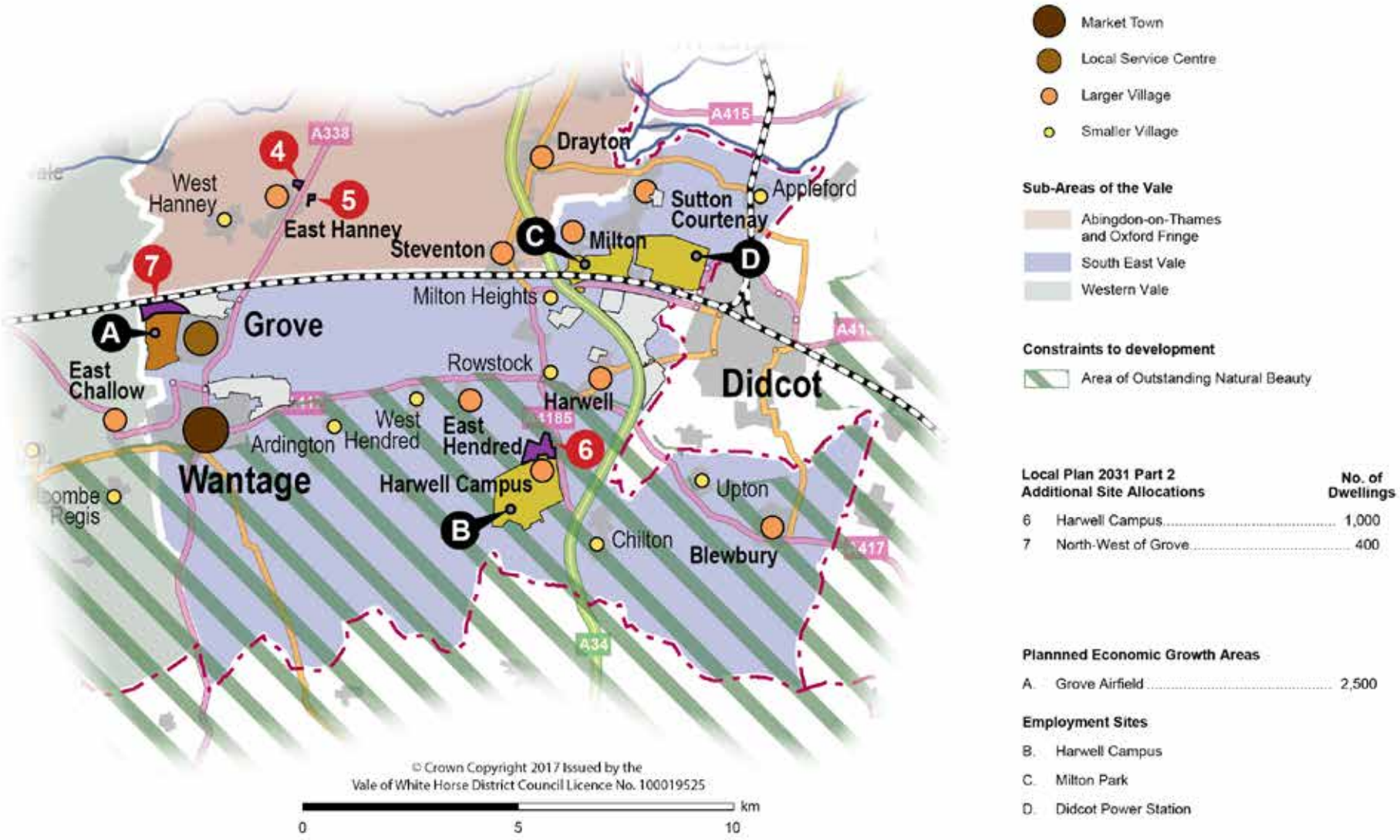
2.99. It is important that the new development planned for Wantage and Grove delivers infrastructure (such as new services, facilities and roads) alongside the delivery of new housing. To assist with infrastructure delivery in this area, an additional development site is allocated in the Part 2 plan at North-West of Grove on land between the Monks Farm and Grove Airfield sites.

2.100. The allocation of the North-West of Grove Site will assist with delivering the North Grove Link Road (NGLR) that will form an important connection between Grove Airfield and the A338, along with contributing to a range of other services and facilities. Allocating this site will also ensure the masterplanning for this site can be considered alongside planning for the Monks Farm and Grove Airfield sites, ensuring they are fully integrated. It is, however, expected that housing development on the North-West of Grove site will not come forward until towards the end of the plan period and much closer to 2031.

[50]Oxford and Oxfordshire City Deal (2014); available at: https://www.gov.uk/government/publications/city-deal-oxford-and-oxfordshire

[51]Harwell Campus is currently allocated for employment development through a combination of Core Policy 6 and Saved Policy E7 (Appendix C).

Figure 2.5: Map showing additional allocations housing within the South-East Vale Sub-Area



Core Policy 15a: Additional Site Allocations for South-East Vale Sub-Area

The overarching priority and Settlement Hierarchy for this Sub-Area are set out in **Core Policy 15: Spatial Strategy for South-East Vale Sub-Area** (Local Plan 2031: Part 1) along with the strategy for addressing housing need arising in the Vale of White Horse and for employment.

Housing Delivery

This policy sets out additional site allocations to complement those set out within the Part 1 plan to assist with delivering the Spatial Strategy and supporting infrastructure delivery. The additional allocation proposed at Harwell Campus is specifically proposed to help meet the identified business and local economic needs of the Campus.

At least 12,150 new homes will be delivered in the plan period between 2011 and 2031. 9,055 dwellings will be delivered through strategic allocations[a]. 1,400 dwellings will be delivered through additional allocations. Additional dwellings (for example, windfalls) will be delivered through Neighbourhood Development Plans or through the Development Management Process. The contribution of all sources of housing supply for this Sub-Area are shown in the following table:

South-East Vale Sub-Area Housing Supply

Category		Number of Dwellings
Housing requirement for the full plan period (Apr 2011 to Mar 2031)		12,150[b]
Housing Completions (Apr 2011 to Mar 2017)		1,536
Housing Supply (Apr 2017 to Mar 2031)	Known Commitments	887
	Local Plan 2031: Part 1 allocations	9,055[c]
	Local Plan 2031: Part 2 allocations	1,400
	Windfalls	484[d]
Total remaining to be identified (at October 2017)		0

[a] This does not impact on the requirement for the Science Vale Ring Fence Area, as detailed in Core Policy 5
[b] the Sub-Area housing requirement is updated in-line with changes to the Abingdon-on-Thames and Oxford Fringe Sub-Area to reflect the residual necessary to meet the agreed quantum of unmet housing need for Oxford to be addressed within the Vale
[c] Local Plan 2031: Part 1 allocations include the saved Local Plan 2011 allocation at Grove Airfield for 2,500 homes as set out in Core Policy 15. This Local Plan 2011 allocation (Policy H5) continues to be saved. The Full Local Plan 2011 Policy for this site is set out in Appendix E
[d] windfall figures are updated to reflect past delivery

Continued overpage

Core Policy 15a: Additional Site Allocations for South-East Vale Sub-Area (continued from previous page)

Additional Allocations

In addition to the strategic site allocations set out in **Core Policy 15**, development will be supported at the additional site 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 sets out the additional development sites for this sub-area:

Part 2 Allocations

Settlement / Parish	Settlement Type	Site Name	Number of Dwellings
Grove	Local Service Centre	North-West of Grove	400[e]
Harwell Campus	Larger Village[f]	Harwell Campus	1,000
Total			**1,400**

[e] The allocation at North-West of Grove has the capacity to deliver considerably more housing, subject to appropriate infrastructure improvements. Housing which is in addition to the 400 homes is expected to be delivered after 2031.
[f] Harwell Campus has services and facilities equivalent to a Larger Village.

Harwell Campus Comprehensive Design Framework

2.101. Harwell Campus is a nationally and internationally significant centre for research and innovation and its continued development is crucial to both the success of the Oxford Economy and the national prospects for job growth associated with 'big science'.

2.102. The Campus is located within Science Vale and is at the heart of the Council's strategy, as set out in the adopted Local Plan 2031: Part 1 to promote Science Vale as a world-class location for science and technology-based enterprise and innovation.

2.103. The Campus is around 294 hectares in total and 93 hectares of the site were identified as an Enterprise Zone in 2012. The site is allocated for development by **Core Policy 15** (Local Plan 2031: Part 1), which is complemented by **Core Policies 15a and 15b** (Local Plan 2031: Part 2).

2.104. The Campus already contains a number of key organisations and facilities, including: the European Space Agency; the Health Protection Agency; the Medical Research Council; the Science and Technology Facilities Council's Rutherford Appleton Laboratory; and the Diamond Light Source.

2.105. Harwell Campus is a "world leading hub for science technology and business, boasting the diamond Light Source, the largest UK funded scientific facility to be built for over 40 years"[52]. This puts the Campus in the top ten Science Parks in the world.

2.106. To ensure its continued development and success, Harwell Campus needs to compete on an international stage and provide a world class environment, which can continue to attract inward investment, commercial enterprise and highly skilled staff.

2.107. To achieve its full potential, the campus needs to evolve from a Science and Innovation Park to a world class campus environment

[52] UKSPA - Harwell Innovation Centre; available at: http://www.ukspa.org.uk/members/harwell-innovation-centre

Core Policy 15b: Harwell Campus Comprehensive Development Framework

All new development at Harwell Campus will be guided by a comprehensive development framework.

The new housing allocated at Harwell Campus will be provided to an exemplar standard and in the form of an Innovation Village to unlock the unique potential for economic growth offered by the Campus. The new Innovation Village will be fully and successfully integrated with the Campus, incorporating on-site services and facilities and reflect a tailored mix of dwellings to help meet the needs of the organisations located at the Campus. This development will come forward in accordance with **Core Policies 15a** and **15b** and the Site Development Template set out in **Appendix A**.

Sufficient land is also made available at Harwell Campus for research, innovation and economic development to accommodate at least 5,400 net additional jobs in the plan period up to 2031 within the designated Enterprise Zone.

Proposals for development within the Campus must demonstrate how they contribute towards a comprehensive approach to development.

The Council will continue to work with Harwell Campus, the LEP, the AONB Management Board and other relevant stakeholders to prepare a comprehensive development framework for the Campus and the Innovation Village. Development proposals will be considered in the context of a comprehensive approach to the whole Campus, in accordance with the criteria set out below. Additional guidance will be provided by a comprehensive development framework that will be published as a Supplementary Planning Document and include:

i. development is in accordance with and meets the requirements of a travel plan for the whole campus to make the necessary contributions in order to implement sustainable transport initiatives, including minimising car usage and increasing the use of public transport, walking and cycling

ii. development is in accordance with and makes the necessary contributions to a comprehensive landscape plan for the whole campus. No development will be permitted within structural areas of open space and perimeter landscaping. In considering proposals for new development and redevelopment, a high quality of landscaping will be required, existing important wildlife habitats will be retained and opportunities for the creation of new wildlife will be taken, where possible

iii. proposals for buildings and structures (including their extensions) will not unacceptably harm the character and appearance of the surrounding area, taking into account their location, scale, bulk and height, and

iv. any external lighting scheme must have a minimal impact in terms of light pollution.

offering a work-live-play community. The new work-live-play community will be delivered as an Innovation Village, with a new residential neighbourhood being created as an attractive living environment, designed to provide new homes for both permanent and transient employees working both at the Campus and within Science Vale.

2.108. A survey of existing Campus organisations, undertaken by CBRE for the Harwell Campus Partnership, has shown that in addition to business sector clustering, there is predisposition towards social / community clustering among the Campus workforce[53].

2.109. Providing for residential uses as well as a business community will foster more interconnectivity between the different individuals and organisations. The aspiration of the Campus is to create a vibrant community, to allow greater cooperation and cross-pollination of ideas by providing opportunities for scientists, technologists and innovators to live and work alongside each other. The CBRE survey has shown strong support from Campus employers for the provision of a community of this type at the Campus, and it is considered that this community is likely to attract new employers to locate at the Campus.

2.110. The development of a new neighbourhood at the Campus offers the opportunity to create a purpose-built environment, tailored towards the housing needs of the Campus and the local science community. The CBRE survey revealed that the existing Campus organisations view accommodation costs locally and the lack of flexible (short-term) accommodation as a negative factor that is affecting their ability to attract suitably qualified staff. A new, purpose-built environment will also be a key advantage in terms of sustainability and will reduce the potential need to travel both now and in the future as new companies and research establishments look to relocate to the Campus.

2.111. The development of a new neighbourhood is strongly supported by Oxfordshire Local Enterprise Partnership (LEP) and both Vale of White Horse District Council and Oxfordshire County Council. Funds from the LEP are being secured and directed to deliver important local infrastructure improvements to support and enable both economic and housing growth to come forward locally.

2.112. Designation of much of the campus as an Enterprise Zone is an equally important aspect of the site's development. The development makes a significant contribution to the Oxfordshire LEP business rate income derived from development on Enterprise Zone land and it is therefore crucial that employment development on the Enterprise Zone continues to be supported.

2.113. The Council considers, for the reasons explained here, that 'exceptional circumstances' exist to justify development within the North Wessex Downs Area of Outstanding Natural Beauty (AONB). The Part 2 plan therefore makes provision for around 1,000 dwellings at Land North of Harwell Campus in accordance with **Core Policies 15a and 15b** (**Figure 2.6**).

2.114. However, it is important the Campus also accommodates at least 5,400 net additional jobs in the plan period up to 2031 and has the potential to provide further jobs beyond 2031, as ongoing decommissioning of the licensed site takes place[54].

2.115. It is essential that both housing and future employment development at Harwell Campus is brought forward in line with a comprehensive development framework. This is important not only to ensure that new development supports the vision for the Campus, but to ensure development is fully integrated with the Campus, reflects its location within the North Wessex Downs Area of Outstanding Natural Beauty, and is developed to ensure that any further

[53]SQW (2017) Harwell Campus "Exceptional Circumstances" report, available at: www.whitehorsedc.gov.uk/LPP2

[54]Cambridge Econometrics and SQW (2014) Economic Forecasting to Inform the Oxfordshire Strategic Economic Plan and Strategic Housing Market Assessment

strategic infrastructure improvements are delivered in parallel.

2.116. Based on the detailed evidence listed above, the Council considers that there are 'exceptional circumstances' to justify residential development at Harwell Campus that are in the public interest and in accordance with national policy. These can be summarised as:

- **The development is in the public interest:**
  - Harwell must be recognised as a national and international asset which has seen substantial investment and in which further investment in leading-edge scientific facilities is proceeding apace. The UK taxpayer has invested substantially, over decades, and is continuing to do so. Taking steps to ensure a significant return on investment is certainly therefore in the public interest.
- **There is a need for the development (including national considerations):**
  - the underlying scientific asset base is world class, but without sufficient numbers of suitably qualified people who are willing and able to commit to working at Harwell, its impact will be stymied
  - The need for the development has been demonstrated by the Campus, and lead organisations located at the Campus, and is strongly supported by the Department for Business, Energy and Industrial Strategy and the Oxfordshire Local Enterprise Partnership. The development of an Innovation Village offering a highly sustainable 'live-work-play' community is considered essential to unlock the potential of the campus and ensure it continues to offer a world class facility. The housing proposed will offer a tailored mix of types and tenures to appropriately reflect the unique needs of the Campus.
- **The cost of developing elsewhere is greater and the scope for doing so is very limited:**
  - It is considered that the impact of not supporting residential development at Harwell Campus would be detrimental to the local economy, and in particular, prevent the sites unique potential to support nationally and internationally important growth in science and innovation business.
  - The Enterprise Zone site is considered to be of sufficient size to support delivery of the identified employment growth projected for this site within the Plan period up to 2031. The wider Campus site contains substantial land available to support further, and longer term, economic growth.
  - Developing a sustainable 'work-live-play' community in the form of an Innovation Village could only be realistically provided on-site. Trying to provide a multi-campus approach using remote sites would prevent the objective to support a single sustainable community from being achieved.
  - The Council have considered a wide range of alternative development sites, including those at Rowstock, West of Harwell Village, Milton Heights and North of East Hendred. These sites are constrained, including the likelihood of leading to greater impact on the setting of the North Wessex Downs AONB.
- **There will be limited detrimental effects on the environment, the landscape and recreational opportunities:**
  - The land proposed for development at Harwell Campus is already allocated for development and is predominantly brownfield (previously developed) land (**Appendix C**).
  - It has been demonstrated that the proposed residential development at Harwell Campus would have

limited impact on the landscape setting of the AONB and those limited impacts that have been identified are capable of being successfully mitigated.

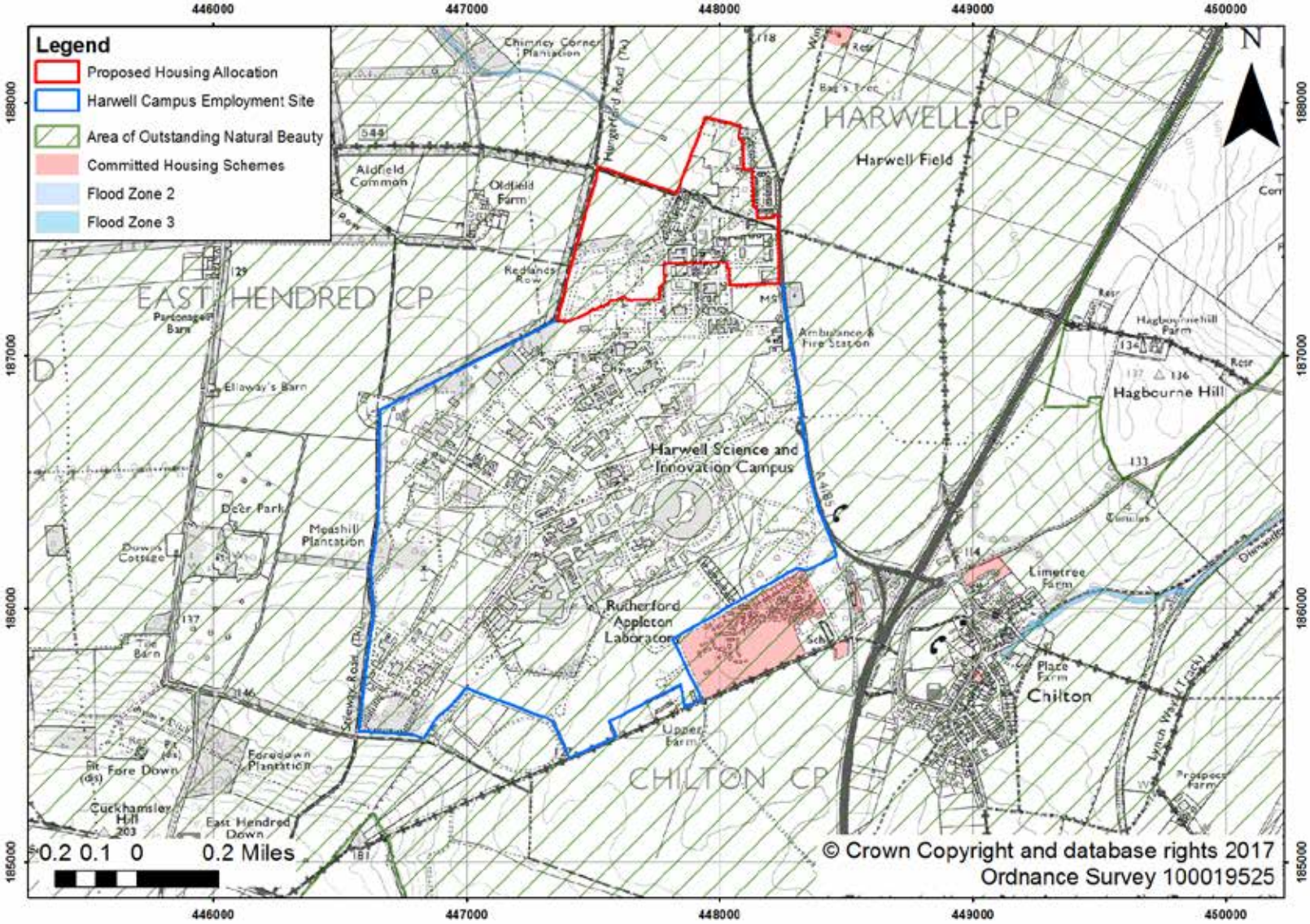
- Detailed work is ongoing to develop a comprehensive development framework for the site, which includes, for example, the need to achieve a high quality landscaping scheme (**Core Policy 15b**).

2.117 The requirements for the housing allocation at Harwell Campus will be brought forward in accordance with the Site Development Template set out in **Appendix A**. The formerly saved Local Plan 2011 (**Policy E7: Harwell Science and Innovation Campus**) is also replaced by the Part 2 plan **Core Policy 15b**.

2.118. The Council will work with Harwell Campus Partnership and other key stakeholders to prepare a comprehensive development framework for the campus, which will be adopted as a Supplementary Planning Document (SPD). A Local Development Order (LDO) will also be prepared to facilitate the effective and accelerated planning of proposals coming forward on the Campus. The Framework will provide more detailed guidance to inform proposals for development on the site, including the need for the following:

- landscape and visual assessment, including on the North Wessex Downs AONB and the development of a heights parameters plan for the campus
- design statement demonstrating how the scheme will achieve exemplar design that is fully integrated with the wider Framework Masterplan and is consistent with the Council's Design Guide SPD
- ecological assessment including mitigation plans and, where considered appropriate, compensation plans
- light pollution assessment
- transport assessment and travel plans
- historic buildings and historic environment assessment
- facilities capacity study demonstrating how proposals will deliver enhanced community services, infrastructure, recreational facilities and improved retail facilities, and
- statement on contamination.

Figure 2.6: Proposed site allocation development boundary at Harwell Campus.



Didcot Garden Town

2.119. The Government announced that Didcot would become a Garden Town in December 2015. Garden Towns are locally-led and ambitious proposals for new communities that work as self-sustaining places and should have high quality and good design embedded from the outset[55].

2.120. The designation of Didcot and the neighbouring parishes in the Vale of White Horse as a Garden Town is an exciting opportunity. Both South Oxfordshire and the Vale of White Horse District Councils are working closely together and in partnership with Oxfordshire County Council and other key stakeholders to develop a joined-up vision and delivery strategy for the area.

2.121. It is important that the area realises its potential as a thriving and attractive location to live, work and visit and in particular to provide a high quality service centre at the heart of Science Vale. This will allow Science Vale's international reputation for science and technology to support continued and accelerated growth of businesses in these sectors.

2.122. The Garden Town initiative will help to shape growth already identified through the Local Plan 2031: Part 1 within the Vale and that being identified within the emerging Local Plan 2033 for South Oxfordshire for housing, employment and infrastructure. The emerging South Oxfordshire Local Plan will focus on shaping the town centre of Didcot and helping the area to function more successfully in a joined-up way, whilst embracing the key principles of Garden Towns.

2.123. To support the successful implementation of the Garden Town initiative, seven high level principles have been developed (**Figure 2.7**) to help shape how development proposals come forward. Proposals for development within the Garden Town Masterplan Area will be expected to demonstrate how they comply with these principles in accordance with **Core Policy 16b: Didcot Garden Town**. The Garden Town Masterplan Area does not form a development boundary for Didcot and will include substantial areas of formal and informal open space and green infrastructure. The important separation between the surrounding villages, including for example Sutton Courtenay, will continue to be protected from development.

2.124. To assist the delivery of the Garden Town, further detail, for example in respect of design, will be set out either in a future Development Planning Document (DPD) or Supplementary Planning Document (SPD). Local Development Orders (LDOs) will also be developed to support the delivery of individual sites.

Core Policy 16b: Didcot Garden Town

Proposals for development within the Didcot Garden Town Masterplan Area, as defined on the **Adopted Policies Map** and shown by **Figure 2.8**, will be expected to demonstrate how they positively contribute to the achievement of the Didcot Garden Town Masterplan Principles (**Figure 2.7**).

[55]CLG (2016) Locally-led Garden Villages, Towns and Cities; available at: https://www.gov.uk/government/publications/locally-led-garden-villages-towns-and-cities

Figure 2.7: Didcot Garden Town Masterplan Principles

1. **Design** – The Garden Town will be characterised by design that adds value to Didcot and endures over time; it will encourage pioneering architecture of buildings and careful urban design of the spaces in between, prioritising green spaces over roads and car parks. All new proposals should show the application of the Council's adopted Design Guide SPD and demonstrate best practice design standards.

2. **Local Character** – The Garden Town will establish a confident and unique identity, becoming a destination in itself that is distinctive from surrounding towns and villages whilst respecting and protecting their rural character and setting. Didcot's identity will champion science, natural beauty, and green living, in part delivered through strengthened physical connections and active public and private sector collaboration with the Science Vale.

3. **Density and tenure** – The Garden Town will incorporate a variety of densities, housing types and tenures to meet the needs of a diverse community. This will include high density development in suitable locations, such as in central Didcot and near sustainable transport hubs; higher density development will be balanced by good levels of public realm and accessible green space.

4. **Transport and movement** – The Garden Town will reduce reliance on motorised vehicles and will promote a step-change towards active and public transport through the creation of a highly legible, attractive and accessible movement network and the appropriate location of housing, employment and leisure facilities. The Garden Town will seek to improve opportunities for access to sport and physical activities through Sport England's Active Design Principles. Cycling and pedestrian links between the Garden Town, its surrounding villages, and natural assets and the strategic employment sites will be enhanced.

5. **Heritage** – the Garden Town will conserve and enhance heritage assets, both designated and non-designated, within and adjacent to the development area. This includes the Scheduled Monuments of the settlement sites north of Milton Park and east of Appleford and any archaeological remains and historic landscapes and / or landscape features identified in the Oxfordshire Historic Environment Record, the Oxfordshire Historic Landscape Character Assessment, other sources and / or through further investigation and assessment.

6. **Landscape and Green Infrastructure** – New development in the Garden Town will enhance the natural environment, through enhancing green and blue infrastructure networks, creating ecological networks to support an increase (or where possible achieve a net gain) in biodiversity and supporting climate resilience through the use of adaptation and design measures.The Garden Town will also seek to make effective use of natural resources including energy and water efficiency, as well as exploring opportunities for promoting new technology within developments. Innovative habitat planting and food growing zones will characterise the Garden Town and, in turn, these measures will support quality of life and public health.

7. **Social and community benefits** – The planning of the Garden Town will be community-focused, creating accessible and vibrant neighbourhoods around a strong town centre offer of cultural, recreational and commercial amenities that support well-being, social cohesion and vibrant communities. The Garden Town will embrace community participation throughout its evolution. It will promote community ownership of land and long-term stewardship of assets where desirable.

Figure 2.8: Didcot Garden Town Masterplan area.

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

2.125. The South-East Vale Sub-Area contains much of the Science Vale area, Enterprise Zone sites, other significant employment locations and forms the southern part of the Oxfordshire Knowledge Spine; perhaps the most significant growth corridor identified in Oxfordshire and one of the most important in the South-East of England.

2.125. For these reasons, the South-East Vale Sub-Area forms the focus of employment and housing growth within the Vale and is supported by a comprehensive package of strategic infrastructure. This includes highway infrastructure set out in the Science Vale Area Strategy that forms part of the Oxfordshire Local Transport Plan 4.

2.126 The announcement by the Department for Transport to explore an Oxford – Cambridge Expressway could have major benefits in relieving strategic traffic from the A34 and bringing further investment to the Science Vale area[56]. A number of route options have been proposed, with routes around Oxford linking with the A34 either to the north or south of Abingdon. Outline costs have been produced, with value for money, environmental, transport and economic impacts feeding into a detailed study, including a Strategic Outline Business Case, which will be published in 2017. The Council will continue to liaise with the relevant organisations and stakeholders as the study continues to develop, in order to understand the impacts and opportunities it presents for the district. It is expected that any proposal will be included in the next Road Investment Strategy which falls within the plan period; 2020 to 2025.

2.127 **Core Policy 17: Delivery of Strategic Highway Improvements within the South-East Vale Sub-Area** (Local Plan 2031: Part 1) identifies a package of strategic highway infrastructure necessary to ensure planned employment and housing development in the area can be sustainably accommodated and requires all new development to contribute to the delivery of these schemes.

2.128 **Core Policy 18: Safeguarding of Land for Transport Schemes in the South-East Vale Sub-Area** (Local Plan 2031: Part 1) safeguards land for 12 strategic highway schemes to ensure the delivery of these schemes is not prejudiced.

2.129 Vale of White Horse District Council continues to work in partnership with Oxfordshire County Council, Highways England and other key stakeholders to plan for highway infrastructure in this area and work is ongoing to continue to plan for the future needs of the area.

2.130 Additional strategic highway infrastructure schemes (dedicated access to / from the A34 to Milton Park and pedestrian and cycle bridge over A34 at Milton Heights) are being investigated as part of ongoing work led by the County Council, and for this reason, land is safeguarded in **Core Policy 18a** to avoid their future delivery being prejudiced.

2.131 Land is safeguarded for the Culham to Didcot Thames River Crossing in the Local Plan 2031: Part 1, in accordance with **Core Policy 18: Safeguarding of Land for Transport Schemes in the South-East Vale Sub-Area**.

2.132 Ongoing work has identified a need to amend the area of land safeguarded for the Culham to Didcot Thames River Crossing (referred to in Local Plan 2031: Part 1 as 'a new strategic road connection between the A415 east of Abingdon-on-Thames and the A4130 north of Didcot'). On this basis, it is proposed that the safeguarded area is updated in accordance with **Core Policy 18a: Safeguarding of Land for Transport Schemes in the South-East Vale Sub-Area**.

[56]CLG (2016) Oxford to Cambridge Expressway Strategic Study: Stage 3 Report, available at: www.gov.uk/government/ publications/oxford-tocambridge-expressway-strategicstudy-stage-3-report and HM Treasury (2016) Autumn Statement 2016, available at: www.gov.uk/government/ publications/autumn-statement-2016-document

Core Policy 18a: Safeguarding of Land for Strategic Highway Improvements within the South-East Vale Sub-Area

Land is safeguarded to support the delivery of a new Thames River Crossing between Culham and Didcot, in accordance with **Core Policy 18** (Local Plan 2031: Part 1).

This policy updates the area safeguarded as shown by the **Adopted Policies Map** and **Appendix B**.

In addition to land safeguarded for identified transport schemes set out in **Core Policy 18** (Local Plan 2031: Part 1) the following schemes are also safeguarded:

- dedicated access to / from the A34 to Milton Park
- provision for a new pedestrian and cycle bridge across the A34 at Milton Heights.

These schemes are safeguarded in accordance with **Core Policy 18** and as shown by maps in **Appendix B** and the **Adopted Policies Map**[a].

[a]The area shown on the Adopted Policies Map illustrates where Core Policy 18 will apply. It does not seek to show a precise alignment for the transport scheme, which will need to be informed by detailed design work, carried out in consultation with Oxfordshire County Council and other relevant parties.

Core Policy 19a: Re-opening of Grove Railway Station

Land is safeguarded to support the re-opening of the railway station at Grove in accordance with **Core Policy 19** (Local Plan 2031: Part 1).

This policy updates the area safeguarded at Grove as shown by the **Adopted Policies Map and Appendix B**.

2.133 The Council continues to support the re-opening of a railway station at Grove in accordance with **Core Policy 19** and is working in partnership with Oxfordshire County Council and others to investigate how this ambition could be realised within the plan period. Detailed feasibility work is now underway to inform the preferred location of a new station, which was not available to inform the Part 1 plan. This work has identified a need to safeguard a wider area for the provision of a new station until the detailed feasibility work is completed and a preferred location identified. On this basis, the safeguarded area is updated in accordance with **Core Policy 19a: Re-opening of Grove Railway Station**.

Western Vale Sub-Area

2.132 The Western Vale Sub-Area is predominantly rural in character and contains the historic market town of Faringdon and a number of attractive rural villages. It forms an important part of the district and it was necessary for the Part 1 plan to make provision for appropriate development within this Sub-Area (less than 15 % of the Part 1 allocations). However, the Western Vale Sub-Area contains less opportunity for strategic employment growth than, for example, the South-East Vale Sub-Area, and may be considered less well related to Oxford than, for example, the Abingdon-on-Thames and Oxford Fringe Sub-Area (**Figure 2.9**).

2.133 The housing requirement for this Sub-Area is updated by **Core Policy 20a: Housing Supply for Western Vale Sub-Area** in-line with changes made to the Abingdon-on-Thames and Oxford Fringe Sub-Area to reflect the residual necessary to meet the agreed quantum of unmet housing need for Oxford to be addressed within the Vale. **Core Policy 20a** clearly demonstrates that this requirement has been adequately planned for, although additional development may still be allocated in future Neighbourhood Plans, or come forward through the Development Management Process, where in accordance with the Development Plan.

2.134 For the reasons explained above, the Part 2 plan does not identify any additional site allocations within the Western Vale Sub-Area.

2 Additional Sites and Sub-Area Strategies

Core Policy 20a: Housing Supply for Western Vale Sub-Area

The overarching priority and Settlement Hierarchy for this Sub-Area are set out in **Core Policy 20: Spatial Strategy for South-East Vale Sub-Area** (Local Plan 2031: Part 1) along with the strategy for addressing housing need arising in the Vale of White Horse and for employment.

Housing Delivery

This policy updates the housing supply for the Western Vale Sub-Area to ensure consistency with the other two Sub-Areas located across the district. There is no contribution towards the agreed quantum of unmet housing need for Oxford City to be addressed within the Vale of White Horse within this Sub-Area and no additional site allocations are set out within the Part 2 plan.

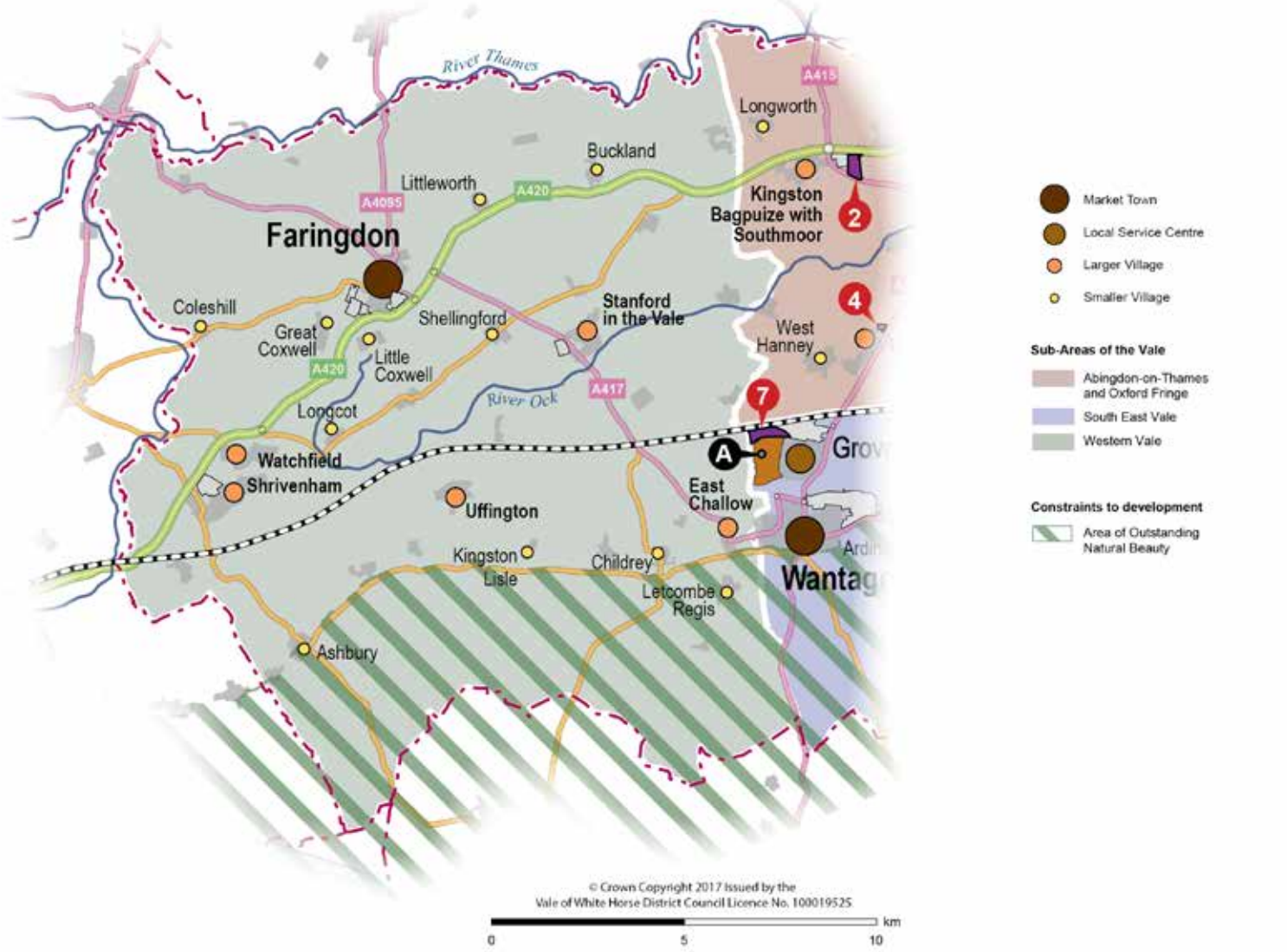
At least 3,098 new homes will be delivered in the plan period between 2011 and 2031. 1,650 dwellings will be delivered through strategic allocations. Additional dwellings (for example, windfalls) will be delivered through Neighbourhood Development Plans or through the Development Management Process. The contribution of all sources of housing supply for this Sub-Area are shown in the following table:

Western Vale Sub-Area Housing Supply

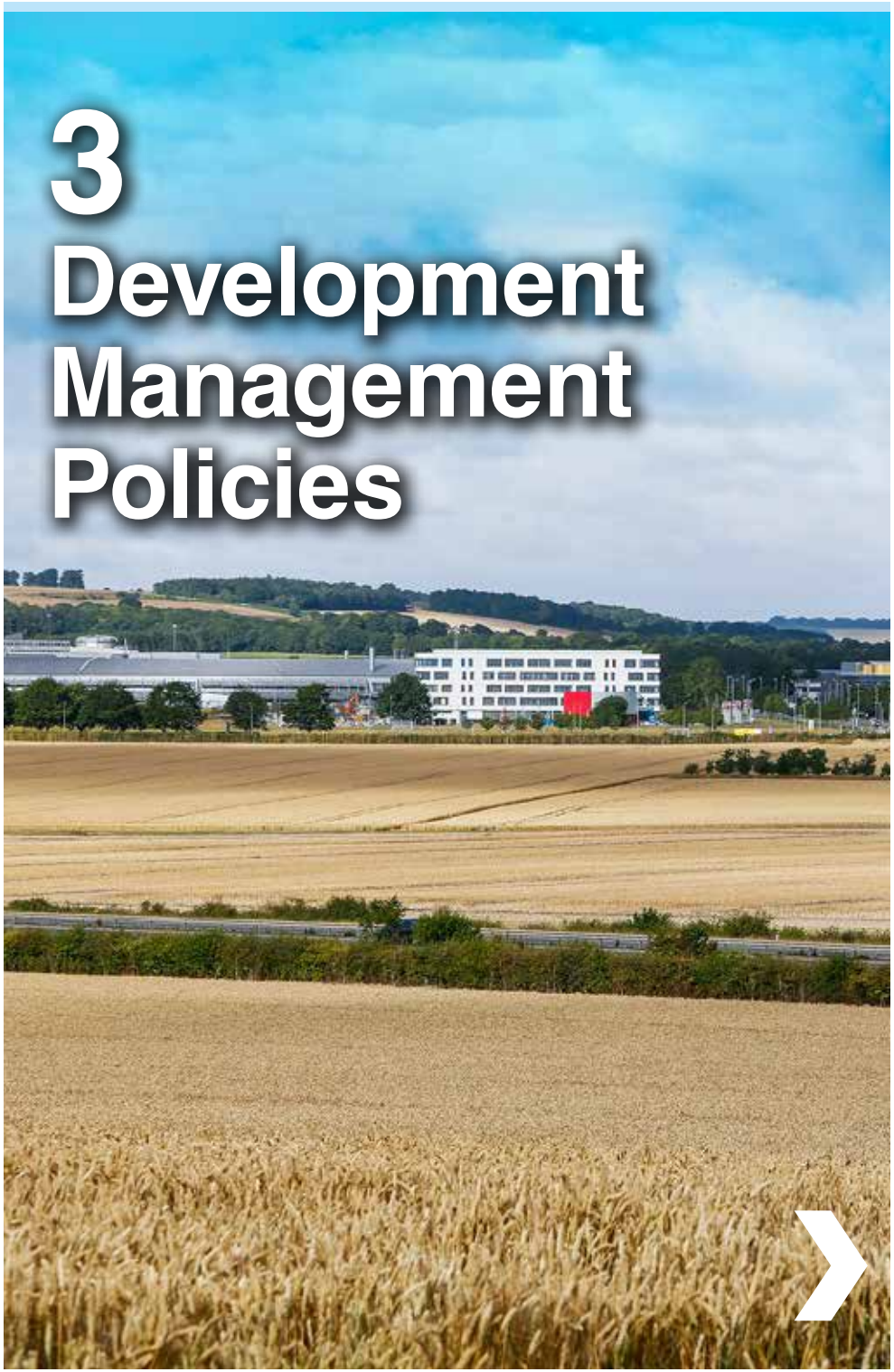
Category		Number of Dwellings
Housing requirement for the full plan period (Apr 2011 to Mar 2031)		3,098 [a]
Housing Completions (Apr 2011 to Mar 2017)		1,085
Housing Supply (Apr 2017 to Mar 2031)	Known Commitments	773
	Local Plan 2031: Part 1 allocations	1,650
	Local Plan 2031: Part 2 allocations	0
	Windfalls	308 [b]
Total remaining to be identified (at October 2017)		0

[a]The Sub-Area housing requirement is updated in-line with changes to the Abingdon-on-Thames and Oxford Fringe Sub-Area to reflect the residual necessary to meet the agreed quantum of unmet housing need for Oxford to be addressed within the Vale.
[b]Windfall figures are updated to reflect past delivery.

Figure 2.9: Map showing strategic growth within the Western Vale Sub-Area



3 Development Management Policies



Overview

The Local Plan 2031 (Parts 1 and 2) sets out a planning policy framework to guide development in the Vale up to 2031. The plan's policies seek to achieve a balance between delivering new housing, supporting economic growth and protecting the Vale's high quality natural and built environment.

The Part 1 plan sets out strategic district-wide policies necessary to deliver the plan's Spatial Strategy and sub-area strategies. The Part 2 plan policies complement the Part 1 strategic policies and provide further detail on a range of specific matters.

The policies in this chapter provide more detailed guidance to assist day-to-day decision making on planning applications (referred to as Development Policies). These policies have been developed following a review of extant Local Plan 2011 saved policies, which they replace, and an assessment of whether any additional detail is required to support the implementation of the Part 1 plan. This assessment has taken account of a number of evidence-based studies that help to inform the plan.

The Part 2 policies are structured into the four thematic areas as set out in the Part 1 plan. These are:

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

3 Development Management Policies

Building Healthy and Sustainable Communities

Introduction

3.1. A key role of the Local Plan 2031 is the delivery of housing to fully meet the identified need and to ensure the housing provided is of an appropriate type to meet the district's requirements

3.2. The Part 1 plan identifies the overall housing need for the district and sets out a Spatial Strategy that directs development towards the most sustainable locations.

3.3. The Part 1 plan also identifies a number of strategic district-wide policies (**Core Policies 22-27**) that ensure the supply of housing is of the right size, type and tenure to meet the needs of existing and future residents. To help achieve the strategic objectives set out within the Part 1 plan, the Part 2 plan sets out policies that provide additional detailed guidance on specific matters.

Housing Policies

3.4. The housing policies within Local Plan 2031: Part 2 aim to enable the specific needs of current and future residents to be met in relation to the sub-division of dwellings, residential annexes, Self-Build and Custom-Build, and ensuring dwellings are built to appropriate space standards.

3.5. The policies in the Part 1 plan seek to prevent isolated development in the countryside, other than where exception policies apply[57]. However, the Council recognises that instances can apply where housing may be appropriate in the open countryside and for this reason, the Part 2 plan sets out policies to enable small-scale rural housing development in the open countryside in the context of replacement dwellings, the re-use of existing dwellings or dwellings for rural workers.

3.6. The housing policies set out in the Local Plan 2031: Part 2 are:

- **Development Policy 1: Self and Custom Build** – which promotes Self Build and Custom Build to meet the need highlighted within the Self Build Register
- **Development Policy 2: Space Standards** – which seeks to ensure internal space of housing is delivered to an appropriate standard to reflect the needs of the community. This includes the optional building regulations and the national described space standards
- **Development Policy 3: Sub-Division of Dwellings** – which sets out measures to ensure sub-division of housing is appropriately designed and executed
- **Development Policy 4: Residential Annexes** – which seeks to ensure that residential annexes are designed appropriately
- **Development Policy 5: Replacement Dwellings in the Open Countryside** – which sets out criteria to guide development in the open countryside
- **Development Policy 6: Rural Workers' Dwellings** – which sets out the Council's approach to enabling rural workers' dwellings to support rural businesses, and
- **Development Policy 7: Re-use, Conversion and Extension of Buildings for Dwellings in the Open Countryside** – which sets out the measures where the re-use or conversion of buildings for housing will be appropriate in the open countryside.

Community Facilities Policies

3.7. Local Plan 2031: Part 1 **Core Policy 7 – Providing Supporting Infrastructure and Services** seeks to ensure the provision of services and facilities, to support the delivery of sustainable development within the district.

3.8. The Part 2 plan policies relating to community facilities seek to ensure appropriate protection of existing facilities and guide the provision of new community facilities to accessible and viable locations.

3.9. Policies relating to community facilities set out within the Part 2 plan are:

[57]Development in open countryside will not be appropriate unless specifically supported by other relevant policies as set out in the Development Plan or national policy, as stated in Core Policy 4: Meeting our Housing Needs in the Local Plan 2031: Part 1

3 Development Management Policies

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- **Development Policy 8: Community Services and Facilities** – which provides guidance where community services and facilities, including village and community halls, will be supported, and
- **Development Policy 9: Public Houses** – which provides protection for retaining existing public houses.

Housing Policies

Self-Build and Custom-Build

3.10. The NPPF requires local planning authorities to address the need for all types of housing, which includes provision for Self-Build and Custom-Build[58]. Self-Build and Custom-Build housing is defined as dwellings built or completed by (or commissioned by) an individual or association of individuals to be occupied as homes by those individuals[59].

3.11. The recent Self-Build and Custom Housebuilding Act 2015[60] and Housing and Planning Act 2016[61] place a number of duties on Local Planning Authorities (LPAs). These include keeping a register of individuals and associations who have expressed an interest in acquiring serviced plots or in custom build. LPAs should also have regard to the demand recorded on the register in the preparation of Local Plans. The Housing and Planning Act 2016 also requires LPAs to permit the development of sufficient serviced plots to match the demand on their Self-Build and Custom Build Register.

3.12. Vale of White Horse District Council and South Oxfordshire District Council has asked individuals and organisations looking to buy land to build their own home to express their interest. The Council maintains an up to date Self- and Custom-Build Register that demonstrates interest in Self-Build within the district. As of August 2017, there were 174 recorded interests for Self and Custom-Build in the district, although a number of

Development Policy 1: Self and Custom-Build

The Council will support the provision of plots for sale to self and custom builders on major development sites.

Self and Custom-Build plots may contribute towards affordable housing provision and will need to comply with Core Policy 24: Affordable Housing.

With this in mind, the Council will consider making decisions where appropriate. Planning permissions will include conditions requiring Self- and Custom-Build housing to be completed within 3 years of a self or custom builder purchasing a plot.

Where plots have been made available and marketed appropriately for at least 12 months but have not sold, the plot(s) may either remain on the open market as Self or Custom-Build or be offered to the Council or a Housing Association as land to deliver additional affordable housing within 3 years of the date of a planning permission.

After 3 years, if the plot has not been sold to a self or custom builder and no affordable housing provider has expressed an interest in delivering affordable housing on the land, in accordance with Core Policy 24, the developer will be able to develop the land for further private housing.

The Council will develop a Supplementary Planning Document (SPD) to provide detailed guidance on planning for Self- and Custom-Build development within the Vale of White Horse district.

[a]As defined by Development Management Procedure Order 2010

[58]CLG (2012) National Planning Policy Framework (NPPF), Paragraph 159, available at: https://www.gov.uk/guidance/national-planning-policy-framework [59]Housing and Planning Act 2015, available at: http://www.legislation.gov.uk/ukpga/2016/22/contents/enacted [60]Self-build and Custom Housebuilding Act 2015; available at: http://www.legislation.gov.uk/ukpga/2015/17/contents/enacted [61]Housing and Planning Act 2016; available at: http://www.legislation.gov.uk/ukpga/2016/22/contents/enacted

these related to both Vale and South Oxfordshire districts[62].

3.13. The Council will positively encourage opportunities for Self-Build provision to support those who wish to construct a Self or Custom-Build home. The Council's Housing Delivery Strategy (2017)[63] demonstrates that the majority of those interested in Self-Build are looking for individual plots to allow them to construct a bespoke home and the Self and Custom-Build Register will be used to bring together interested parties.

3.14. The Council will therefore support opportunities for Self-Build in the district on proposals for major development where in accordance with **Core Policy 3: Settlement Hierarchy and Core Policy 4: Meeting our Housing Needs** and the Development Plan taken as a whole.

3.15. Where opportunities arise for Self-Build plots to be provided through major development proposals, the Council will support their provision in small clusters where they are appropriately designed and incorporated into the masterplan for the site and consistent with other policies within the Development Plan.

Space Standards

3.16. Following the publication of the Housing Standards Review in 2015, the Government launched a new set of technical standards for internal spaces in new buildings. The review concluded that government regulations and space standards should be simplified and recommended two approaches: the **Optional Building Regulations for High Accessibility Standards and the Nationally Described Space Standards**. The implementation of either approach by LPAs is optional, but in order to adopt these approaches, evidence and justification is required[64, 65].

3.17. The Oxfordshire Strategic Housing Market Assessment (SHMA) 2014 demonstrates that there is a need for housing to be delivered in the Vale of White Horse District for people with specific requirements, such as the older population, and people with disabilities. **Core Policy 26: Accommodating Current and Future Needs of the Ageing Population** identifies the need for housing to be designed to meet the changing needs of the district's residents throughout their lives.

3.18. Part M(4) of the Building Regulations 2010[66] sets out the accessibility standards for dwellings, with requirements set out in three categories as summarised in **Table 3.1**. Category 1 sets out the minimum standards required for dwellings, however LPAs can choose to set Optional Higher Accessibility Standards than these minimum standards based on local evidence[67].

3.19. The National Described Space Standards identify standards for the space within new dwellings and are suitable for application across all tenures. The standards set out requirements for the minimum gross internal (floor) area and storage of new dwellings. The PPG is clear that where a local planning authority wishes to require the Nationally Described Internal Space Standards, they can only do so through their Local Plan[68].

3.20. The Housing Delivery Strategy (2017) has identified a need for the district to implement different levels of the nationally described internal space standards (these are set

[62]The Council obtains a register to record self and custom build interest in the Vale for internal use for monitoring purposes. Individuals and organisations can also register their interest for plots for self-build and custom-build in both Vale of White Horse and South Oxfordshire Districts. Further information on self and custom build is available on the Council website at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/application-advice/general-planning-advice/custom-and-self [63]The Council is currently preparing a Housing Delivery Strategy in partnership with South Oxfordshire District Council [64]Vale of White Horse and South Oxfordshire District Councils have prepared a Housing Delivery Strategy, accompanied by a series of technical studies including: Wessex Economics (2017) – Housing Study: To support the development of a joint Housing Delivery Strategy for South Oxfordshire and Vale of White Horse, available at http://www.whitehorsedc.gov.uk/services-and-advice/housing/joint-housing-delivery-strategy [65](2014) Planning Practice Guidance: Ref 56-005-20150327; available at: https://www.gov.uk/guidance/housing-optional-technical-standards [66]HM Government (2010) The Building Regulations 20101 – Approved Document M – Access to and use of buildings: Volume 1 – Dwellings, available at: https://www.gov.uk/government/publications/access-to-and-use-of-buildings-approved-document-m [67]CLG (2015) Technical housing standards – nationally described space standard, available at: https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard [68]CLG (2014) Planning Practice Guidance, Ref: 56-002-20160519; available at:

Development Policy 2: Space Standards

Proposals for new residential development should meet the following space standard requirements except where it can be demonstrated they would be unviable[a].

Proposals for new build one and two bedroom market homes, and all affordable housing, will need to ensure they are in accordance with the Department for Communities and Local Government's Technical Housing Standards - Nationally Described Space Standard Level 1 as set out in **Appendix I**.

Proposals for major residential development should ensure 15 % of market dwellings and all affordable housing are constructed to the Category 2 standard as set out in the Building Regulations Approved Document M Part 2.

For site of 100 units or more, 5 % of affordable housing should be built to Category 3 standard and an allowance of 2 % of market housing will be delivered to Category 3 standards if there is demonstrable need.

[a]Viability should be set out in an independent viability assessment on terms agreed by the relevant parties, including the Council, and funded by the developer. This will involve an open book approach.
[b]As defined by Development Management Procedure Order 2010

out in **Appendix I**) for one and two bed market housing and affordable housing as set out in **Development Policy 2: Space Standards**.

3.21. Where LPAs intend to adopt both the Optional Building Regulations for Higher Accessibility Standards and the Internal Space

Table 3.1: Part M of Building Regulations 2010

Category	Definition
M4(1) Category 1 - Visitable dwellings	A new dwelling makes reasonable provision for most people, including wheelchair users, to approach and enter the dwelling and to access and use the facilities.
M4(2) Category 2 - Accessible and adaptable dwellings	A new dwelling makes reasonable provision for most people to access the dwelling. It incorporates features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users.
M4(3) Category 3 - Wheelchair user dwellings	A new dwelling makes reasonable provision, either at completion or at a point following completion for a wheelchair user to live in the dwelling and use any associated private outdoor space, parking and communal facilities.

Standards, the impact of their delivery on viability needs to be considered. A Viability Assessment has been undertaken alongside preparation of the Part 2 plan and includes an assessment of these standards. This concludes that the policies will not have a detrimental impact on viability. However, the PPG[69] is clear that where there are instances that development may not be viable, the requirement of delivering the Optional Building Regulations Higher Accessibility Standards should not be applied. Development Policy 2 therefore includes some flexibility in relation to viability.

'Sub-Division' of Dwellings

3.22. As part of new housing provision there is a need to ensure an appropriate balance of housing types. The Oxfordshire Strategic Housing Market Assessment[70] (SHMA) recommends a suitable housing mix to meet the district's needs. The delivery of this housing mix will be implemented through the application of **Core Policy 22: Housing Mix**.

3.23. The housing mix identified by the Oxfordshire SHMA includes the need to provide for some smaller housing units. These are particularly useful to help provide housing for younger households and for those looking to downsize. The Council therefore recognises that the sub-division of existing units can help to provide a proportion of the smaller housing units needed, and that sub-division can make an effective use of land. However, the sub-division of larger housing units can sometimes give rise to a detrimental effect on a building's design and the amenity of neighbours and the surrounding area.

3.24. To ensure accommodation is provided of an appropriate standard, proposals for sub-division need to consider and demonstrate: provision of adequate living space; an appropriate layout of rooms; adequate noise insulation measures; the availability of adequate parking within the site; and the provision of adequate garden and other amenity space. Proposals need to demonstrate compliance with **Development Policy 2: Space Standards**, and in particular will need to comply with Level 1 of the National Housing Described Standards.

3.25. The Sub-Division of dwellings are considered to be separate units which require their own facilities and living spaces. This differs from

Development Policy 3: Sub-Division of Dwellings

The sub-division of dwellings will be permitted provided that:

i. each dwelling will be completely self-contained and have adequate living space in accordance with **Development Policy 2: Space Standards**
ii. it is of a good quality design which maintains or enhances the character and appearance of the building, street scene and surroundings in accordance with the Council's Design Guide SPD
iii. there would be no demonstrable harm to the amenity of the occupiers of neighbouring properties, and
iv. adequate and safe access to each of the dwellings is achieved. and appropriate parking is provided in accordance with **Core Policy 35: Promoting Public Transport, Cycling and Walking**.

[69]CLG (2014) Planning Practice Guidance, Ref: 56-002-20160519; available at: https://www.gov.uk/guidance/housing-optional-technical-standards

[70]CGL Hearn (2014) Oxfordshire Strategic Housing Market Assessment, available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031/evidence-base/strategi

Houses of Multiple Occupancy (HMO) which have separate bedrooms but shared facilities. The sub-division of dwellings require planning permission which is monitored on an annual basis, whilst HMO's can be completed under Permitted Development Rights[71].

3.26. The sub-division of units can also give rise to significant changes in the external appearance of dwellings and their curtilage. It is therefore essential that good design is incorporated into proposals to minimise their impact on the character and appearance of the building and surrounding area, and to maintain or enhance its character. Compliance with Local Plan 2031: Part 1 **Core Policy 37: Design and Local Distinctiveness** and the adopted Design Guide[72] will be critical.

3.27. Proposals will also need to demonstrate that they do not lead to an impact on the amenity of the surrounding area (**Development Policy 22: Impact of Development on Amenity**) and that measures to minimise any adverse effect on the amenity of neighbouring properties are an integral part of the proposal.

3.28. The sub-division of housing units should also ensure that safe and appropriate access is provided as well as the provision of adequate parking, which should be in accordance with the Highway Authority's guidance[73] and the Council's Design Guide SPD[74]. Compliance with **Core Policy 35 and Development Policy 15: Access**, will also need to be demonstrated.

Residential Annexes

3.29. Residential annexes within the curtilage of existing dwellings can help to meet accommodation needs of growing families, such as for families to support older or disabled relatives. Such proposals are not covered by Local Plan 2031: Part 1 **Core Policy 26: Current and Future Needs of the Ageing Population,** and for this reason Development Policy 4 is set out below to address this requirement.

3.30. It is essential that proposals for residential annexes demonstrate there is a strong functional relationship between the existing dwelling and the annex, and the annex is within the curtilage of the existing dwelling. This will apply for both detached and non-detached units. Where the proposal is for a

Development Policy 4: Residential Annexes

Proposals for both detached and attached residential annexes will be permitted provided that:

i. it has been demonstrated there is a strong functional relationship between the existing dwelling and the proposed annex
ii. the annex is within the curtilage of the existing dwelling
iii. the size, scale, location and design of the annex is subordinate to the existing dwelling
iv. it is appropriate in size to meet its stated purpose
v. there would be no demonstrable harm to the amenity of neighbouring residents
vi. adequate and safe access is achieved, and
vii. the design and siting of the annex is capable of being reasonably integrated with the function of the original dwelling once the need for it has ceased, without creating an independent dwelling unit in the future.

[71]The change of use from Use Class C4 to a single dwelling with up to six residents (Use Class C3) is covered by Permitted Development Rights. Proposals involving the change of use of an HMO that exceeds this threshold will require planning permission [72]Vale of White Horse Design Guide Supplementary Planning Document (SPD) (2015), available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/supplementar-2 [73]Oxfordshire County Council (2014) Transport for New Developments: Transport Assessment and Travel Plans, available at: https://www.oxfordshire.gov.uk/cms/public-site/transport-new-developments [74]Vale of White Horse District Council (2015) Design Guide Supplementary Planning Document (SPD), available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/supplementar-2

detached unit, the conversion of an outbuilding would be preferable over construction of a new building.

3.31. The size, scale, location and design of the annex needs to be appropriate and subordinate to the existing dwelling. Although the Council supports, where appropriate, the use of annexes, overdevelopment will not be supported, nor the provision of singular independent units where they would otherwise be considered inappropriate. For this reason, proposals will need to ensure they can demonstrate how the annex could reasonably be integrated into the original dwelling, should the need for the annex cease in the future. The future use of annexes as single dwellings will not be supported.

3.32. Proposals should demonstrate they would not lead to a detrimental impact on the amenity of the surrounding area or neighbouring residents. Safe and appropriate access to the annex would also need to be achieved. The design and access of an annex should be in accordance with the Council's Design Guide SPD[75].

Replacement Dwellings in the Open Countryside

3.33. The Council is seeking to avoid the development of new and isolated dwellings in the countryside in accordance with the NPPF[76]. However, where dwellings are constructed on previously developed land and replace existing dwellings on a one-for-one basis, they will be considered in accordance with **Core Policies 3 and 4** in the Local Plan 2031: Part 1, and **Development Policy 5: Replacement Dwellings in the Open Countryside**.

3.34. Proposals will need to demonstrate how they respect the rural character, landscape and their locality in the open countryside, through appropriate size, scale, and mass and comparison of the replacement dwelling.

Development Policy 5: Replacement Dwellings in the Open Countryside

In the open countryside, the replacement of an existing dwelling will be permitted provided that:

i. it is for a new dwelling which replaces an existing dwelling and only on a one-for-one basis
ii. it is situated within the original footprint unless an alternative site can be shown to have greater benefits for the locality, and
iii. the size, scale, mass, footprint and visual impact of the new dwelling respects the rural character, locality and landscape setting.

3.35. The replacement dwelling should also occupy the same footprint as the original unless it can be demonstrated that an alternative location has clear benefits in terms of its effect on the landscape, for example, to site the replacement dwelling within a less conspicuous, well-screened location.

Rural Workers' Dwellings

3.36. The Council supports the provision and growth of rural enterprises in the district and is aware that the demands of rural businesses can sometimes necessitate the need for one or more employees to live either at, or close to, their place of work. This demand can arise from a range of rural based enterprises, such as farming, forestry, and commercial equine related businesses. The

[75]Vale of White Horse District Council (2015) Design Guide Supplementary Planning Document (SPD), available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/supplementar-2 [76]CLG (2012) National Planning Policy Framework (NPPF); Paragraph 55

Development Policy 6: Rural Workers' Dwellings

The provision of a rural worker dwelling in the open countryside will be permitted provided that:

i. it is essential, and can be demonstrated there is an existing need for one or more permanent full time workers to be readily available at all times for the rural enterprise to operate viably
ii. the functional need cannot be met by other suitable and available existing dwellings in the locality of the rural enterprise
iii. the rural enterprise is economically sustainable, has been established for at least 3 years and is likely to remain economically viable for the foreseeable future
iv. the size and scale of the dwelling is commensurate with the needs of the rural enterprise, and
v. it respects the landscape setting, local character, and its locality.

Development proposals will be required to submit a financial appraisal to demonstrate that criteria (i) and (iii) are met.

If a rural worker dwelling is essential to support a new rural enterprise it should be provided temporarily by a caravan, a wooden structure which can easily be dismantled, or other temporary accommodation for the first three years.

Planning permission will be subject to an appropriate occupancy condition, restricting its occupation to a person who is directly employed on a permanent full time basis by a rural enterprise in the locality.

Council will therefore support the need for rural workers' dwellings in the open countryside where there is a demonstrable need in order to sustain the effective operation of a viable rural business. A financial appraisal will need to be provided with any proposal.

3.37. The proposal will need to demonstrate that there is no suitable available existing accommodation in the vicinity of the rural business (such as the nearest settlement) or buildings suitable for re-use and conversion to residential use, either on the site of the rural enterprise, or in its locality.

3.38. Proposals from new rural enterprises requiring a rural worker dwelling will need to demonstrate how the business will be viable and sustainable for the longer term. If the proposal complies with this policy, permission will be given for temporary accommodation for the first three years before an application for a permanent dwelling will be considered.

Re-use, Conversion and Extension of Buildings to Dwellings in the Open Countryside

3.39. As set out above, new isolated homes in the open countryside are contrary to national policy[77] and should be avoided. However, under special circumstances, developments that re-use redundant or disused buildings may be appropriate, if the resultant development enhances the setting of the development. On this basis, the Council supports the appropriate re-use or conversion of buildings in the open countryside.

3.40. Appropriate re-use and conversion of buildings in the countryside can avoid existing buildings being left vacant and thus prone to vandalism and dereliction. The re-use of these buildings can help to enhance the rural character and locality, particularly where traditionally designed buildings are brought back into use and their appearance is enhanced. Re-use and conversion can also help to reduce the demand for new developments in the countryside.

[77] CLG (2012) National Planning Policy Framework (NPPF); Paragraph 55

3 Development Management Policies

Development Policy 7: Re-use, Conversion and Extension of Buildings for Dwellings in the Open Countryside

In the open countryside, the re-use, conversion and extension of buildings for housing will be permitted provided that:

i. the building is of permanent and substantial construction and is capable of conversion without extensive reconstruction. A structural survey will be required and a detailed survey may be required, where appropriate
ii. it respects the character, appearance and setting of the original building, and
iii. it respects the rural landscape, character and locality, and
iv. it retains features of architectural or historic merit, where appropriate.

3.41. Conversions need to be of a standard that would not result in the need for substantial alteration or rebuilding. To demonstrate this, proposals need to provide a structural report and, where relevant, a detailed survey of the original building. If the proposal would result in a complete or substantial reconstruction of the buildings, then the proposal will be considered under other relevant policies in the development plan regarding new development in the countryside.

3.42. The re-use and conversion of buildings also needs to be in keeping with their surrounding rural character and locality as well as respecting the character and setting of the original building. Many old rural buildings are of traditional design, often constructed using local materials and thus are in keeping with the rural character and locality. Proposals that lead to the enhancement of the traditional design of the building will be supported. Proposals that extend the original building alongside the re-use and conversion of the original building, need to demonstrate they are proportionate to the original building.

3.43. Proposals located within the Oxford Green Belt will need to comply with **Core Policy 13: Oxford Green Belt** and other relevant policies in the Development Plan.

Community Facilities Policies

Community Services and Facilities

3.44. Community services and facilities play a key role in creating and sustaining healthy and inclusive communities. The quality and accessibility of community services, such as schools, places of worship, village and community halls and libraries is important as part of maintaining sustainable and viable places.

3.45. The NPPF[78] refers to the importance of retaining and developing local services and community facilities, which include public houses, local shops and places of worship, to help support economic growth within rural areas. Furthermore, paragraph 70 of the NPPF sets out the need to plan positively for the provision of community facilities and to protect against their unnecessary loss.

3.46. The Part 1 plan supports the provision and retention of community services and facilities and seeks to enhance their vitality and sustainability wherever possible. **Core Policy 3: Settlement Hierarchy**, as set out in the Part 1 plan, classifies the settlements in the Vale according to their role and function based on an assessment of their local services and facilities[79].

3.47. Alongside **Core Policy 3: Settlement Hierarchy**, the Part 1 plan also seeks to direct growth to the most sustainable locations, namely the Market Towns, Local Service Centres and Larger Villages (**Core Policy 4: Meeting our Housing**

[78]CLG (2012) National Planning Policy Framework (NPPF), Paragraph 28

[79]Town and Village Facilities Study (2014); available at: http://www.whitehorsedc.gov.uk/java/support/dynamic_serve.jsp?ID=627990532&CODE=8A68D7264487B3F058DCC613A1DAA55E

Development Policy 8: Community Services and Facilities

a. Development proposals for the provision of new or extended community facilities and services, including village and community halls will be supported, particularly where:

i. they are located within or adjacent to the built-up area of an existing settlement
ii. they would clearly meet an identified local need[a], and
iii. they are accessible for all members of the community and promote social inclusion.

b. Development proposals that would result in the loss of existing community facilities and services, including village and community halls, will only be supported where it can be demonstrated that:

iv. it would lead to the significant improvement of an existing facility, or the replacement of an existing facility equally convenient to the local community it serves and with equivalent or improved facilities
v. the facility is no longer economically viable for the established use, or there is a suitable and sustainable alternative that is located nearby, and
vi. the facility is no longer required.

[a] a local standard is applied to village and community halls. This is set out in **Appendix F**.

Needs). Directing appropriate levels of development to our most sustainable settlements helps to protect and support the viability of our important community services and facilities.

3.48. The Council will continue to support the protection of existing community services and facilities. **Development Policy 8: Community Services and Facilities** sets out criteria to inform proposals that would involve new provision, or the loss of an existing facility. Proposals involving the loss of an existing facility will need to provide evidence to demonstrate how the facility is no longer economically viable and / or no longer meets a local need. Proposals involving the change of use of local shops and / or other Class A uses will be assessed in accordance with **Development Policy 12: Change of Use of Retail Units**.

3.49. Proposals that are likely to involve the loss of a public house will be assessed in accordance with **Development Policy 9: Public Houses**.

3.50. Proposals for redeveloping services or facilities that either lead to an improvement in the provision or would result in alternative provision will be supported provided the alternative provision is an improvement to or is equivalent to the facility lost, and is conveniently located to serve the community.

3.51. Village and community halls are recognised as essential community facilities. They are often used to host a variety of community events and activities, as well as contributing towards developing community cohesion within new and existing developments.

3.52. The Council will support proposals that involve the provision of new village and community halls that are well located to serve the local community. Proposals for the loss of existing village and community halls will only be supported where developers are able to demonstrate

that the criteria in **Development Policy 8: Community Services and Facilities** are adequately met.

3.53. A local standard has been developed (**Appendix K**) to ensure proposals for new village halls and community centres meet appropriate quality and accessibility measures. Developers should take this standard into account, along with the Council's Local Leisure Facilities Report (2016)[80], when preparing their proposals.

3.54. The local standards for village halls and community centres will also be expected to guide proposals for major development[81]. New provision or improvements to existing facilities will be met through either the Community Infrastructure Levy (CIL), or Section 106 planning obligations in accordance with **Core Policy 7: Providing Supporting Infrastructure and Services**.

Public Houses

3.55. Public houses are often valued as local facilities within the communities they serve. For example, they may provide a meeting point, provide a venue for local events and more generally provide both social and economic benefits. The Part 1 plan seeks to retain and improve the vitality and sustainability of the Vale's rural communities, principally by supporting appropriate development, especially at the Vale's larger villages.

3.56. To help support the vitality of rural communities, the Council will expect all reasonable options for retaining Public Houses to be considered before alternative uses will be supported. **Development Policy 9: Public Houses** sets out policy criteria for proposals that would involve the loss of a public house. In accordance with this policy, evidence will be required to demonstrate that the retention of the public house is no longer economically viable, that it has been marketed at a realistic market price and that there are no reasonable prospects for the building being used for an alternative community use.

Development Policy 9: Public Houses

Proposals that would result in the loss of a Public House will only be permitted where it can be clearly demonstrated that:

i. the retention of the public house is not economically viable and it can be demonstrated that all reasonable efforts have been made to sell or let the property as a public house on the open market at a realistic price, and
ii. there is no reasonable likelihood of a suitable alternative facility or service of benefit to the local community making use of the building.

[80] Vale of White Horse District Council (2016) Local Leisure Facilities Report; available at: www.whitehorsedc.gov.uk/LPP2

[81] As defined by Development Management Procedure Order 2010

3 Development Management Policies

Supporting Economic Prosperity

Introduction

3.57. The Local Plan 2031 plans for and supports a strong and sustainable economy with particular focus on promoting Science Vale as a world-class location for science and technology-based enterprise, especially the Enterprise Zone sites at Milton Park and Harwell Campus.

3.58. The Local Plan reinforces the service centre role of the main settlements across the district, promotes thriving villages and rural communities, and supports the rural economy.

3.59. The Part 1 plan makes provision for around 218 hectares of strategic employment land for new employment development, in accordance with our assessed need[82], which is anticipated to deliver approximately 23,000 jobs in the plan period up to 2031.

3.60. Strategic Employment sites are set out in **Core Policy 6: Meeting Business and Employment Needs** and safeguarded by each Sub-Area Strategy (**Core Policy 8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area; Core Policy 15: Spatial Strategy for South East Vale Sub-Area;** and **Core Policy 20: Spatial Strategy for Western Vale Sub-Area**).

3.61. The Part 1 plan also identifies a number of strategic policies (**Core Policies 28-32**) that establish a planning policy framework to further support economic and retail development across the district. These policies cover: Change of Use; Further and Higher Education; Development to Support the Visitor Economy; and New Development on Unallocated Sites and for Retail Development and other Main Town Centre Uses.

3.62. The Local Plan 2031: Part 2 sets out additional detailed policies to complement those set out in the Part 1 plan.

Employment Policies

3.63. The Part 1 plan **Core Policy 6** allocates land for additional new employment development over the plan period at a number of key strategic locations. The Part 1 plan **Core Policy 28** supports proposals for additional employment uses on unallocated sites, subject to certain criteria and **Core Policy 29** safeguards the strategic employment sites identified in the plan for future employment uses.

3.64. The Part 2 plan policies provide additional guidance enabling appropriate ancillary uses at strategic employment sites which support existing and new employment generating uses and promote the use of Community Employment Plans to foster a more localised approach to skills and employment. Other employment policies aim to support rural diversification and enable equestrian developments.

3.65. Policies relating to employment set out within the Part 2 plan are:

- **Development Policy 10: Ancillary Uses on Key Employment Sites –** which seeks to support the provision of ancillary uses on existing employment land
- **Development Policy 11: Community Employment Plans –** which encourages a more localised approach to recruitment, associated with new development, and
- **Development Policy 12: Rural Diversification and Equestrian Developments –** which supports proposals for rural diversification and new equestrian uses and buildings in the countryside.

Retail Policies

3.66. Alongside the Part 1 plan **Core Policy 32: Retail Development and other Main Town Centres Uses**, the retail policies within the Part 2 plan provide additional guidance on other types of retail, including village and local shops, retail parks and for change of use.

3.67. The retail policies in the Part 2 plan are:

[82]URS (2012) Vale of White Horse Employment Land Review Update

3 Development Management Policies

- **Development Policy 13: Change of Use of Retail Units to Other Uses –** which sets out measures to support proposals involving the change of use of retail units in different locations and includes the following sub-policies:
  - **Development Policy 13a: Primary Shopping Frontages**
  - **Development Policy 13b: Secondary Shopping Frontages**
  - **Development Policy 13c: Town Centres Uses**
  - **Development Policy 13d: Faringdon Town Centre, and**
  - **Development Policy 13e: Local Shopping Centres**

- **Development Policy 14: Village and Local Shops –** which seeks to protect existing village and local shops and supports proposals to meet local needs, and

- **Development Policy 15: Retail Parks –** which sets out guidance for proposals for change of use on retail parks.

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Employment Policies

Ancillary Uses on Employment Land

3.68. Providing facilities ancillary to the main business uses on large employment sites helps to make them more attractive to incoming firms and improve the quality of the working environment for employees. Ancillary facilities also help employment sites to develop sustainably by reducing the need for traffic movements.

3.69. The need for ancillary facilities is particularly important at some of the Vale's most significant employment sites, such as the Enterprise Zone sites at Milton Park and Harwell Campus, as these have developed from historic sites that are located away from larger settlements. Harwell Campus and Milton Park both contain a range of ancillary facilities that include cafés, restaurants, shops and recreation and sporting facilities.

3.70. It is important that any ancillary uses are appropriate, to support the main employment uses of the sites. The provision of larger scale retailing, such as food superstores and non-food retail warehouses, for example, could prejudice the availability of land for other business uses. The use of Local Development Orders (LDOs) or Supplementary Planning Documents (SPDs) can also support the sustainable development of employment sites by providing further guidance.

3.71. The Part 1 plan supports appropriate new employment development in the Vale and recognises the need to protect existing employment sites. The Council will consider proposals for alternative uses on employment sites in accordance with **Core Policy 29: Change of Use of Existing Employment Land and Premises**, particularly where they provide ancillary supporting services.

3.72. In accordance with **Core Policy 29, Development Policy 10: Ancillary Uses on Employment Land** sets out criteria to support the

Development Policy 10: Ancillary Uses on Employment Land

Proposals for uses other than B1, B2 and B8 business uses on existing employment land will be permitted if the following criteria are satisfied:

i. the proposal is primarily designed to provide for users of the employment site
ii. the use is ancillary to the main business or employment function of the wider site, and
iii. the use, either alone or combined with other existing or proposed uses, would not adversely affect the vitality and viability of any town centre or shopping centre (including local centres) or the social and community vitality of a nearby village.

In connection with any planning permission, conditions may be imposed to limit the scale of the operation and to restrict the range of activities proposed or goods sold, where necessary, to ensure that the criteria set out above are met.

Proposals will also be permitted where they are considered acceptable through an adopted Local Development Order or Supplementary Planning Document.

provision of ancillary uses on existing employment land, such as business parks and industrial estates, provided the proposals are small in scale.

Community Employment Plans

3.73. Sustainable development can include new jobs or should make it easier for jobs to be created locally, and a key principle of National Planning Policy[83] is to drive and support economic development. Development should therefore consider how to maximise opportunities to deliver the greatest benefit for local communities.

3.74. Providing jobs and training for the local community offers the opportunity to generate and share increased economic prosperity. Community Employment Plans (CEPs) prepared in partnership with developers, the council, and skills providers can play an important role in achieving this. A CEP is an employer-led initiative which can form part of planning obligations for significant developments. The measures contained within a CEP seek to mitigate the impacts of development through ensuring local people can better access employment, skills, and training opportunities arising from development. CEPs can also help to create the proper alignment between the jobs created and a local labour force with the appropriate skills. CEPs can also reduce the need to source employees from outside of the area, reducing the need for longer distance commuting.

3.75. The Oxfordshire Strategic Economic Plan[84] identifies the importance of CEPs as an action to help deliver the People Programme, in particular by addressing exclusion from the labour market, upskilling and other measures to help young people and adults who are marginalised or disadvantaged from work. CEPs will assist with delivering the council's Corporate Plan 2016-2020[85] strategic priorities to optimise employment opportunities; encourage local

Development Policy 11: Community Employment Plans

All new development proposals should demonstrate how opportunities for local employment, apprenticeships and training can be created and seek to maximise the opportunities for sourcing local produce, suppliers and services, during both construction and operation.

The Council may require the submission of a site-specific Community Employment Plan (CEP) for the construction and operation of major[a] development sites, using a planning condition or legal agreement.

The CEP should be prepared in partnership with the District Council and any other partners to deliver the agreed CEP. The CEP should cover, but not be limited to:

i. local procurement agreements
ii. apprenticeships, employment and training initiatives for all ages and abilities, and
iii. training and work experience for younger people including those not in education, employment or training.

[a]As defined by Development Management Procedure Order 2010.

[83]CLG (2012) National Planning Policy Framework (NPPF), Paragraph 9, available at: https://www.gov.uk/guidance/national-planning-policy-framework [84]Oxfordshire Local Enterprise Partnership (LEP) (2014) Strategic Economic Plan; available at: http://www.oxfordshirelep.org.uk/content/strategic-economic-plan [85] Vale of White Horse District Council Corporate Plan 2016-2020; available at: http://www.whitehorsedc.gov.uk/about-us/how-we-work/corporate-plan

apprenticeships and local workforce schemes that benefit our young people; support the Government's objective of achieving full employment, and; ensure that the skills needed of our employers are identified, and that training programmes are in place to provide a skilled labour force.

3.76. To support this approach, all new development is encouraged to maximise opportunities for local economic development and we may seek the preparation of CEPs for major development. Where a CEP is required developers will be provided with a template as a basis. Through discussion with the council appropriate targets and outcomes for the site-specific CEP will be agreed. The CEP will then be subject to regular review and monitoring meetings with the council. We will provide assistance to identify appropriate local partner agencies and organisations to work with and support the developer to facilitate the timely delivery of the CEP.

Supporting a Prosperous Rural Economy

3.77. National policy supports the need for economic growth in rural areas to create jobs and prosperity[86]. It seeks to support sustainable growth and expansion of all types of business and enterprise in rural areas, including the development and diversification of agricultural and other land-based rural businesses. It also seeks to promote the retention and development of local services and community facilities in villages, such as local shops.

3.78. The NPPF also encourages rural diversification as a source of extra income to help rural businesses, including agricultural businesses[87]. Some producers could benefit from getting closer to the market, for example by establishing farm shops to sell their produce direct to the public. In other cases, it may be beneficial for producers to provide other services. For example, farmers providing agricultural equipment hire and maintenance facilities can gain economic advantages in the purchase of larger and more specialised machinery.

3.79. The Part 1 plan supports appropriate development to help meet the local needs of the Vale's rural communities. In particular, **Core Policy 28: New Employment Development on Unallocated Sites** sets out the Council's approach for the provision of new employment development on unallocated sites, including in rural areas. This policy supports the re-use, conversion and adaptation of existing buildings for employment in rural areas, subject to a number of criteria.

3.80. In accordance with **Core Policy 28, Development Policy 12: Rural Diversification and Equestrian Development** sets out guidance to support and promote proposals for rural diversification where they are ancillary to the main use of the site, or relate to the existing enterprise. The

[86]CLG (2012) National Planning Policy Framework (NPPF), Paragraph 28

[87]CLG (2012) National Planning Policy Framework (NPPF), Paragraph 28

Development Policy 12: Rural Diversification and Equestrian Development

Proposals for rural diversification will be supported provided they are ancillary to, and related to, the existing business enterprise. The re-use, conversion or adaptation of suitable existing buildings will be determined in accordance with the requirements of Core Policy 28. Proposals may be subject to a condition to safeguard their use in the interest of the local economy.

Farm shops will be supported where it can be demonstrated that they do not undermine the viability and vitality of shopping provision in nearby villages. Control over the types of produce sold may be sought by planning condition.

Proposals for the keeping, rearing, training and livery of horses on a commercial basis will be permitted where:

i. the proposed premises will have safe access from the site to public bridleways, gallops or other exercise areas in order to avoid conflict between horses and other public highway users, and
ii. the proposal does not unacceptably impact upon the site and the amenity of its neighbours.

following policy applies to proposals requiring full planning permission and will be relevant to cases where the planning authority has power to determine whether prior approval is required. Where proposals are located within the **Oxford Green Belt, Core Policy 13: Oxford Green Belt** in the Part 1 plan will also apply.

3.81. **Development Policy 12** also supports proposals for new equestrian use and buildings in the countryside, provided they are accessible and appropriate to the landscape and the surrounding environment. Development proposals involving new equestrian use and buildings that are associated with the keeping of horses for private use and the business of horse breeding, training and livery, will be supported where they are appropriate within the landscape and fully accord with other planning policies set out in the Local Plan 2031 and all other material planning considerations.

3.82. The provision of rural workers' dwellings is set out separately under **Development Policy 5: Rural Workers' Dwellings**.

Retail Policies

3.83. The Part 1 plan seeks to strengthen the service centre role of the Vale's Town Centres and Local Shopping Centres by maintaining and enhancing their vitality and viability. The plan's Spatial Strategy reinforces the service centre roles of the Vale's main settlements by concentrating retail provision in the town centres of Abingdon-on-Thames, Wantage and Faringdon, and the local centres of Grove and Botley, as defined in the Adopted Policies Map.

3.84. The Part 1 plan supports the function of the Market Town of Abingdon-on-Thames and the Local Service Centre of Botley to provide main shopping and commercial uses for residents and visitors of the Vale, in line with **Core Policy 10: Abbey Shopping Centre and the Charter and Core Policy 11: Botley Central Area**.

3.85. The Part 1 plan also supports proposals for new retail development and town centre uses in Market Towns and Local Service Centres, in line with **Core Policy 32: Retail Development and other Main Town Centre Uses**.

Change of Use of Retail Units to Other Uses

3.86. National policy supports the need to clearly define Primary and Secondary Shopping Frontages in designated centres and to make clear which uses are acceptable in such locations. However, new permitted development rights have been introduced allowing change of use from retail to other uses, including A1 (shops) to A2 (professional and financial services) uses, without the need for planning permission[88].

3.87. Town Centre areas are designated in Abingdon-on-Thames, Wantage and Faringdon. Primary and Secondary Shopping Frontages are identified in the town centres of Abingdon-on-Thames and Wantage.

3.88. Primary Frontages are likely to include a high proportion of retail uses, which may include food, drinks, clothing and household goods. Secondary Frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses[89].

3.89. The Primary and Secondary Shopping Frontages have been updated through preparation of the Vale of White Horse Retail and Town Centres Study (2017). This work recommends some minor changes to these retail areas and new areas to be designated. New Primary Shopping Frontages are proposed for Kings Walk and Limborough Road in Wantage. New Secondary Shopping Frontages are proposed for the Square and Ock Street in Abingdon-on-Thames, and for Arbery Arcade in Wantage. All of these are shown in **Appendix J** and further detail is available within the Study[90].

3.90. All proposals will be required to be of high quality design that contributes positively to making better places to live and work in line with **Core Policy 37: Design and Local Distinctiveness** and the Design Guide SPD or other relevant policies in the Development Plan.

3.91. The Council will consider the impact of proposals on the amenity of neighbouring uses in accordance with **Development Policy 23: Impact of Development in Amenity, Development Policy 24: The Effect of Neighbouring or Previous Uses in New Development, Development Policy 25: Noise Pollution** and any other relevant policies in the Development Plan.

3.92. **Core Policy 32** supports a sequential approach for proposals involving new retail and other main town centre uses outside of the designated Primary and Secondary Shopping Frontages and town centre areas. This policy also supports proposals for the change of use to retail and other main town centre uses in suitable locations.

3.93. In line with **Core Policy 32**, the Part 2 **Development Policy 13: Change of Use of Retail Units** supports the change of use from retail to other uses, subject to criteria including the impact on the function, character and appearance of existing provision and the amenity of neighbouring uses. This policy includes five sub-policies covering the following scenarios for proposals involving a change of use from retail to other uses:

- **Development Policy 13a: Primary Shopping Frontages –** which seeks to protect retail space within Primary Shopping Frontages
- **Development Policy 13b: Secondary Shopping Frontages –** which seeks to support the

[88]The Town and Country Planning (General Permitted Development) (England) Order 2015, available at: http://www.legislation.gov.uk/uksi/2015/596/contents/made [89]CLG (2012) National Planning Policy Framework (NPPF) Annex 2, available at: https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary [90]Nathaniel Litchfield and Partners (NLP) (2017) Retail and Town Centres Study Update, available at: www.whitehorsedc.gov.uk/LPP2

Development Policy 13: Changes of Use of Retail Units to Other Use

Development Policy 13a: Primary Shopping Frontages

Proposals within primary frontages[a] involving a net loss of Class A1 retail space at ground floor level will not be permitted, unless a marketing exercise of 12 months demonstrates that the site or premises are not reasonably capable of being used or redeveloped for these uses.

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

change of use from retail to other uses within Secondary Shopping Frontages subject to a set of criteria

- **Development Policy 13c: Other Town Centre Uses –** which seeks to support the change of use from retail to other uses within the town centres of Abingdon-on-Thames and Wantage and supports access to upper floors in town centres

- **Development Policy 13d: Faringdon Town Centre –** which seeks to protect retail space within Faringdon Town Centre, and

- **Development Policy 13e: Local Shopping Centres –** which seeks to support the change of use from retail to other uses within Local Shopping Centres.

3.94. Development proposals involving a net loss of Class A1 retail space in designated Primary Shopping Frontages will be assessed in accordance with **Development Policy 13a**. In seeking to demonstrate that the unit(s) has no reasonable prospect of being used or redeveloped for retail purposes, applicants will be expected to demonstrate that the unit(s) is no longer viable for its present, or any other realistic and suitable, retail use. They must demonstrate that the unit(s) has remained un-sold or un-let for at least 12 months. In addition, applicants will need to provide evidence relating to the marketing of the unit(s) for its present use for a minimum period of 12 months up to the date at which the planning application was lodged. Applicants are encouraged to contact the Council to discuss the scope of the marketing exercise.

Development Policy 13b: Secondary shopping frontages

Proposals within secondary frontages[a] involving a change of use at ground floor level from Class A1 (Retail) to uses within other A Classes, to offices (Class B1), to healthcare facilities (within Class D1), to amusement / entertainment uses and for residential accommodation (Class C3), will be supported if the following criteria are met:

i. the proposal would not individually, or cumulatively with other non-retail uses, cause harm to the function, character or appearance of the existing shopping provision or to the town centre as a whole
ii. the proposal would add to the range and variety of goods and services available to the local residents, and
iii. there would be no harm caused to the public amenity of the town centre or living conditions of any neighbouring residents in terms of noise, odours or general disturbance.

Conditions may be applied relating to the hours of opening, sound proofing and control of cooking odours where appropriate.

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

Development Policy 13c: Other Town Centre Uses

Proposals in the town centres of Abingdon-on-Thames and Wantage (other than on the ground floor of premises in the primary and secondary frontages) within classes A2, A3, B1 (offices), for healthcare facilities (within class D1), for amusement / entertainment uses and for residential accommodation (class C3) will be supported, provided there would be no demonstrable harm caused to the living conditions of any neighbouring residents in terms of noise, odours or general disturbance.

Conditions may be applied relating to the hours of opening, sound proofing and control of cooking odours where appropriate to ensure that environmental, highway or other problems are not created and that residential amenities are protected.

New shopping and commercial development (including changes of use) within the town centres of Abingdon-on-Thames, Faringdon and Wantage[a] shall, where possible, incorporate specific provision to maintain or improve the means of access to upper floors.

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

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Development Policy 13d: Faringdon Town Centre

Proposals within Faringdon Town Centre involving a change of use from retail (within Class A1, A2, A3) to other uses including residential (Class C3), healthcare facilities (within Class D1) or office (Class B1) uses will not be permitted on ground floor frontages unless they retain active frontages in accordance with the Design Guide Supplementary Planning Documents and comply with other relevant policies of the Development Plan.

New residential, healthcare or office uses will be permitted on upper floors subject to no demonstrable harm being caused to the living conditions of any neighbouring residents in terms of noise, odours and general disturbance.

Development Policy 13e: Local Shopping Centres

Within the existing local shopping centres at Peachcroft, Abingdon-on-Thames and Mill Brook Park, Grove[a], proposals involving a change of use from Class A1 (retail) to Classes A2 (professional services) and A3 (food and drink) will be supported provided that:

i. the proposal would not individually, or cumulatively with other non-retail uses, cause harm to the function, character or appearance of the existing shopping provision or to the town centre as a whole
ii. the proposal would add to the range and variety of goods and services available to the local residents, and
iii. there would be no harm caused to the public amenity of the town centre or living conditions of any neighbouring residents in terms of noise, odours or general disturbance.

Proposals involving a change of use to residential (Class C3) or office (Class B1) uses will not be permitted at ground floor level. Such uses will be permitted on upper floors subject to criteria (i) and (iii) above being met.

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

Village and Local Shops

3.95 The Council recognises the importance of small neighbourhood shops, particularly village shops, to local communities. Village shops located in the Larger and Smaller Villages and local shops, such as individual corner shops, located in the Market Towns and Local Service Centres, play a key role in creating and sustaining healthy, inclusive communities.

3.96 The retention of existing village and local shops or the provision of new ones is key to the development of sustainable and inclusive communities.

3.97 National policy is clear for the need to promote the retention and development of local services and communities facilities in villages, in particular the need to guard against the unnecessary loss of valued facilities and services where this would reduce the communities ability to meet day-to-day needs. It also recognises the need to plan positively for the provision of community facilities and other local services to enhance the sustainability of communities.

3.98 The Part 1 plan seeks to ensure that development is supported by a sufficient range of services and facilities and particularly focuses development in the rural areas to maintain the vitality and sustainability of local services, as well as supporting appropriate development in Smaller Villages to help meet the local needs of rural communities.

3.99 **Development Policy 14: Village and Local Shops** seeks to protect the loss of existing village and local shops, subject to criteria, to ensure that local shopping provision is retained to help meet the local needs. The policy also supports proposals for village and local shops at a small scale where they accord with relevant policies in the Local Plan 2031.

Development Policy 14: Village and Local Shops

Proposals for the development or extension of village and other local shops with less than 500 sq.m gross retail floorspace, designed to meet the day-to-day needs of the local population, will be permitted provided they comply with other relevant policies in the Local Plan 2031.

Proposals that result in the loss of a village shop and or local shop will be permitted provided that it demonstrates:

i. the building is or has become unsuitable for its existing use and is no longer economically viable, taking into account all reasonable efforts made to sell or let the property on the market at a realistic price, and
ii. there is no reasonable likelihood of a suitable alternative facility or service of benefit to serve the needs of the local community making use of the building.

Retail Parks

3.100 The District currently has two significant Retail Parks; Fairacres Retail Park, Abingdon-on-Thames and Seacourt Tower Retail Park, Botley. These have been established to provide outlets for bulky goods. Both are located in edge of town locations that are outside the main town centre of Abingdon-on-Thames and the Local Service Centre of Botley.

3.101 The Part 1 plan seeks to support a strong and sustainable economy within the district. The Spatial Strategy seeks to deliver sustainable growth by reinforcing the service centre roles of the main settlements, in particular concentrating larger shopping, tourism and community facilities at Abingdon-on-Thames, Botley, Faringdon, Grove and Wantage.

3.102 **Core Policy 32: Retail Development and other Main Town Centre Uses** sets out a sequential test for retail development, with town centres being the highest priority for new retail development. Development proposals over 1,000 sq.m of floor space in the town centres and 500 sq.m of floor space elsewhere will need to be supported by an impact assessment to assess the likely impacts on existing retail provision.

3.103 In line with **Core Policy 32, Development Policy 15: Retail Parks**, seeks to restrict uses at the existing retail parks at Fairacres in Abingdon-on-Thames and Seacourt Tower in Botley to stores selling bulky goods.

3.104 The policy also supports proposals for convenience retail uses subject to specific criteria, including taking into account impacts on existing retail provision and assessing alternative locations.

Development Policy 15: Retail Parks

Uses on retail parks within the district, including at Fairacres in Abingdon-on-Thames and Seacourt Tower Retail Park in Botley, will be restricted to stores selling bulky goods.

Change of use on retail parks within the district to convenience retail uses, or for new convenience retail units, will only be permitted if:

i. the impact assessment required under Core Policy 32 demonstrates that the development would not have a detrimental impact on the existing retail provision in the town centre of Abingdon-on-Thames or the Local Service Centre in Botley, and
ii. it can be demonstrated that there are no suitable alternative sites within Abingdon-on-Thames town centre or the Botley Central Area

Supporting Sustainable Transport and Accessibility

Introduction

3.105 The Spatial Vision and Strategic Objectives of the Local Plan 2031: Part 1 seek to encourage sustainable modes of transport and a reduction in the need to travel wherever possible. This is consistent with the objectives set out in the NPPF and the Oxfordshire Local Transport Plan 4 (updated 2016). The Local Transport Plan includes Area Strategies for the Science Vale area and the A420, which are both located within the Vale of White Horse

3.106 The Part 1 plan also identifies a number of site-specific proposals and policies relating to transport and these are set out in our three Sub-Area Strategies. The spatial focus for new jobs and homes to be located in the Science Vale area is recognised by the Part 1 plan as requiring a comprehensive package of supporting transport infrastructure and this is set out in more detail by **Core Policy 17. Core Policies 12, 18, 19 and 21** also safeguard land to support the future delivery of strategic highway improvements.

3.107 Chapter 2 of this plan (Local Plan 2031: Part 2) sets out how the agreed quantum of unmet housing need to be addressed within the Vale will be addressed by allocating additional development sites. Chapter 2 also augments our Sub-Area Strategies, where new policies are needed to support the additional development sites, or where new information is available to support the planning of these areas.

3.108 Additional future transport schemes are therefore supported by **Core Policies 12a, 18a** and **19a** (Chapter 2). These relate, in particular, to an identified need for air quality improvements and the wider Oxfordshire Public Transport Strategy[91].

3.109 The Part 1 plan also identifies a number of strategic policies (**Core Policies 33-36**) which seek to promote sustainable transport modes and accessibility and through supporting key improvements to the transport network, including a specific policy relating to the A34 (**Core Policy 34**).

- **Core Policy 33: Promoting Sustainable Transport and Accessibility -** sets out how the Council will work with the County Council and others to promote sustainable transport accessibility to new development, including measures set out in the Local Transport Plan 4[92]

- **Core Policy 34: A34 Strategy -** recognises that the Council will continue to work with Highways England and Oxfordshire County Council in planning for managing traffic on the A34, including addressing Air Quality impacts on the route

- **Core Policy 35: Promoting Public Transport, Cycling and Walking -** sets out how the Council will ensure that new development promotes public transport, cycling and walking, and

- **Core Policy 36: Electronic Communications -** sets out the district's intention to ensure that electronic communication infrastructure, in particular superfast broadband, is provided in new development, which will maximise opportunities for working and accessing services at home.

3.110 The Local Plan 2031: Part 2 sets out more detailed Development Management policies that seek to provide additional detailed guidance on specific matters to complement those policies listed above and as set out in the Part 1 plan.

3.111 The Part 2 transport policies provide additional guidance to ensure proposals adequately evaluate their transport impacts and provide safe and suitable access. There are also two specific policies addressing local issues relating to car parking and lorry services.

3.112 The transport policies set out within Local Plan 2031: Part 2 are:

[91] https://www.oxfordshire.gov.uk/cms/public-site/connecting-oxfordshire

[92] Oxfordshire County Council (2016) Connecting Oxfordshire: Local Transport Plan 2015-2031, available at: https://www.oxfordshire.gov.uk/cms/public-site/connecting-oxfordshire

3 Development Management Policies

- **Development Policy 16: Access –** which sets out the key requirements for suitable and safe access within development proposals

- **Development Policy 17: Transport Assessments and Travel Plans –** which provides additional guidance on the information required within Transport Assessments or Statements and Travel Plans

- **Development Policy 18: Public Car Parking in Settlements –** which seeks to protect and improve the quality of car parks in appropriate settlements, and

- **Development Policy 19: Lorries and Roadside Services –** which seeks to enable and focus lorry and roadside services at appropriate locations.

Access

3.113 Improving the quality of new development and achieving high design standards is a priority for the Local Plan 2031: Part 1, as supported by **Core Policy 37: Design and Local Distinctiveness**, which sets out criteria that all new developments need to demonstrate are met.

3.114 The physical form and qualities of a place shape the way it is used and the way people and vehicles move through it. The NPPF is clear that development proposals should ensure "***safe and suitable access to the site can be achieved for all people***"[93].

3.115 Furthermore, the NPPF states that

"***plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised***"[94].

3.116 The NPPF also stresses the importance of:

- the efficient delivery of goods and supplies
- giving priority to pedestrian and cycle movements
- safe and secure layouts which minimise conflicts, and
- considering the needs of people with disabilities[95].

3.117 **Core Policy 37: Design and Local Distinctiveness** sets out twelve criteria that all development proposals should comply with to ensure they are comprehensively planned; these include consideration for connectivity, and the safe movement and access for all users so developments are not overly dominated by vehicular traffic.

Development Policy 16: Access

All proposals for new development will be required to be of high quality design in accordance with **Core Policy 37: Design and Local Distinctiveness**. In addition to those criteria set out in **Core Policy 37** and other relevant Local Plan policies, proposals for development will also need to provide evidence to demonstrate that:

i. adequate provision will be made for loading, unloading, circulation, servicing and vehicle turning, and
ii. acceptable off-site improvements to the highway infrastructure (including traffic management measures), cycleways, public rights of way and the public transport network can be secured where these are not adequate to service the development.

3.118 **Development Policy 16: Access** sets out some additional detail to complement that provided by **Core Policy 35, Core Policy 37**, and other Part 1 policies.

[93]CLG (2012) National Planning Policy Framework (NPPF), Paragraph 32
[94]CLG (2012) National Planning Policy Framework (NPPF), Paragraph 34
[95]CLG (2012) National Planning Policy Framework (NPPF), Paragraph 35

Transport Assessments and Travel Plans

3.119 Promoting sustainable modes of travel, such as through public transport, cycling, and walking, is a key priority for both Vale of White Horse District Council and for Oxfordshire County Council. These modes of travel can help to reduce congestion, make a positive contribution to local air quality and help to encourage active and healthy lifestyles[96] for communities within the Vale. For this reason, the Part 1 plan sets out the requirement for major development proposals to be supported by a Transport Assessment or Statement and Travel Plan (**Core Policy 35: Promoting Public Transport, Cycling and Walking**) which will need to take into account Oxfordshire County Council and National Planning Practice Guidance[97].

3.120 Ensuring that proposals for development are accompanied by appropriate supporting information helps to support a comprehensive approach to their assessment and the identification of appropriate mitigation measures, should they be necessary.

3.121 A Transport Assessment should set out the transport issues relating to a proposed development. It will be used to help us determine whether the impact of the development is acceptable and therefore should be supported by appropriate traffic modelling and take account of any particular local sensitivities, such as those relating to air quality, noise and / or safety.

3.122 Mitigation measures may be required to address the transport impacts of development. The Community Infrastructure Levy (CIL) Regulation 123 list should be referred to, as some infrastructure projects and types will be wholly funded by CIL. Where applicable, mitigation measures may be required through Section 106 and Section 278 agreements.

Development Policy 17: Transport Assessments and Travel Plans

Proposals for major development will need to be supported by a Transport Assessment or Statement and Travel Plan in accordance with Oxfordshire County Council guidance, including their Walking and Cycling Design Standards, and the latest National Planning Practice Guidance[a]. The scope of the assessment should be agreed with the County Council as the highway authority, in association with the district council, as the planning authority. Highways England should also be consulted as appropriate, in accordance with Highways England guidance.

'The Transport Assessment and Travel Plan should consider opportunities to support the take up of electric and / or low emission vehicles, in accordance with latest best practice, and in particular if part of mitigation identified in line with **Development Policy 25: Air Quality**.

The Transport Assessment and Travel Plan will need to demonstrate consistency with **Core Policy 37: Design and Local Distinctiveness** in addition to the sustainable transport priorities identified in Local Plan 2031: Part 1 and other relevant Local Plan policies.

[a] refer to Oxfordshire County Council Guidance for New Developments, available at https://www.oxfordshire.gov.uk/cms/public-site/transport-new-developments; Oxfordshire County Council Walking and Cycling Design Standards (2017), available at: https://www.oxfordshire.gov.uk/cms/content/transport-development-control-tdc and CLG (2014) Travel plans, transport assessments and statements, available at: https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements
[b] Highways England (2015) The Strategic Road Network: planning for the future (2015) and Highways England and Circular 02/2013: the strategic road network and the delivery of sustainable development.

[96] Oxfordshire County Council (2016) Connecting Oxfordshire: Local Transport Plan 2015 – 2031 – Active & Healthy Travel Strategy, available at: https://www.oxfordshire.gov.uk/cms/content/ltp4-countywide-strategies [97] refer to Oxfordshire County Council Guidance for New Developments, available at https://www.oxfordshire.gov.uk/cms/public-site/transport-new-developments and CLG (2014) Travel plans, transport assessments and statements, available at: https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements

Transport Assessment or Statements and Travel Plans will be required under condition through Section 106 agreement.

3.123 A Travel Plan should set out how a development will be managed, post occupation, to meet targets for car journeys to and from the site and promote sustainable travel. It should comprise a package of measures and initiatives with the aim of reducing the number of car journeys made by people travelling to and from the site by providing greater choice. It should also take account of initiatives identified by local organisations, for example, schools may have an interest in whether safety improvements are needed for key walking and cycling routes.

Public Car Parking in Settlements

3.124 The promotion of public transport, cycling and walking remains an important priority, especially to provide good access to town centres for employment purposes or for the higher order goods and services they provide. However, in a rural district like the Vale, it is also important that high quality car parking continues to be made available. This is particularly important for those living in the more rural areas of the district who may not have access to public transport or other sustainable transport options.

3.125 The provision of high quality parking in town centres is supported by the NPPF, that states, for example, that **"Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure"**[98] and highlights the need to protect the viability of facilities that provide for 'day to day needs'[99].

Development Policy 18: Public Car Parking in Settlements

Within the town centres of Abingdon-on-Thames, Wantage and Faringdon and the local centres at Abingdon-on-Thames, Botley, Faringdon, Grove and Wantage, as defined by the **Adopted Policies Map**, the loss of public car parking, particularly for short stays, will not be permitted if it would adversely affect the vitality and viability of these centres[a].

Any proposals for the replacement of parking should demonstrate how replacement provision will be made of equivalent capacity, accessibility and convenience.

Proposals for improving the quality of town centre parking provision will be supported, particularly where the proposals complement **Core Policy 32: Retail Development and other Main Town Centre Uses**.

[a]Proposals should be accompanied by an assessment of parking using parameters agreed by the District and Local Town or Parish Council and demonstrate that the viability of the town and local centre will not be affected.

3.126 Proposals for improving or replacing town centre parking provision will be supported where the proposals complement **Core Policy 32** in the Local Plan 2031: Part 1, the Design Guide Supplementary Planning Document[100] and Oxfordshire County Council's Parking Standards[101].

[98]CLG (2012) National Planning Policy Framework (NPPF), Paragraph 40 [99]CLG (2012) National Planning Policy Framework (NPPF), Paragraph 70 [100]Vale of White Horse Design Guide Supplementary Planning Document (2015), available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/supplementar-2 [101]refer to Oxfordshire County Council Guidance for New Developments, available at https://www.oxfordshire.gov.uk/cms/public-site/transport-new-developments

3.127 The district will therefore continue to support the availability of suitable and sufficient car parking within town and local centres and ensure that proposals for their redevelopment provide for an equivalent level of parking in accessible and convenient locations. Where appropriate, the district will also support plans for improving the quality of car parking provision including the provision of segregated pedestrian walkways within car parks.

Lorries and Roadside Services

3.128 The NPPF states that local authorities should work with other stakeholders to develop strategies for the provision of roadside facilities for motorists to support the safety and welfare of the road users[102].

3.129 Within the Vale of White Horse District, there are currently two main routes identified on which roadside service improvements will generally be supported. Firstly, the A34 trunk road has been identified by central government as having safety concerns, and in line with Core Policy 34: A34 Strategy, the district will continue to work with Highways England, the County Council and others on exploring and reviewing route improvements on this road. The A420 also performs a strategic function for transport access between Oxford and Swindon and the appropriate provision of service facilities along this important route can help to contribute towards the promotion of road safety.

3.130 However, whilst safety considerations on these roads imply a need to support roadside facilities, there is a need to guard against the unnecessary proliferation of sites. There is also a need to ensure that high standards of provision can be achieved on existing sites before looking to new sites. These two objectives will be achieved through **Development Policy 19: Lorries and Roadside Services**. The existing sites on the A34 and A420 are located at:

- Buckland and Park Road, Faringdon on the A420; and
- Milton Interchange on the A34. (**Appendix M**)

Development Policy 19: Lorries and Roadside Services

The provision of additional service facilities (including facilities for refuelling, car and lorry parking, toilets, refreshment facilities and picnic areas) along the A420 and A34 will be permitted within the boundaries of the following sites identified on the **Adopted Policies Map**:

i. Milton Interchange
ii. Buckland, and
iii. Park Road, Faringdon.

In line with **Core Policy 34: A34 Strategy**, the Council will continue to work with Highways England, the County Council and others on assessment of proposals for any new lorry and / or roadside service areas along the A34 and A420 in the Vale of White Horse where these are seen as required as part of the on-going development of the Route Based Strategy and / or other highway safety reviews.

[102]CLG (2012) National Planning Policy Framework (NPPF), Paragraph 31

3 Development Management Policies

Protecting the Environment and Responding to Climate Change

Introduction

3.131 The Local Plan 2031 seeks to protect the natural, built and historic environment and respond to climate change. The Spatial Vision and Strategic Objectives help to achieve this by setting out a policy framework to ensure new development achieves high quality design standards and by responding to climate change.

3.132 The Part 1 plan identifies a number of strategic policies (**Core Policies 37 - 46**) that help to maintain and achieve a high quality environment across the district. These policies set out how the Council will seek to respond to climate change and continue to protect the Vale's historic, built and natural environment

3.133 This section includes policies that apply across the whole district under a number of environmental topic areas: design; landscape; Green Infrastructure; leisure and historic environment

3.134 The policies in Local Plan 2031: Part 2 relating to Protecting the Environment and Responding to Climate Change are:

- **Development Policy 20: Public Art –** which seeks to support or encourage the promotion of public art in new development
- **Development Policy 21: External Lighting –** which sets out measures to ensure that development involving external lighting is appropriately designed and located
- **Development Policy 22: Advertisements –** which sets out measures to ensure that development involving advertisements is appropriately designed and located
- **Development Policy 23: Impact of Development on Amenity –** which sets out measures to minimise the impact of development on neighbouring amenity
- **Development Policy 24: Effect of Neighbouring or Previous Uses on New Developments –** which sets out measures to ensure new occupiers are less affected by existing or neighbouring uses
- **Development Policy 25: Noise Pollution –** which seeks to ensure new development is acceptable in relation to noise pollution
- **Development Policy 26: Air Quality –** which seeks to ensure all new development adequately considers air quality
- **Development Policy 27: Land Affected by Contamination –** which sets out measures to ensure land affected by contamination is appropriately remediated and mitigated
- **Development Policy 28: Waste Collection and Recycling –** which sets out measures to ensure the provision of adequate and appropriate facilities for the sorting, storage and collection of waste for development proposals
- **Development Policy 29: Settlement Character and Gaps –** which sets out measures to ensure that proposals do not compromise important gaps between settlements
- **Development Policy 30: Watercourses –** which seeks to ensure that watercourses are accommodated appropriately within new development
- **Development Policy 31: Protection of Public Rights of Way, National Trails and Open Access Areas –** which seeks to support improvements to the Public Rights of Way Network and Open Access Areas, and to protect National Trails
- **Development Policy 32: The Wilts and Berks Canal –** which seeks to support the long-term vision for the restoration of the Wilts and Berks Canal

- **Development Policy 33: Open Space –** which sets out measures and local standards for the provision of open space in association with new developments and the protection of existing open space in the Vale
- **Development Policy 34: Leisure and Sports Facilities –** which sets out measures and local standards for the provision of leisure and sport facilities in association with new developments and the protection of existing leisure and sports facilities in the Vale
- **Development Policy 35: New Countryside Recreation Facilities –** which supports the development of small scale countryside recreational facilities in the open countryside
- **Development Policy 36: Heritage Assets –** which sets out the Council's approach to conserve and enhance heritage assets in the Vale
- **Development Policy 37: Conservation Areas –** which sets out measures to ensure Conservation Areas are protected from inappropriate development
- **Development Policy 38: Listed Buildings –** which sets out the Council's measures for assessing development proposals that affect a Listed Building and / or its setting
- **Development Policy 39: Archaeology –** which sets out the Council's approach to the conservation and enhancement of Scheduled Monuments, nationally important archaeological remains and other non-designated archaeological sites

Design

3.135 Good design is a key aspect of sustainable development and should contribute positively to making better places. New development should create a sense of place and distinct character where people will feel safe and be proud to live and work.

3.136 The importance of achieving good design in new developments can also contribute towards improving health and well-being, by creating opportunities for social interaction and by making people more active within the community[103].

3.137 The Vale of White Horse District consists of a network of historic market towns and other settlements that are set in a diverse and attractive rural landscape. It is therefore important that new development respects the local character and distinctiveness of these towns and villages in the Vale.

3.138 The Local Plan 2031: Part 1 sets out a strategic policy framework to support the delivery of high quality design, in particular through **Core Policies 37 and 38**. In addition, the Council has an adopted Design Guide Supplementary Planning Document (SPD), which sets out more detailed guidance to ensure that new development is provided to the highest quality standards that are appropriate for the Vale.

3.139 The Local Plan 2031: Part 2 provides further guidance to support and encourage the promotion of public art in association with new development along with providing guidance for development associated with external lighting, advertisements, and the impact on amenity and previous uses.

[103]Sport England (2015) Active Design, available at: https://www.sportengland.org/facilities-planning/active-design/

Public Art

3.140 Public art can improve the quality of new developments, and along with high quality design can help to create stimulating and rewarding environments that are of benefit to current and future generations.

3.141 National policy places an emphasis on public art in design and place-making for new developments. Successful schemes can make places more interesting, exciting and aesthetically pleasing for residents and the community. Public art incorporated into public spaces can also help to bring neighbourhoods together and provide a space for social activities and civic life.

3.142 The Council will seek to support public art within new development schemes in accordance with its Arts Development Strategy. Public art should be considered at an early stage of the design process. Developers will be expected to demonstrate as part of the Design and Access Statement that the inclusion of public art has been considered as part of their development proposals, taking into account the design and location in accordance with the Council's Design Guide SPD. **Development Policy 20: Public Art** seeks to promote quality art within new developments by encouraging partnership working between professional artists and craftspeople and encouraging local participation to help establish an identity for an area.

3.143 Developers will be expected to contribute towards the provision of public art in order to help improve the appearance of the scheme in accordance with the Council's Developer Contributions SPD[104].

3.144 The Council will support proposals for art within residential and commercial development that benefits the local community and helps to establish civic or corporate pride and identity, encourage public enjoyment and engagement, promote the renewal of social skills or support the local economy. Proposals that contribute towards the appearance of a scheme, for example, to make a positive contribution to the character of an area or draw inspiration from local culture and history to improve the 'sense of place', will also be supported.

Development Policy 20: Public Art

For all proposals for major development[a], or sites larger than 0.5 hectares, the provision of public art will be sought that makes a significant contribution towards the appearance of the scheme or the character of the area, or which benefits the local community.

Applicants will be required to set out details for the provision of public art, including its location and design in accordance with the Council's Design Guide SPD.

[a]As defined by Development Management Procedure Order 2010.

[104]Vale of White Horse District Council (2017) Developer Contributions – Delivering Infrastructure to Support Development Supplementary Planning Document (SPD), available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/delivering-infrastructure/section-106-plan

External lighting

3.145 Light can be seen as a form of pollution, where it impedes a view of the night sky or causes glow in the countryside, and can harm local biodiversity. Light fittings can also affect the visual amenity of an area. For example, inappropriately designed and/or located spotlights can have a detrimental impact on an area's character. Pole-mounted light fittings are often required for many sport and recreation facilities and the height and number of these fittings can be obtrusive, particularly if located within the open countryside or in a Conservation Area.

3.146 Given the increasing demand for all types of outdoor lighting, it is important that the impact on the amenity of the surrounding area is considered when determining applications that involve the use of external lighting. This can be particularly important when related to illuminated advertisements, security floodlights for commercial and residential premises, street lighting and floodlights for outdoor sports and recreational facilities.

3.147 Although some lighting is considered to be Permitted Development, the Council will ensure applications that involve the use of lighting will be determined in accordance with **Development Policy 21: External Lighting**.

3.148 The Council will expect applicants to demonstrate, through preparation of a lighting strategy, that they have appropriately considered the design of their scheme in accordance with **Development Policy 21**, the principles set out in the Design Guide SPD, **Core Policy 44: Landscape** and **Core Policy 37: Design and Local Distinctiveness** (in the adopted Local Plan 2031: Part 1).

3.149 Development proposals located within the North Wessex Downs Area of Outstanding Natural Beauty (AONB) or its setting should seek to avoid and reduce light pollution, including control of lighting schemes that threaten the integrity of dark night skies, taking account of the North Wessex Downs AONB Management Plan[106].

3.150 Applications for the display of advertisements that involve an element of external lighting should demonstrate that the proposal would not have an adverse effect on the local character or the amenity of neighbouring uses, and would not cause harm towards the safety of pedestrians.

3.151 Where permission is granted for a proposal that involves external lighting, the Council may impose planning conditions to mitigate the impacts from external lighting.

3.152 In certain circumstances, applicants may be required to take

Development Policy 21: External Lighting

Development that involves external lighting will be permitted provided that:

i. there would not be an adverse effect on the character of the area, the amenity of neighbouring uses or on local biodiversity
ii. there would not be a hazard for pedestrians or people using any type of transportation, and
iii. the lighting proposed is the minimum necessary to undertake the task for which it is required

Where permission is granted for external lighting, conditions may be imposed that require:

iv. the fitting of devices to reduce glare and light spillage, and
v. restricting the hours during which the lighting may be operated.

[106]North Wessex Downs AONB Management Plan 2014-2019, available at: http://www.northwessexdowns.org.uk/uploads/File_Management/NWD_Docs/About_Us/Management_Plan/NWD_AONB_Management_Plan_2014-19.pdf

appropriate measures to control the level of illumination, glare, spillage of light, angle and hours of operation. This is particularly relevant where external lighting could affect an adjacent area of Green Infrastructure or other areas with light sensitive biodiversity.

3.153 The Council encourages applicants to use the Institution of Lighting Professionals (ILP) Guidance Notes for the Reduction of Obtrusive Light (2011) that contains design and installation guidance and recommendations in different Environmental Zones[107].

3.154 In assessing proposals that would generate external lighting, reference must also be made to **Development Policy 22: Advertisements**.

Advertisements

3.155 Advertisements cover a wide range of external display material and signage, including, for example: fascia signs on shops; poster hoardings; highway signage; and pole mounted signs at petrol stations.

3.156 Advertisements are essential to commercial activity in the district and as the range of premises with flexible opening hours expands, the demand for illuminated advertisements continues to increase. Unsympathetic, poorly-positioned or intrusively illuminated signs can harm the appearance of a building or area and may also cause a hazard to pedestrians, including people with visual impairments and road users.

3.157 The Council considers that illuminated signs can, if carefully designed, be appropriate in commercial areas where they can provide visual interest and vitality.

3.158 Advertising hoardings and stand-alone boards may also detract from the quality of the townscape of the district, and lead to a poor visual environment within their vicinity. For example, in residential areas, they are likely to be visually intrusive and spoil the appearance of the neighbourhood. To ensure advertisements are not visually intrusive, the Council will encourage developers to consider the design, size, materials and the degree of illumination[108].

Development Policy 22: Advertisments

Proposals for advertisements should demonstrate how they contribute to maintaining or achieving a safe, attractive and well-designed environment, and:

i. not cause a hazard for pedestrians or people using any type of transportation
ii. not obscure or hinder any interpretation of any traffic sign, railway sign, or aid to navigation by water or air
iii. not hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle
iv. not adversely affect the historical significance of buildings, or the character of an area through size and setting
v. not contribute to an unsightly proliferation or clutter of signage in the vicinity and detract from the amenity of the street scene
vi. not cause visual intrusion by virtue of light pollution into adjoining residential properties and avoid light pollution of nearby wildlife habitats, and
vii. not include flashing internal or external illumination.

[107]The Institute of Lighting Engineers (2000) Guidance Notes for the Reduction of Light Pollution, available at: https://www.gov.je/SiteCollectionDocuments/Planning%20and%20building/SPG%20Lightpollution%202002.pdf; The Institute of Lighting Professionals (2011) Guidance Notes for the Reduction of Obtrusive Light; available at: https://www.theilp.org.uk/documents/obtrusive-light/ [108]Vale of White Horse Design Guide Supplementary Planning Document (SPD) (2015), available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/supplementar-2

3.159 Advertisement proposals are guided by national policy and guidance, the Town and Country Planning (Control of Advertisements, England) Regulations 2007, and subsequent amendments.

3.160 The Council will seek to ensure that no harm is caused by the cumulative effects of illuminated advertisements associated with commercial property.

3.161 Proposals for development involving the use of illuminated advertisements will need to demonstrate compliance with **Development Policy 22: Advertisements** along with other relevant policies: **Core Policy 37: Design and Local Distinctiveness; Core Policy 39: Historic Environment; and Development Policy 20: External Lighting**.

3.162 Developers will be required to ensure that proposals for illuminated advertisements will not harm or detract from amenity and public safety. Advertisements may not be acceptable where, cumulatively, they would spoil the appearance of a town centre or the open countryside. The Council will encourage businesses in the same location to combine their advertising needs for this reason.

3.163 **Development Policy 22** also ensures that advertisements do not cause visual intrusion by virtue of light pollution, and avoid flashing internal or external illumination.

3.164 Where advertisements are proposed in relation to business premises, the Council may seek appropriate mitigation through a planning condition to reduce any harmful impacts, for example, limiting the hours of operation of any illumination.

Impact of development on amenity

3.165 In addition to applicants demonstrating that their proposals achieve high design standards (in accordance with **Core Policies 37 and 38** and the Design Guide SPD), it is also important that their proposals will not cause harm to the amenity of neighbouring or nearby properties.

3.166 Amenity can be compromised by new development in a number of ways: through detrimental loss of daylight and sunlight to existing and adjacent occupiers; loss of privacy and outlook, and harmful noise, odour, vibration and air pollution from existing and proposed developments.

3.167 Care should be taken to ensure new development does not overshadow or visually dominate existing properties or adversely affect their existing levels of privacy. Furthermore, it is important that the design of new development minimises any impacts, both for the short and long term.

3.168 The Council will consider the impact of development proposals on amenity in accordance with **Development Policy 23**.

Development Policy 23: Impact of Development on Amenity

Development proposals should demonstrate that they will not result in significant adverse impacts on the amenity of neighbouring uses when considering both individual and cumulative impacts in relation to the following factors:

i. loss of privacy, daylight or sunlight
ii. dominance or visual intrusion
iii. noise or vibration
iv. dust, heat, odour, gases or other emissions
v. pollution, contamination or the use of / or storage of hazardous substances; and
vi. external lighting.

Effect of neighbouring or previous uses on new developments

3.169 **Development Policy 23: Impact of Development on Amenity** seeks to ensure that development proposals are acceptable in amenity terms, including for neighbouring uses. However, it is equally important to ensure that any potential effects of neighbouring uses would not harm the occupiers of the proposal. Potential impacts could include: noisy uses or activities; sources of pollution or odour; land affected by contamination; and installations using or storing hazardous substances.

3.170 **Development Policy 24: The Effect of Neighbouring or Previous Uses on New Developments** requires applicants to consider any potential adverse impacts from existing and potential sources.

3.171 Where proposals for new development are likely to lead to adverse impacts to occupiers by neighbouring uses, appropriate mitigation measures should be incorporated into the proposal as agreed with Council officers.

3.172 Proposals should also demonstrate conformity with **Core Policies 37 and 38** and the Design Guide Supplementary Planning Document along with: **Development Policy 23: Impact of Development on Amenity; Development Policy 25: Noise Pollution; and Development Policy 27: Land Affected by Contamination**.

Development Policy 24: The Effect of Neighbouring or Previous Uses on New Developments

Development proposals should be appropriate to their location and should be designed to ensure that the occupiers of new development will not be subject to adverse effects from existing or neighbouring uses.

Development will not be permitted if it is likely to be adversely affected by existing or potential sources of:

i. noise or vibration
ii. dust, heat, odour, gases and other emissions
iii. pollution, contamination of the site or its surroundings and hazardous substances nearby
iv. loss of privacy, daylight or sunlight
v. dominance or visual intrusion, or
vi. external lighting

Noise Pollution

3.173 Noise and associated vibration can have an adverse impact on environmental amenity and on biodiversity, and may have a range of sources, which can include: road traffic; trains; aircraft; commercial uses; and entertainment premises.

3.174 Noise pollution can lead to harmful impacts on health and well-being, which may be from direct or indirect sources, for example, through the loss of sleep or by affecting relaxation and social interaction.

3.175 The planning process can assist by ensuring that, as far as possible, 'noise sensitive' developments, such as dwellings, schools, hospitals and nursing homes are located away from existing sources of noise. Furthermore, development types that may be associated with generating noise can be located in areas where noise will be less likely to lead to harmful impacts.

3.176 In accordance with national policy, the Council will ensure that where new development may create additional noise, and in instances where new development would be sensitive to the existing acoustic environment, the impact of noise will not cause an unacceptable impact on amenity.

3.177 **Development Policy 25: Noise Pollution** seeks to ensure that development proposals set out a scheme of mitigation, where noise-generating development would otherwise result in an unacceptable impact on neighbouring uses, environment or biodiversity. Developers should also take into account **Core Policy 44: Landscape** in the Local Plan 2031: Part 1 if proposals are likely to impact on the landscape, including the North Wessex Downs AONB and / or its setting.

3.178 The policy also ensures that noise-sensitive uses are located and designed in such a way that they are protected from existing sources of environmental noise. Depending on the level of environmental noise, the impact can in some cases be satisfactorily mitigated, allowing noise-sensitive development to proceed on the affected site. The Council will require an appropriate scheme of mitigation that should have regard to the need to provide a satisfactory environment for future occupiers and take account of other material planning considerations such as urban design.

3.179 Proposals for noise-sensitive development in areas with elevated noise levels, and / or proposals for noise-generating development in noise-sensitive locations, will be required to provide evidence of existing levels of environmental noise and the measures needed to bring noise down to acceptable levels[109]. This will typically require the submission of an assessment of environmental noise and scheme of mitigation as part of a planning application.

3.180 The Council may also seek measures from the developer to control the exposure to noise through planning conditions. For example, developers may be required to insulate buildings, erect screens or natural barriers, ensure adequate distances are established between noise and the noise sensitive land use or limit the operating times of a potentially noisy activity.

3.181 Developers will be expected to take into account the council's noise planning guidance to ensure noise is adequately addressed and mitigated within their development proposals. Developers should further engage with the Council's Environmental Health team early during the planning process to help ensure the approach taken is acceptable.

[109]Chartered Institute of Environmental Health, Acoustic & Noise Consultants, Institute of Acoustics (2016) Draft Professional Practice Guidance on Planning & Noise - New Residential Development; available at: http://www.association-of-noise-consultants.co.uk/propg-planning-noise-new-residential-development/; World Health Organisation (1999) Guidelines for Community Noise; available at: http://www.euro.who.int/en/health-topics/environment-and-health/noise

Development Policy 25: Noise Pollution

Noise-Generating Development

Noise-generating development that would have an impact on environmental amenity or biodiversity will be expected to provide an appropriate scheme of mitigation that should take account of:

i. the location, design and layout of the proposed development
ii. existing levels of background noise
iii. measures to reduce or contain generated noise, and
iv. hours of operation and servicing.

Development will not be permitted if mitigation cannot be provided within an appropriate design or standard[a].

Noise-Sensitive Development

Noise-sensitive development in locations likely to be affected by existing sources of noise[b] will be expected to provide an appropriate scheme of mitigation to ensure appropriate standards of amenity are achieved for future occupiers of the proposed development, taking account of:

i. the location, design and layout of the proposed development
ii. measures to reduce noise within the development to acceptable levels, including external areas, and
iii. the need to maintain adequate levels of natural light and ventilation to habitable areas of the development.

In areas of existing noise, proposals for noise-sensitive development should be accompanied by an assessment of environmental noise and an appropriate scheme of mitigation measures.

Development will not be permitted if mitigation cannot be provided to an appropriate standard with an acceptable design.

[a]Currently set out in British Standards 4142:2014 and 8233:2014. The Council is currently developing guidance relating to noise mitigation.
[b]Busy roads, railway lines, aerodromes, industrial / commercial developments, waste, recycling and energy plant, and sporting, recreation and leisure facilities.
Development Policy 24: Noise Pollution

Water Quality

3.182 The pollution of controlled waters may pose a risk to human health and lead to an impact on wildlife. It is therefore important the planning process is used, as far as possible, to minimise the risk of pollution caused by new development.

3.183 Maintaining and enhancing water quality of rivers, lakes and underground water bodies can also be important because they can be an important source of water and can provide a valuable amenity and recreational resource.

3.184 The Water Framework Directive (WFD) requires that all 'water bodies' including rivers, lakes, estuaries, coastal waters and groundwater, achieve a good ecological status. Under the WFD, all water bodies are classified by current and future water quality, ecological and chemical status. It is therefore important that future development, including the provision of supporting infrastructure, in the Vale[110] is carefully planned to help achieve the objectives set out in the WFD[111].

3.185 Development would be considered unacceptable if it led to a deterioration in WFD status, or prevents the waterbody achieving 'good' ecological status.

3.186 National policy requires councils to consider the need to plan effectively to protect and enhance local surface water and groundwater to allow new development to proceed, while avoiding costs at the planning application stage. In doing so, councils should consider the type or location of new development where an assessment of the potential impact on water bodies may be required.

3.187 **Core Policy 43: Natural Resources** seeks to ensure that developers make provision for the effective use of natural resources, including the need for proposals to cause no deterioration in, and where possible, achieving improvements in, water quality.

3.188 In line with **Core Policy 43: Natural Resources** the Council will therefore resist developments that pose unacceptable risk to water quality. **Core Policy 43** will help to ensure that development is either located where adequate water resource are already available, or where new provision of water resource can be made to serve the new development, without adversely affecting abstraction, river flows, water quality, agriculture, fisheries, amenity or nature conservation.

3.189 In circumstances where development may be likely to have an adverse impact on water quality, it will be necessary for a detailed water quality assessment to be undertaken. The need for an assessment will depend on the type or location of new development

3.190 Where development is allowed, the Council may require developers to undertake measures to ensure that a proposed development does not contaminate surface or groundwater resources, including ponds, streams and other watercourses. Works may also be required to remedy historical contamination to protect these water resources.

3.191 The Environment Agency (EA) has published a Thames River Basin Management Plan[112] that identifies areas of poor water quality and assesses surface watercourses, lakes, canals and groundwater for various characteristics including those that may be required to achieve a 'good' ecological status. The Council will support the EA and other partners to prevent groundwater pollution and improve surface water quality. In accordance with **Core Policy 43**, proposals will be expected to include sufficient information to demonstrate how they have taken into account the Thames River Basin Management Plan.

[110]Core Policy 7: Providing Supporting Infrastructure and Services in the adopted Local Plan 2031: Part 1 [111]Vale of White Horse Water Cycle Study (2015); available at: http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031/evidence-base [112]Environment Agency (2015) Thames River Basin Management Plan; available at: https://www.gov.uk/government/collections/river-basin-management-plans-2015#thames-river-basin-district-rbmp:-2015

Air Quality

3.192 National planning policy is clear on the importance of taking into account the potential impacts of air quality when assessing development proposals. Furthermore, legislative[113] limits are set for concentrations of major air pollutants that may impact on public health, amenity and local biodiversity, such as airborne particulate matter and nitrogen dioxide.

3.193 Air quality within the Vale of White Horse District is predominantly good, although there are specific areas where air pollution exceeds the levels set by European and UK regulations. For this reason, the Council has declared three Air Quality Management Areas (AQMAs), which relate to elevated levels of nitrogen dioxide (NO2). These are located at Abingdon-on-Thames, Botley and Marcham.

3.194 Development proposals located within these areas will need to demonstrate how they take into account the Council's Air Quality Action Plan[114] in accordance with **Core Policy 43: Natural Resources**.

3.195 Proposals will be considered in accordance with **Development Policy 26: Air Quality**. Early engagement with the Council's Air Quality Officer is encouraged to help ensure the approach taken is acceptable.

3.196 It is likely that an Air Quality Assessment will be required, where proposals are of a large scale and / or likely to have a significant or cumulative impact upon local air quality, particularly where development is located in or within relative proximity to an AQMA. The level of assessment will depend on the nature, extent and location of the development.

3.197 Any air quality assessments and other related work should be undertaken by a competent person / company in line with best practice and the Council's emerging Air Quality Developer[115] Guidance.

Development Policy 26: Air Quality

Development proposals that are likely to have an impact on local air quality, including those in, or within relative proximity to, existing or potential Air Quality Management Areas (AQMAs) will need to demonstrate measures / mitigation that are incorporated into the design to minimise any impacts associated with air quality.

Where sensitive development is proposed in areas of existing poor air quality and / or where significant development is proposed, an air quality assessment will be required.

The Council will require applicants to demonstrate that the development will minimise the impact on air quality, both during the construction process and lifetime of the completed development, either through a redesign of the development proposal or, where this is not possible or sufficient, through appropriate mitigation in accordance with current guidance.

Mitigation measures will need to demonstrate how the proposal would make a positive contribution towards the aims of the Council's Air Quality Action Plan.

Mitigation measures will be secured either through a negotiation on a scheme, or via the use of a planning condition and / or planning obligation depending on the scale and nature of the development and its associated impacts on air quality.

[113] 2008 Ambient Air Quality Directive; available at: http://ec.europa.eu/environment/air/quality/legislation/existing_leg.htm; Air Quality Standards Regulations 2010; available at: http://www.legislation.gov.uk/uksi/2010/1001/pdfs/uksi_20101001_en.pdf [114] Vale of White Horse District Council (2015) Air Quality Action Plan, available at: http://www.whitehorsedc.gov.uk/services-and-advice/environment/pollution/air-quality [115] Environmental Protection UK and Institute of Air Quality Management (2017) Land-Use Planning and Development Control: Planning for Air Quality; available at: http://www.iaqm.co.uk/text/guidance/air-quality-planning-guidance.pdf

Land affected by contamination

3.198 The Government has encouraged councils to consider the need to reclaim and redevelop brownfield land rather than greenfield sites. Brownfield land is land that has been previously developed, often for industry and so where the potential for contamination may be greater. The contamination of land can have adverse impacts on health and social well-being, as well as damaging natural habitats and contributing to the pollution of surface waters and groundwater.

3.199 Land contamination is often a result of previous industrial activities such as fuel storage, vehicle maintenance, landfills, gasworks and other industrial activities. Other locations, such as rural areas, may contain contaminants from agricultural practices, natural occurrence, unsuitable made ground used in previous developments, or as a result of leaching, gas or groundwater contamination from surrounding land.

3.200 Source Protections Zones (SPZs) are mapped zones that are used to identify areas close to drinking water sources where the risks associated with groundwater contamination are greatest. Developments within SPZs must not increase the risk to drinking water supply abstraction. Types of development associated with risks of high pollution, including, for example, cemeteries or waste operations may not be appropriate within SPZs. This is particularly notable within SPZ1, the area immediately around the drinking water source.

3.201 National policy and guidance is clear that the responsibility for safe development on sites affected by contamination lies with the developer and / or landowner. The developer / landowner is responsible for identifying land affected by contamination, ensuring that remediation is undertaken to secure a safe development and that the land is suitable for its proposed use.

3.202 The need to adequately deal with contamination is a national requirement, and efforts should be made to reduce the potential risk or harm caused to human health, property and the wider environment. The Council has a legal duty to address contamination in accordance with European Directives, for example, the Water Framework Directive, the Environmental Protection Act 1990, Building Regulations and Environmental Permitting Regulations.

3.203 **Development Policy 27** requires developers to address all land contamination risks to the development, environment, controlled waters and adjacent land associated with the development.

3.204 **Development Policy 27** will be used by the Council to assess and determine the suitability of development proposals by considering the potential implications of any existing contamination for the new development, environment, controlled waters and adjacent land, and to also ensure that developers are able to demonstrate that the proposal will prevent unacceptable risk from pollution in the future.

3.205 Where development, redevelopment or re-use is proposed on or adjacent to land that is suspected or known to be contaminated, proposals should be accompanied by an appropriate level of information in the form of a Contaminated Land Preliminary Risk Consultant Report. This would typically consist of a desk-based study and a site walkover as a minimum.

3.206 Where development involves a particularly vulnerable use to contamination and land is not suspected, or known to be contaminated, a Contaminated Land Questionnaire will be required as a minimum[116].

3.207 These assessments should be submitted with the planning application and undertaken in accordance with the Council's best practice and current national guidance[117].

[116]Vale of White Horse and South Oxfordshire District Council's (2016) Contaminated Land Questionnaire; available at: http://www.whitehorsedc.gov.uk/sites/default/files/2016_10%20Contaminated%20Land%20Questionnaire%20SODC%20VOWH%20version.pdf [117]Oxfordshire Contaminated Land Group Consortium (2017) Oxfordshire Planning Advice Note: Dealing with Land Contamination During Development – A Guide for Developers, available at: http://www.whitehorsedc.gov.uk/services-and-advice/environment/pollution/contaminated-land/contaminated-land-planning-advice

Development Policy 27: Land Affected By Contamination

Proposals for the development, redevelopment or re-use of land known, or suspected, to be contaminated, will be required to submit a Contaminated Land Preliminary Risk Consultant Report.

Where development involves a particularly vulnerable use[a] to contamination and land is not suspected, or known to be contaminated, a Contaminated Land Questionnaire will be required.

Planning conditions may be imposed where the Council is satisfied that all risks associated with the development, environment, controlled waters and neighbouring land uses from land affected by contamination have been identified and the development is viable.

Proposals that fail to demonstrate that the intended use would be compatible with the condition of the land, or which fail to exploit appropriate opportunities for decontamination, will be refused.

[a]Developments that are classed as particularly vulnerable to contamination include: residential (limited to creation of new residential units); nursing homes; allotments; schools; nurseries and crèches; children's playing areas and playing fields; and mixed use development, including vulnerable proposals.

3.208 Further works will be required before a planning application is determined if the developer has not provided sufficient information to demonstrate that the development is considered viable.

3.209 Where the Council is satisfied that the development is viable, subject to any further contaminated land investigations and / or remedial works, planning permission may be granted subject to appropriate conditions or obligations that ensure any land contamination is addressed.

3.210 Applicants who are aware of possible land contamination will be encouraged to engage in pre-application discussions with the Council's Contaminated Land Officer and, where appropriate, the Environment Agency, prior to submitting a planning application. This will indicate whether further preliminary investigations, intrusive site investigations data and remedial proposals may be needed before a planning application can be determined.

Waste Collection and Recycling

3.211 National Policy requires councils to consider the importance of waste provision and management alongside other land uses when looking at development opportunities. In promoting good urban design, new development should integrate opportunities for local waste management.

3.212 The key role of the Local Plan 2031 is to ensure that proper provision is made for waste and recycling, storage and collection, and opportunities are taken for incorporating re-use and recycling facilities in all new developments.

3.213 The Council will encourage developers to make provision for the effective use of natural resources, including minimising waste and making provision for the recycling of waste on site, in accordance with **Core Policy 43: Natural Resources**.

3.214 In line with **Core Policy 43, Development Policy 28: Waste**

Collection and Recycling seeks to ensure that proposals for new development provide adequate facilities for the sorting, storage and collection of waste and to further encourage sustainable waste management initiatives.

3.215 For development proposals, developers will be required to provide adequate storage space for wheeled bins in accordance with the Council's Waste Planning Guidance. The Council will particularly support development proposals that use sustainable waste management initiatives, including for example, home composting, water butts, grey water schemes and on street litter bins.

3.216 Refuse and recycling storage and collection facilities should be designed and provided in accordance with the Council's adopted Design Guide SPD and Vale of White Horse and South Oxfordshire District Council's Waste Planning Guidance[118].

Development Policy 28: Waste Collection and Recycling

All development proposals will be expected to be consistent with the Council's Waste Planning Guidance.

For development proposals, the Council will consider favourably the use of sustainable waste management initiatives, where they are likely to provide environmental and financial benefits

1. Development proposals for residential use must ensure:

i. sufficient space is provided for the storage of individual or communal recycling and refuse containers, and
ii. access is provided that is safe for existing users / residents and for refuse and recycling collection vehicles.

2. Development proposals for non-residential use must ensure:

iii. sufficient space is provided for the storage of communal recycling and refuse containers, and
iv. provision is made that is adequate for the proposed use class.

The location and design of recycling and refuse provision should be integral to the design of the proposed development. In assessing recycling and refuse provision, the following points should be considered:

v. the level and type of provision, having regard to the above requirements and relevant space standards
vi. the location of the provision, having regard to the need to provide and maintain safe and convenient access for occupants, while also providing satisfactory access for collection vehicles
vii. the impact of the provision on visual amenity, having regard to the need to minimise the prominence of the facilities and screen any external provision
viii. the impact of the provision on health and amenity of neighbouring development and the proposed development, and
ix. the security of the provision against scavenging pests, vandalism and unauthorised use.

Recycling and refuse storage should be separate from cycle storage, car parking and key circulation areas.

Development will not be permitted if recycling and refuse provision that meets the above requirements cannot feasibly or practicably be provided.

[118]Vale of White Horse and South Oxfordshire District Council (2015) Waste Planning Guidance; available at: http://www.whitehorsedc.gov.uk/services-and-advice/recycling-rubbish-and-waste/our-policies-and-your-questions/future-planning-pr-0

Landscape

Landscape Character

3.217 The Vale of White Horse occupies an attractive part of the Upper Thames Valley. It consists of a distinctive and diverse landscape incorporating the rolling sweep of the chalk downs (including parts of the North Wessex Downs Area of Outstanding Natural Beauty; AONB), wide vistas of the lowland clay vale, the rising limestone Corallian Ridge, the River Ock and areas of floodplain of the River Thames.

3.218 The Part 1 Plan seeks to protect, and where possible enhance, key features that contribute to the nature and quality of the district's landscape.

3.219 In particular, **Core Policy 44: Landscape**, as set out in the Part 1 plan, identifies the most important landscape features that should be protected and enhanced and requires proposals to demonstrate how they have responded to these identified aspects of landscape character.

Proposals will be expected to:

- incorporate appropriate landscape proposals that reflect the character of the area through appropriate design and management, and
- preserve and promote local distinctiveness and diversity and, wherever possible, enhance damaged landscape areas.

3.220 The Part 1 plan makes it clear that **Core Policy 44** will be applied using the most up-to-date evidence and landscape studies available from Natural England, the District and County Council, and from the North Wessex Downs AONB Board. The most up-to-date study prepared by the Vale of White Horse is the Vale of White Horse Landscape Character Assessment (2017)[119].

3.221 Proposals will also be considered in accordance with **Core Policy 37: Design and Local Distinctiveness** and the Council's Design Guide SPD.

Settlement Character and Gaps

3.222 The conservation of the intrinsic character and beauty of the countryside is a core planning principle of the NPPF.

3.223 The Spatial Strategy for the Local Plan 2031: Part 1 supports the need to promote thriving villages and rural communities, whilst safeguarding the countryside and village character. The Part 1 plan supports appropriate development in Smaller Villages to help meet the local needs of rural communities. **Core Policy 3: Settlement Hierarchy** classifies the settlements in the Vale according to their role and function. In particular, villages not included within this classification are considered to form part of the open countryside.

Development Policy 29: Settlement Character and Gaps

Development proposals will need to demonstrate that the settlement's character is retained, and physical and visual separation is maintained between settlements.

Development proposals will be considered in the context of **Core Policy 4** in the Local Plan 2031: Part 1, and in addition, will only be permitted provided that:

i. the physical and visual separation between two separate settlements is not diminished
ii. cumulatively, with other existing or proposed development, it does not compromise the physical and visual separation between settlements, and
iii. it does not lead to a loss of environmental or historical assets that individually or collectively contribute towards their local identity.

[119]Hankinson Duckett Associates (2017) Vale of White Horse Landscape Character Assessment, available at: www.whitehorsedc.gov.uk/LPP2

3.224 The Part 1 plan supports the need to protect the local character and distinctiveness of rural settlements and the open countryside. **Core Policy 4: Meeting our Housing Needs** restricts development in the countryside, principally in order to maintain its rural character except where consistent with rural exception policies[120].

3.225 The district's countryside performs an important role in protecting parts of the open countryside that are accessible by the Public Rights of Way network. These provide recreation and amenity value for residents and visitors of the Vale alike. The open countryside also acts to separate and provide a setting for the district's individual settlements.

3.226 The Council recognises the importance of safeguarding the separate identity and characteristics of individual settlements as well as the open gaps that help separate these places. This separation protects the local character and distinctiveness that gives each settlement a unique identity that is cherished and valued.

3.227 **Core Policy 44: Landscape**, set out in the Part 1 plan, includes the need to protect, and where possible enhance, the important landscape settings of settlements.

3.228 **Development Policy 29: Settlement Character and Gaps** seeks to protect further against the loss of physical or visual separation between settlements. In applying this policy, the Council will take into account **Core Policy 4** in the Part 1 plan and the Landscape Character Assessment when assessing development proposals that are located between settlements. Such proposals will be assessed, having taken into account the individual effects of the proposal, the cumulative effects of existing and other proposed development or the loss of environmental or historical assets that contribute towards a settlement's distinct and local identity.

Green Infrastructure

3.229 The Local Plan 2031: Part 1 seeks to ensure that new development provides an appropriate contribution to delivering Green Infrastructure and takes account of the Council's Green Infrastructure Strategy[121].

3.230 The Green Infrastructure Strategy sets out a vision for the creation of an interconnected, multifunctional Green Infrastructure (GI) network of green and blue spaces and corridors in the Vale. In considering new development proposals, it is important to ensure that GI is designed in a way that enhances the connectivity between GI assets at both district and local level.

3.231 Green Infrastructure relates to the active planning and management of multi-functional open space networks. It includes sites protected for their importance to wildlife or the environment, nature reserves, greenspaces and greenway linkages. Other assets include, but are not limited to: woodlands; parks; rivers; watercourses; trees; ponds; Public Rights of Way; and cycle paths. Together they provide a network of green space, both urban and rural, within and adjacent to settlements.

3.232 The provision of GI promotes a positive effect on people's physical health and well-being by providing opportunities for access to nature, sport, play, recreation and social interaction. It serves as a function for improving the quality of the visual and natural environment and mitigating flood risk. GI also protects and enhances local nature conservation by creating and connecting habitats for wildlife.

3.233 **Core Policy 45: Green Infrastructure** ensures that GI is appropriately designed and integrated into new developments and helps to improve the function and linkages to existing GI assets across the Vale.

3.234 The Council recognises the importance of improving the health

[120] Hankinson Duckett Associates (2017) Vale of White Horse Landscape Character Assessment, available at: www.whitehorsedc.gov.uk/LPP2

[121] Chris Blandford Associates (2017) Vale of White Horse and South Oxfordshire District Councils Green Infrastructure Strategy (2017), available at: www.whitehorsedc.gov.uk/LPP2

and well-being of residents in the Vale, whilst maintaining and enhancing the natural environment, including biodiversity, landscape, GI and waterways.

3.235 The Local Plan 2031: Part 2 provides additional detail that focuses on the importance of watercourses as an asset of GI. Watercourses are vital to biodiversity and provide a unique range of habitats that form an important part of the Vale's ecological network.

Watercourses

3.236 The term watercourse refers to both main rivers, (larger rivers, brooks and streams) and ordinary watercourses (headwaters and smaller brooks and streams)[122]. All types of watercourse have a part to play in enhancing biodiversity across the district.

3.237 All watercourses are vital to biodiversity, providing a unique range of habitats, acting as wildlife corridors, and forming an important element of the Vale's ecological network. They make a significant contribution towards the character of our landscape and form an important part of GI. Watercourses also provide vital ecosystem services, particularly in terms of improving water quality and drainage and flood management, but also providing green space for informal recreation, benefiting health and well-being.

3.238 Of specific note are the Vale's globally rare chalk streams. There are around 224 known chalk streams in England, which constitutes over 85 % of the total world resource. As a result Chalk Rivers have been specifically identified as a priority for conservation under Section 41 of the Natural Environment and Rural Communities Act (2006)[123].

3.239 The geology of chalk streams produces characteristic features that support special wildlife habitats and species. Fed from aquifers in the chalk rocks of the North Wessex Downs, the water is characterised as having high clarity and quality with a stable temperature regime. It is the quality of the water as well as the in-stream and bankside habitats that make chalk streams so important for a variety of rare and protected species, including, for example, White Clawed Crayfish, Otters and Water Voles. Chalk streams in the Vale arise from the escarpment of the North Wessex Downs, and the headwaters are often associated with spring-line villages. Examples include the Letcombe Brook and Ginge Brook.

3.240 It is estimated that only around a quarter of Britain's chalk streams are achieving good ecological status under the Water Framework Directive[124]. The health of all watercourses are under pressure from a variety of issues including abstraction, pollution originating from urban developments, and increased human associated disturbance.

3.241 The Part 1 Plan seeks to maintain and improve the natural environment including GI and waterways. **Core Policy 45: Green Infrastructure** ensures a net gain in GI is achieved for new development proposals. The Part 1 plan recognises the contribution of waterways and river corridors to the character, biodiversity and landscape quality in the Vale. **Core Policy 46** in the Part 1 plan ensures that proposals likely to harm links between priority habitats or corridors for priority species achieve a net gain in biodiversity either through appropriate mitigation or off-setting.

3.242 In line with these Part 1 policies, Part 2 sets out **Development Policy 29: Watercourses** to ensure that watercourses are positively integrated in the design of new development from the outset, and that the ecological importance of the watercourse is not compromised, and biodiversity is retained and enhanced. By giving consideration to the watercourses from the start of

[122]Watercourses as defined in s72(1) Land Drainage Act 1991, available at: http://www.legislation.gov.uk/ukpga/1991/59/section/24; Ordinary watercourses as defined in the Flood and Water Management Act 2010, available at: http://www.legislation.gov.uk/ukpga/2010/29/contents [123]s41 Natural Environment and Rural Communities Act 2006, available at: http://www.legislation.gov.uk/ukpga/2006/16/contents [124]World Wildlife Fund (WWF) (2015) The State of England's Chalk Streams, available at: http://assets.wwf.org.uk/downloads/wwf_chalkstreamreport_jan15_forweb.pdf

the design process, it is possible to make the most of attractive riverside settings that can form natural areas of GI useful for informal recreation and other ecosystem services. Proposals should consider how access to watercourses can be improved for all users including provision for those with mobility impairments.

3.243 All development proposals adjacent to watercourses should aim to avoid damaging impacts on the watercourse and provide mitigation for any unavoidable impacts. All development proposals that incorporate watercourses should ensure that the watercourse is protected from the development and aim to provide enhancements to the watercourse that benefit biodiversity and other ecosystem services.

Buffer zones

3.244 Buffer zones are important along watercourses to give species and habitats protection from increased disturbance associated with development. The extent of the buffer is dependent on the size and nature of the development, but it should be a minimum of 10 metres wide, measured from the top of each bank. Larger developments should provide further buffering, and these additional areas can be used for informal recreation.

3.245 Buffer zones are important as they can help to:

- allow the watercourse to undergo the natural processes of erosion and deposition and natural changes to the bank profile without necessitating intrusive and harmful bank protection works
- provide space for semi-aquatic and terrestrial habitats which are important to the lifecycle of many species
- create, maintain and enhance wildlife corridors which can also be used as part of the green infrastructure networks within development
- prevent permanent overshadowing of the water by buildings
- reduce the risk of pollution caused by run-off, and
- reduce incidences of flooding by allowing water storage and the natural drainage of rainwater.

3.246 Proposals should:

- include long term management plans for the buffer zone which retain and enhance its biodiversity value
- where a 10 m wide buffer zone is not considered possible by the local planning authority (for example in dense urban areas where existing development comes closer to the watercourse), a smaller buffer zone may be allowed, but should still be accompanied by detailed plans to show how the land will be managed to promote biodiversity, and how maintenance access to the watercourse will be created. Wherever possible, a minimum 10 m buffer should be maintained. Where development occurs on land outside the boundaries of an existing settlement a significantly wider buffer is likely to be required.
- seek to reinstate buffer zones where previous land uses or development have not provided this, and
- where a buffer zone is not included in a proposal, justification must be provided by the developer to the satisfaction of the local planning authority before planning permission will be granted.

3.247 Buffer zones should be reserved as a natural or semi-natural habitat, free from built development and formal landscaping. Soft infrastructure such as pedestrian footpaths should be kept to a minimum, for example a footpath that provides limited pedestrian access to the watercourse is more likely to be considered acceptable than one which closely follows the length of the watercourse. Buffer zones should be

planted with native species that are naturally found by local riversides. It should not form domestic land or parking areas of any kind, but may form part of the requisite GI for new developments.

3.248 Watercourses should be designed into the development to create a safe space, overlooked by, and where possible, fronted by, dwellings or other buildings, and forming an attractive part of the development with a positive impact on the visual amenity and character of the settlement.

Culverts

3.249 Culverting a watercourse has an impact on the ecology of the watercourse by removing habitat and fragmenting the channel and its river corridor. All opportunities to de-culvert a watercourse should be taken. New culverting should be avoided and only used as a last resort as:

- the absence of sunlight, natural banks and vegetation means that culverts are not usually able to sustain significant life
- changes in the channel dynamics resulting from the flow are focused into a particular route
- culverts are often protected from blockage by screens, which usually makes the culvert impenetrable to animals such as otter, water voles, fish and invertebrates
- culverts can prevent the movement of species along the river corridor and lead to animals, such as otters and other large mammals, being forced onto roads in order to seek food and shelter. Not only can this lead to animal deaths, it can also lead to road traffic incidents, and
- culverting can significantly increase the risk of flooding due to the risk of blockage; restricted access can make maintenance and clearing of blockages more complicated.

3.250 For these reasons, sites for new development with existing culverts will be expected to investigate the feasibility of de-culverting the watercourse. Where bridges are proposed as an alternative to culverting, the construction method should take into account the importance of maintaining an obstruction free bank for wildlife.

3.251 It should be noted that in addition to any planning permission, consent is required from either the Environment Agency or the Lead Local Flood Authority to carry out any work within 8 metres of a watercourse.

Development Policy 30: Watercourses

Development of land that contains or is adjacent to a watercourse will only be permitted where it would not have a detrimental impact on the function or setting of the watercourse or its biodiversity, or the detrimental impact can be appropriately mitigated.

Plans for development adjacent to or encompassing a watercourse should include a minimum 10 m buffer zone along both sides of the watercourse to create a corridor of land and water favourable to the enhancement of biodiversity.

Proposals which involve culverting a watercourse are unlikely to be considered acceptable.

Development which is located within 20 m of a watercourse will require a construction management plan to be agreed with the Council before commencement of work to ensure that the watercourse will be satisfactorily protected from damage, disturbance or pollution.

Public Rights of Way, National Trails and Open Access Areas

3.252 Public Rights of Way, National Trails and designated Open Access Areas are an important resource for health and well-being, recreational and tourism activities and for their tranquillity, landscape, ecological and historical significance to the Vale. Such routes and areas also provide both residents and visitors to the Vale with an opportunity to access, enjoy and experience the diversity of farmed and open countryside areas used for a number of recreational activities, including walking, cycling and horse-riding.

National Trails

3.253 National Trails are long distance routes designated under legislation, two of which run through the Vale. These are the Ridgeway and the Thames Path.

3.254 The Ridgeway is one of the oldest routes in Europe. The trail runs from Overton Hill, near Avebury in Wiltshire, to Ivinghoe Beacon in Buckinghamshire, and offers attractive views and, in most places, a sense of remoteness to visitors and residents in the Vale.

3.255 The Thames Path is a long distance walking trail, following the route of the River Thames. Starting from its sources in the Cotswolds, the route passes features such as water meadows and the historic Market Town of Abingdon-on-Thames.

3.256 The Council supports the continued need to protect and further enhance these long-distance recreational paths.

Public Rights of Way

3.257 National policy recognises Public Rights of Way as an important component of sustainable transport links that should be protected or enhanced. Paragraph 75 of the NPPF requires councils to seek opportunities to provide better facilities for rights of way users by adding links to existing rights of way networks, including National Trails[125].

3.258 The Oxfordshire Rights of Way Management Plan 2015-2025[126], produced by Oxfordshire County Council, sets out the vision for the management and improvement of access to the rights of way network by identifying opportunities for improvements to the network.

Development Policy 31: Protection of Public Rights of Way, National Trails and Open Access Areas

Development on and / or over public rights of way will be permitted where the development can be designed to accommodate satisfactorily the existing route, or where the right of way is incorporated into the development site as an attractive, safe and continuous route. Alternative routes will need to be made equally or more attractive, safe and convenient to rights of way users.

The Council will actively seek opportunities to improve the accessibility and the addition of new connections and status upgrades to the existing rights of way network, including National Trails. Proposals of this nature will be supported where they would not lead to increased pressure on sensitive sites, such as those of important ecological value.

Development will not be permitted where proposals remove, narrow or materially impair the approved line of the Thames Path or Ridgeway National Trails, key connecting routes, and / or public access to them.

[125]CLG (2012) National Planning Policy Framework (NPPF), Paragraph 75

[126]Oxfordshire County Council (2014) Oxfordshire Rights of Way Management Plan 2015-2025, available at: https://www.oxfordshire.gov.uk/cms/content/oxfordshires-rights-way-management-plan

3.259 The Council will seek to protect public rights of way and long-distance footpaths so that the routes and their existing recreational and amenity value are not undermined by new development. Opportunities to improve the access to, and the addition of links to the existing rights of way network, including National Trails, will be supported.

Open Access Areas

3.260 Open Access Areas are identified in the Countryside and Rights of Way Act 2000 as areas of open country and / or common land. These areas are important to the Vale in providing for a range of recreational activities including walking, sight-seeing, bird watching, climbing and running.

3.261 The areas of Open Access land are defined and mapped by Natural England[127], with additional mapping by Oxfordshire County Council to show access points and permissive linking routes[128].

3.262 **Core Policy 37: Design and Local Distinctiveness** in the Part 1 plan and the Design Guide SPD, ensures proposals for new development are of a high quality design that meets recreational needs, including the need to link or integrate Public Rights of Way with the existing development pattern.

3.263 The Part 2 plan sets out **Development Policy 31: Protection of Public Rights of Way, National Trails and Open Access Areas** to ensure development proposals improve access to rights of way that are safe and attractive. Developers will also be encouraged to consider how access to rights of way can be improved for all users, including provision for people with physical disabilities. Alternative provision must meet the statutory tests and legal process and be necessary to enable development[129]. This policy also ensures the continued protection of National Trails and key connections.

Wilts and Berks Canal

3.264 The Wilts & Berks Canal is an important historic feature in the landscape and links the River Thames at Abingdon-on-Thames with the Kennet and Avon Canal at Semington near Melksham. The historic route of the canal crosses the Vale from south of Shrivenham, passing through the settlements of Uffington, West Challow, East Challow, Wantage and Grove, to Abingdon-on-Thames. The historic line of the Wilts and Berks Canal is identified on the Adopted Policies Map.

3.265 The canal ceased to function as a navigable route in 1914 and the Wilts & Berks Canal Trust is now working to a long-term vision towards the full restoration of the canal. Wiltshire, Swindon and Oxfordshire Canal Partnership has recently published its Restoration Strategy for the completion and future development of the Wilts & Berks Canal[130]. This strategy sets out the Partnership's vision to restoring the Wilts & Berks Canal as a navigable waterway to deliver a community asset and GI corridor, linking Wiltshire, Swindon and Oxfordshire.

3.266 Restoration works have been undertaken on sections of the canal that are located within the Vale, including at Shrivenham, Wantage, Grove, Drayton and the creation of a new junction at Abingdon. These restored sections now provide a valuable ecological and nature conservation resource. The full reinstatement of the canal's entire towpath would enhance the route's recreational and socio-economic value.

3.267 The Council supports in principle the restoration of the Wilts & Berks Canal located within the Vale. Once restored, the canal would bring significant benefits in terms of attracting visitors to the Vale, contributing towards the local

[127]Natural England (2017) CRoW & Coastal Access Maps, available at: http://www.openaccess.naturalengland.org.uk/wps/portal/oasys/maps/MapSearch [128]Oxfordshire County Council (2017) Countryside Access Maps, available at: https://www.oxfordshire.gov.uk/cms/content/countryside-access-maps [129]section 257 of the Town and Country Planning Act 1990 [130]Wiltshire, Swindon and Oxfordshire Canal Partnership (2015) A Restoration Strategy for the Completion and Future Development of the Wilts & Berks Canal; available at: http://www.canalpartnership.org.uk/index.php/restoration-strategy

Development Policy 32: Wilts and Berks Canal

The Council will continue to safeguard a continuous route corridor for restoration of the Wilts & Berks Canal using the historic line wherever possible, as identified on the **Adopted Policies Map**.

The Council will support schemes for the restoration of the canal in line with the delivery plan identified in the Wiltshire, Swindon & Oxfordshire Canal Partnership Restoration Strategy by:

i. ensuring that development protects the integrity of the canal corridor alignment and its associated structures
ii. ensuring that where the canal is affected by development, the alignment is protected or an alternative alignment is provided, and
iii. ensuring associated infrastructure of development does not prejudice the delivery of the canal.

Proposals designed to develop the canal's recreational and nature conservation potential, in particular, the use of the old line of the canal for walking and cycling, will be supported.

Proposals for the reinstatement of the canal along its historic alignment will need to demonstrate that the cultural, historic and natural environment will be protected and enhanced, with no overall adverse effect, and that potential impacts on ecology, landscape, flood risk, water resources (abstraction) and water quality have been fully assessed and taken into account. Proposals for the reinstatement of discrete sections of the canal will also need to demonstrate that the potential environmental impacts of the restoration project as a whole have been assessed and taken into account.

Where directly related to the development, financial contributions may be sought via legal agreements towards the improvement or restoration of the related canal and towpaths and appropriate mitigation.

economy, promoting sustainable transport, including for pedestrians, cyclists and horse riders, and providing an important element of the strategic GI network in the district.

3.268 The historic line of the Wilts and Berks Canal should be safeguarded from development that would prejudice the canal's restoration.

3.269 **Development Policy 32: Wilts and Berks Canal** safeguards the historic route of the canal. The policy also ensures that proposals for restoring the canal demonstrate that the potential impacts of restoration on the existing wildlife and natural environment have been fully considered, both locally and as part of the whole restoration scheme. The policy ensures that invasive non-native species have been considered in terms of their presence in existing reaches of the canal, and how their spread, through any newly connected reaches of the canal network, will be prevented.

3.270 The future restoration of the canal will follow the historic route as shown on the Adopted Policies Map. As the historic route to the south of Abingdon has already been developed, an exception from the historic line to the south of Abingdon will also be safeguarded in accordance with **Development Policy 32**. If future development were to come forward to the south of Abingdon, the route of the canal will be reviewed through a masterplanning process in accordance with **Core Policy 38** in the Local Plan 2031: Part 1.

3.271 Proposals for the restoration of the canal must take into account the status and objectives of relevant existing waterbodies in the area, as set out in the Thames River Basin Management Plan (2015), prepared under the Water Framework Directive. The proposals will need to identify where the source of water will be obtained from to ensure that it will not have a detrimental impact on existing waterbodies, or aquatic and semi-aquatic habitats

3.272 The preparation of masterplans and supporting documents will assist the consideration of the likely overall impacts of the canal restoration scheme and how to minimise or mitigate any likely negative effects.

3.273 The Council is likely to expect a developer to undertake an Environmental Assessment as part of an application to demonstrate that the spread of invasive non-native species, and the disturbance to the existing ecology and water supply have been fully considered.

3.274 The Council will support appropriate measures to improve access to the Wilts and Berks Canal. Development proposals located on or adjacent to the route of the canal will be expected to contribute towards the improvement or restoration of the canal. Financial contributions will have to comply with relevant legislation and national advice.

Leisure Policies

3.275 Open space, leisure and sports facilities make a valuable contribution towards improving the health and well-being of local communities and increasing opportunities for social interaction across the district.

3.276 The Part 1 plan seeks to improve the health and well-being of Vale residents by ensuring development is supported by a sufficient range of services and facilities, creating well designed and attractive places and protecting and enhancing the natural environment.

3.277 The Part 2 plan provides detailed policies that focus on new provision of open space, leisure and sports facilities, protecting existing facilities, and providing support for small-scale recreational facilities within the countryside.

Major Commercial Leisure Facilities

3.278 Major commercial leisure facilities such as sports halls, swimming pools and cinemas are considered as main town centre uses as reflected by **Core Policy 32: Retail Development and other Main Town Centre Uses**, as set out in the Local Plan 2031: Part 1. The policy is based on a sequential approach, which aims to locate these types of development within the town centre boundaries wherever possible. This approach is consistent with paragraphs 23, 24, 26 and 27 of the NPPF[131].

[131]CLG (2012) National Planning Policy Framework (NPPF); Paragraph 23, 24, 26 and

Open Space, Leisure and Sports Facilities

Open Space

3.279 Open space can be defined as primarily open land, whether green or hard surfaced, that offers important opportunities for sport and recreation, as well as providing visual amenity. Open space can include, but is not limited to: areas of public open space that have a recreational function (e.g. parks, gardens and amenity green space); children's play and youth provision (e.g. designated equipped playing space); and allotments. Full definitions of the types of open space provision within the Vale are contained within **Appendix K**.

3.280 Parks and gardens form part of public open space and are defined as formal green spaces that include: urban parks; country parks; forest parks; and formal gardens. They provide accessible, high quality usable public open space for informal and formal recreational activities that can be enjoyed by residents and visitors of the Vale alike.

3.281 Amenity green space also forms part of public open space and this is recognised as informal recreational spaces, communal green spaces in and around housing developments, and village greens. Their primary purpose is to improve and enhance the appearance of the local environment and to enhance the well-being of residents.

3.282 There is a good level of access to a range of open spaces across the district, although the provision of open space does vary within individual settlements. The Vale of White Horse Open Spaces Report[132] highlights where any shortfalls in open space provision exist across the district and provides an assessment of the quantity, quality, and accessibility of open spaces, and identifies any future requirements.

3.283 A combined standard for amenity green space, parks

Development Policy 33: Open Space

a. Proposals for major[a] residential developments will be required to provide or contribute towards safe, attractive and accessible open space in accordance with the open space standards as set out in **Appendix K** including:

i. children's play and youth provision
ii. public open space (15% of the residential area), and
iii. allotments.

b. Development of open space will only be permitted provided that:

i. when assessed against the Open Spaces Report, it is clearly shown that the open space is surplus to requirements; or
ii. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of scale, quantity and quality in a suitable and accessible location; or
iii. the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss; or
iv. the proposed development is ancillary to the main use of the site and strengthens its public open space function.

[a]As defined by Development Management Procedure Order 2010.

[132]Vale of White Horse District Council (2016) Open Spaces Report, available at: www.whitehorsedc.gov.uk/LPP2

and gardens will apply for new developments to ensure multi-functional green space is incorporated and designed appropriately.

3.284 In order to ensure that adequate new provision is made and existing deficiencies are not exacerbated, the Council will require the provision of open space in association with new development in line with **Development Policy 33: Open Space**.

3.285 Major development proposals will need to provide or contribute towards public open space that is safe, accessible and of high quality, in accordance with the standards set out in **Appendix L**. 15% of the proposed residential area should be provided as public open space.

3.286 The Council will continue to protect existing open spaces in accordance with **Development Policy 33: Open Space**. Development proposals that result in the loss of open space will need to demonstrate that the proposal would either provide a community benefit or that alternative provision of equal or better value will be provided.

Leisure and Sports Facilities

3.287 Access to both indoor and outdoor leisure and sports facilities is important to allow local communities and residents to participate in sporting activities and contribute towards their health and well-being. Outdoor sports facilities can include: natural or artificial playing pitches; bowling greens; and tennis courts. Indoor sports facilities can include: sports halls; swimming pools; athletics tracks; and gyms. Full definitions of the types of sports and leisure facilities within the Vale are provided in **Appendix K**.

3.288 The Vale has a good level of provision and access to a range of leisure and sports facilities. The Vale of White Horse Playing Pitch Study[133] and the Vale of White Horse Leisure Facilities Study[134] provide an up-to-date assessment of the quality,

Development Policy 34: Leisure and Sports Facilities

a. New housing developments will be required to provide or contribute towards indoor and outdoor leisure and sports facilities in accordance with the local standards as set out in **Appendix K**.

On sites of major development[a] financial contributions towards providing or improving off-site provision will be required.

b. Development of existing leisure and sports facilities will only be permitted provided that:

i. when assessed against the Leisure Facilities Study, Local Leisure Facilities Study and / or Playing Pitch Study, it is clearly shown that the leisure and / sport facility is surplus to requirements; or
ii. the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of scale, quantity and quality in a suitable and accessible location; or
iii. the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss; or
iv. the proposed development is ancillary to the main use of the site and strengthens its function.

[a]As defined by Development Management Procedure Order 2010.

[133]Vale of White Horse District Council (2015) Playing Pitch Study, available at: www.whitehorsedc.gov.uk/LPP2

[134]Vale of White Horse District Council (2014) Leisure and Sports Facilities Study 2013-2031, available at: http://www.whitehorsedc.gov.uk/java/support/Main.jsp?MODULE=FolderView&ID=627981333&CODE=4589D59B5ACF9D9B49FAD25E9C0D215F&NAME=13+COM+-+Communities%2C+Services+and+Recreation&REF=Local%20Plan%20-2031%20Part%201%20Examination%20Library; Vale of White Horse District Council (2016) Local Leisure Facilities Study, available at: www.whitehorsedc.gov.uk/LPP2

quantity, and accessibility of each type of leisure and sport facility in the district. The most recent and up-to-date studies should be utilised by applicants to inform their proposals.

3.289 The provision of leisure and sports facilities will be determined in accordance with **Development Policy 34: Leisure and Sports Facilities** and the application of the local standards contained in **Appendix L**.

3.290 Developers will be expected to refer to the Council's Priority Action Plan[135], which identifies the specific projects and future priorities for sport and leisure facilities in the Vale.

3.291 Where more than one development is taking place on adjoining sites, the Council will expect developers to consider how the provision of sports and leisure facilities can be coordinated locally.

Countryside Recreation Facilities

3.292 The countryside is used extensively for informal recreational activities, such as walking, cycling, running, riding and fishing. National policy and guidance makes clear the importance of supporting sustainable rural tourism and leisure activities, especially where they benefit communities and visitors.

3.293 The Part 1 plan seeks to support a strong and sustainable economy, recognising the role that the Vale's open countryside and surrounding rural settlements can play in promoting a visitor economy, whilst improving the health and well-being of residents and visitors alike.

3.294 **Core Policy 31: Visitor Economy** encourages new development to advance the visitor economy for leisure and business purposes. The policy supports small-scale development related to the visitor economy within the Oxford Green Belt or the North Wessex Downs Area of Outstanding Natural Beauty (AONB), provided it respects the scale and character of the locality and is consistent with other relevant policies set out in the Development Plan.

3.295 The Council will support proposals for small scale recreational facilities in the countryside that may include the provision of small picnic sites, roadside parking areas, viewing points and interpretation facilities. Proposals should consider how access can be improved for all users including provision for those with mobility impairments.

3.296 In line with **Core Policy 31,** the Local Plan 2031: Part 2 sets out **Development Policy 35: New Countryside Recreation Facilities** to provide support for small scale proposals for recreational facilities in the open countryside. Proposals need

Development Policy 35: New Countryside Recreation Facilities

Development proposals for small scale countryside recreational facilities will be supported, provided that:

i. it does not harm the North Wessex Downs Area of Outstanding Natural Beauty and / or its setting
ii. it is consistent with **Core Policy 13: Green Belt**
iii. it does not adversely impact on heritage assets
iv. it is located within good access to public transport and will not impact on the existing Public Rights of Way Network
v. it respects the settlement character, locality and intrinsic beauty, and
vi. it does not harm the ecology of the area.

[135]The Priority Action Plan is set out in the Council's up to date Playing Pitch Study and Leisure and Sports Facilities Study.

to demonstrate there is no harm to the AONB, Green Belt, heritage assets and that the settlement character and ecology of the area is respected.

The Historic Environment

3.297 The Vale of White Horse benefits from substantial heritage assets that make a positive contribution towards the district's local character and distinctiveness. They also have wider social, cultural, economic and environmental benefits by encouraging community pride and promoting tourism.

3.298 National policy and guidance places significant emphasis on the need to conserve heritage assets in a manner appropriate to their significance, so they can be enjoyed and continue to contribute towards the quality of life of current and future generations.

3.299 Heritage assets may be classified as either Designated or Non-Designated and both can be important to consider through the planning process. Heritage assets include Listed Buildings, Scheduled Monuments, Conservation Areas and Registered Parks and Gardens.

3.300 The Part 1 plan seeks to ensure all new development conserves and enhances the natural, historic, cultural and landscape assets of the Vale. **Core Policy 39: Historic Environment** sets a framework to ensure proposals conserve and enhance heritage assets in accordance with national policy and legislation.

3.301 The Part 2 plan incorporates **Development Policy 36: Heritage Assets**, which sets out how development proposals will be considered in the context of the social, environmental, cultural and economic significance of the assets.

3.302 The Oxfordshire Historic Landscape Characterisation (HLC) prepared by Oxfordshire County Council and Historic England forms part of the evidence base to support the Local Plan 2031 and will be a material consideration in the determination of planning applications[136]. The HLC helps to inform our understanding and management of the Vale's historic landscape. The study examines the historical and archaeological processes that have influenced the landscape and helps identify the specific characteristics that make the Vale's landscape locally distinctive. The Oxfordshire Historic Environment Record (HER) provides an overview of the historic environment and archaeological monuments and features in the district.

3.303 Developers should refer to

Development Policy 36: Heritage Assets

Proposals for new development that may affect heritage assets (designated and non-designated) must demonstrate that they conserve and enhance the special interest or significance of the heritage asset and its setting in accordance with **Core Policy 39** (Local Plan 2031: Part 1), and particularly where they:

i. make a positive contribution to local character and distinctiveness and / or
ii. make a positive contribution towards wider social and economic benefits and / or
iii. provide a viable future use for a heritage asset that is consistent with the conservation of its significance, and / or
iv. protect a heritage asset that is currently at risk.

[136]Oxfordshire County Council and Historic England (2017) Oxfordshire Historic Landscape Characterisation Project, available at: https://www.oxfordshire.gov.uk/cms/content/oxfordshire-historic-landscape-characterisation-project

sources of information on the historic environment such as the HLC, the HER[137], the National Heritage List for England[138] and, where relevant, Conservation Area Character Appraisals, early on to ensure their proposals are based on an understanding of the significance of any heritage assets that may be affected.

3.304 Development proposals should also take into account the principles set out in the Council's Design Guide SPD.

Conservation Areas

3.305 Conservation Areas are designated due to their historic or architectural interest. They form an important and visible part of the Vale's cultural heritage and enhance the attractiveness of individual settlements for residents and visitors alike.

3.306 As required under Section 69 (1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the Council has designated Conservation Areas to cover parts of the district that are of special architectural or historic interest. There are 52 Conservation Areas in the Vale. These are listed in **Appendix F**.

3.307 The pattern of development in a locality may contribute to a Conservation Area's special interest. For example, some of the older parts of the Vale's towns and villages reflect patterns of development created by burgage plots (medieval rental plots with long narrow curtilages). An example can be found on the east side of Stert Street in Abingdon-on-Thames. This distinctive pattern of development, of tightly knit narrow buildings with rear plots, makes a positive contribution towards the character and local distinctiveness of the area.

3.308 **Core Policy 39: Historic Environment** sets out the Council's approach to planning for Conservation Areas, for example, setting out a commitment to prepare Conservation Area Character Appraisals and Management Plans. The Council continues to review the district's Conservation Areas and will prepare or update Conservation Area Character Appraisals on a rolling basis[139]. The Council will resist development proposals that would lead to harming Conservation Areas.

3.309 **Development Policy 37: Conservation Areas** sets out measures to ensure that Conservation Areas are protected from inappropriate development. Proposals located in a designated Conservation Area will need to satisfy a number of criteria to show it can conserve or enhance the special interest, character and appearance of the asset. This can include the setting of the Conservation Area, the relationship with the landscape, the local character and distinctiveness, or the wider social and environmental effects.

3.310 Developers should also take into account the relevant principles set out in the Council's Design Guide SPD to ensure proposals are appropriately designed to reflect the Conservation Area's special interest and character and its surrounding features.

3.311 Historic shopfronts are a finite resource, which should be restored or preserved where possible. Proposals for new shopfronts, or the alteration to an existing shopfront, within commercial centres should ensure the design reflects the special interest and traditional characteristics of existing shopfronts within the settlement in accordance with the Design Guide SPD and **Development Policy 37**.

[137]Oxfordshire County Council (2016) Historic Environment Record, available at: https://www.oxfordshire.gov.uk/cms/content/historic-environment-record [138]Historic England (2017) The National Heritage List for England, available at: https://historicengland.org.uk/advice/hpg/heritage-assets/nhle/ [139]Historic England (2017) The National Heritage List for England, available at: https://historicengland.org.uk/advice/hpg/heritage-assets/nhle/

Development Policy 37: Conservation Areas

Proposals for development within or affecting the setting of a Conservation Area must demonstrate that it will conserve or enhance its special interest, character, setting and appearance. Development will be expected to:

i. demonstrate that it contributes to the conservation area's special interest and its relationship within its setting
ii. take into account important views within, into or out of the conservation area and show that these would be retained and unharmed
iii. respect the local character and distinctiveness of the conservation area in terms of the development's: siting; size; scale; height; alignment; materials and finishes (including colour and texture); proportions; design; and form, in accordance with the Design Guide Supplementary Planning Document and any relevant Conservation Area Character Appraisal
iv. be sympathetic to the original curtilage of the dwelling and pattern of development that forms part of the historic interest of the conservation area
v. be sympathetic to important spaces such as paddocks, greens, gardens and other gaps or spaces between buildings which make a positive contribution to the pattern of development in the conservation area
vi. ensure the wider social and environmental effects generated by the development are compatible with the existing character and appearance of the conservation area, and
vii. ensure no loss of or harm to any building or feature that makes a positive contribution to the special interest, character or appearance of the conservation area unless the development would make an equal or greater contribution in terms of public benefit.

Wherever possible the sympathetic conservation or restoration and re-use of structures which make a positive contribution to the special interest, character or appearance of the Conservation Area, will be encouraged to prevent harm through the cumulative loss of features that are an asset to the Conservation Area.

Listed Buildings

3.312 The Vale has over 2000 listed buildings, ranging from country houses to cottages and includes structures such as bridges, memorials, telephone kiosks and gravestones.

3.313 A listed building is contained in the National Heritage List for England[140]. Listing identifies a building as showing special architectural and historic interest, and gives it statutory protection so that it can be protected for future generations.

3.314 The listing of a building applies to the interior as well as exterior, and includes any object or structure fixed to the building, or that forms part of the land[141]. Listed Buildings form part of our communal heritage; their outward appearance and internal make-up contributes to the local distinctiveness of the Vale's historic landscape.

3.315 The NPPF makes clear that any harm or loss of a Listed Building should be exceptional and would require convincing justification in terms of public benefit. Applications involving listed buildings should describe the significance of any heritage assets affected, proportionate to the asset's significance and the proposal. In some circumstances, further surveys and analysis may be required prior to the application being determined. Heritage Statements, Statements of Significance and Impact Assessments should be produced in line with current best practice and relevant national guidance.

3.316 **Core Policy 39: Historic Environment** seeks to conserve and enhance designated heritage assets, including Listed Buildings. Proposals that would harm the significance of such assets and their setting will be resisted in line with **Core Policy 39** and national guidance.

3.317 **Development Policy 38: Listed Buildings** provides further

Development Policy 38: Listed Buildings

Proposals for additions or alterations to, or the demolition of, a Listed Building (including partial demolition), or for development within the curtilage of, or affecting the setting of, a Listed Building must demonstrate that it will:

i. conserve or enhance their heritage significance and setting
ii. respect any features of special architectural or historic interest, including, where relevant, the historic curtilage or context, such as burgage plots, or its value within a group and / or its setting, such as the importance of a street frontage or traditional shopfronts, and
iii. be sympathetic to the Listed Building and its setting in terms of its siting, size, scale, height, alignment, materials and finishes (including colour and texture), design and form, in order to retain the special interest that justifies its designation through appropriate design, in accordance with **Core Policy 37** and the Design Guide Supplementary Planning Document.

Proposals for the change of use of a Listed Building or building within its curtilage will be viewed favourably where it can be demonstrated that the new use can be accommodated without any adverse effect on the special architectural or historic interest of the building and its appearance or character.

[140]Historic England (2017) The National Heritage List for England, available at: https://historicengland.org.uk/advice/hpg/heritage-assets/nhle/

[141]Planning (Listed Building and Conservation Areas) Act 1990

guidance to ensure applicants demonstrate that proposals within or affecting the setting of a Listed Building would enhance their significance, whilst respecting the existing local character and distinctiveness.

3.318 Proposals for the partial or total demolition of a Listed Building will only be permitted in exceptional circumstances in accordance with national policy[142], provided an applicant can demonstrate that its significance would not be diminished and no pertinent details of its appearance or construction would be lost.

3.319 Any alteration or extension to a Listed Building must take into account its significance and special architectural and historic interest, and should not detract from or overwhelm the existing building. Extensions or new development in the curtilage of a Listed Building should normally be clearly subservient to the original building in appearance, with appropriate textures and colours of materials to protect or enhance the historic significance taking into account the Council's Design Guide SPD and any other relevant guidance.

3.320 Applications for reasonable adjustments to Listed Buildings to improve access for people with mobility issues or disabilities, which would not otherwise significantly harm the fabric of the building and, if necessary, could be removed without harm to the significance of the building at a later date, will be considered favourably.

Registered Parks and Gardens

3.321 The Vale of White Horse District has eight Registered Parks and Gardens that are identified by Historic England on the National Heritage List for England[143]. These are shown on the **Adopted Policies Map** and listed in **Appendix H**. There are also many non-designated historic parks and gardens of local interest. The Council will seek to work with Oxfordshire Gardens Trust and others to establish a local list of historic parks and gardens.

3.322 Proposals that would lead to the harm or total loss of a Registered Park or Garden will be assessed in accordance with **Development Policy 36** and Paragraph 133 of the NPPF.

Archaeology

3.323 Archaeological remains are a finite and irreplaceable resource that represent a unique record of past times. The remains are often fragile and highly vulnerable to damage and disruption by development or agricultural activity.

3.324 The Vale has an important archaeological heritage, with remains dating back to prehistoric times, and is home to an extensive range of archaeological features, including burial mounds, field systems, historic routes and ancient settlements. The majority of these features are buried below ground, although there are some features, for example, The Barn at Great Coxwell, which are situated above ground that provide a significant contribution towards the Vale's distinctive landscape.

3.325 The Vale has an important archaeological heritage, with remains dating back to prehistoric times, and is home to an extensive range of archaeological features, including burial mounds, field systems, historic routes and ancient settlements. The majority of these features are buried below ground, although there are some features, for example, The Barn at Great Coxwell, which are situated above ground that provide a significant contribution towards the Vale's distinctive landscape.

3.326 A network of historic routes also exist as an archaeological feature, ranging from pre-historic tracks such as The Ridgeway, Roman roads, medieval coffin ways, salt roads, and droveways, to later turnpike roads and canals. These routes are integrated into the Vale's landscape and serve an important function in linking settlements and forming a unique setting for the Vale's distinctive

[142]CLG (2012) National Planning Policy Framework (NPPF), Paragraph 132

[143]Historic England (2017) The National Heritage List for England (NHLE), available at: https://historicengland.org.uk/listing/the-list/

Development Policy 39: Archaeology and Scheduled Monuments

Development will be permitted where it can be shown that it would not be detrimental to the site or setting of Scheduled Monuments or nationally important designated or non-designated archaeological remains.

When researching the development potential of a site, applicants will be expected to undertake an assessment of appropriate detail to determine whether the site is known or is likely to contain archaeological remains, and demonstrate how the development proposals have had regard to any such remains.

Where the assessment indicates known archaeological remains on site, and development could disturb or adversely affect important archaeological remains and / or their setting, applicants will be expected to:

i. submit an appropriate archaeological desk-based assessment, or
ii. undertake a field evaluation (conducted by a suitably qualified, archaeological organisation) where necessary.

Nationally important archaeological remains (whether scheduled or demonstrably of equivalent significance) should be preserved in situ. Development proposals that would lead to harm or total loss of significance of such remains will only be permitted in exceptional circumstances where:

iii. it can be demonstrated that the harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or
iv. all of the circumstances of paragraph 133 of the NPPF apply.

For other archaeological remains, the effect of a development proposal on the significance of the remains, either directly or indirectly, will be taken into account in determining the application. As such assets are also irreplaceable, the presumption will be in favour of the avoidance of harm. The scale of the harm or loss will be weighed against this presumption and the significance of the heritage asset.

In exceptional cases, where harm to or loss of significance to the asset is considered to be justified, the harm should be minimised and mitigated by a programme of archaeological investigation, including excavation, recording and analysis. Planning permission will not be granted until this programme has been submitted to, and approved by, the local planning authority, and development should not commence until these works have been satisfactorily undertaken by an appropriately qualified organisation. The results and analysis of findings subsequent to the investigation should be published and made available to the relevant local and county authorities.

landscape features, such as White Horse Hill and Uffington Castle.

3.327 Some nationally important sites are selected for protection as Scheduled Monuments by the government on the advice of Historic England. At present there are 69 Scheduled Monuments within the district. Scheduled Monuments are given statutory protection under the Ancient Monuments and Archaeological Areas Act 1979, which requires consent to be obtained from the Secretary of State for any works that affect them. These are listed in **Appendix G**.

3.328 Some non-scheduled archaeological sites may demonstrably be of equivalent significance to Scheduled Monuments and should be considered subject to the policies for Scheduled Monuments. Other non-designated archaeological assets are protected under the government's policy on non-designated heritage assets[144] and **Core Policy 39** in the Part 1 plan.

3.329 The Part 1 plan ensures that new development conserves and enhances designated heritage assets and non–designated heritage assets and their setting, including Scheduled Monuments and assets of archaeological importance.

3.330 Developers are encouraged to take into account Core Policy 39 and the Oxfordshire Historic Landscape Characterisation Project (published by Oxfordshire County Council and Historic England) when considering proposals for development.

3.331 In line with **Core Policy 39, Development Policy 39: Archaeology and Scheduled Monuments** provides greater guidance to support the conservation and enhancement of Scheduled Monuments, nationally important archaeological remains and other non-designated archaeological sites that are of demonstrably equivalent significance.

3.332 Proposals will need to demonstrate that development would not have a detrimental impact on the site and / or its setting. An assessment should be undertaken that refers to records such as the Oxfordshire Historic Landscape Characterisation (HLC) and Oxfordshire County Council's Historic Environment Record (HER) to determine whether a site has or is likely to contain known archaeological remains.

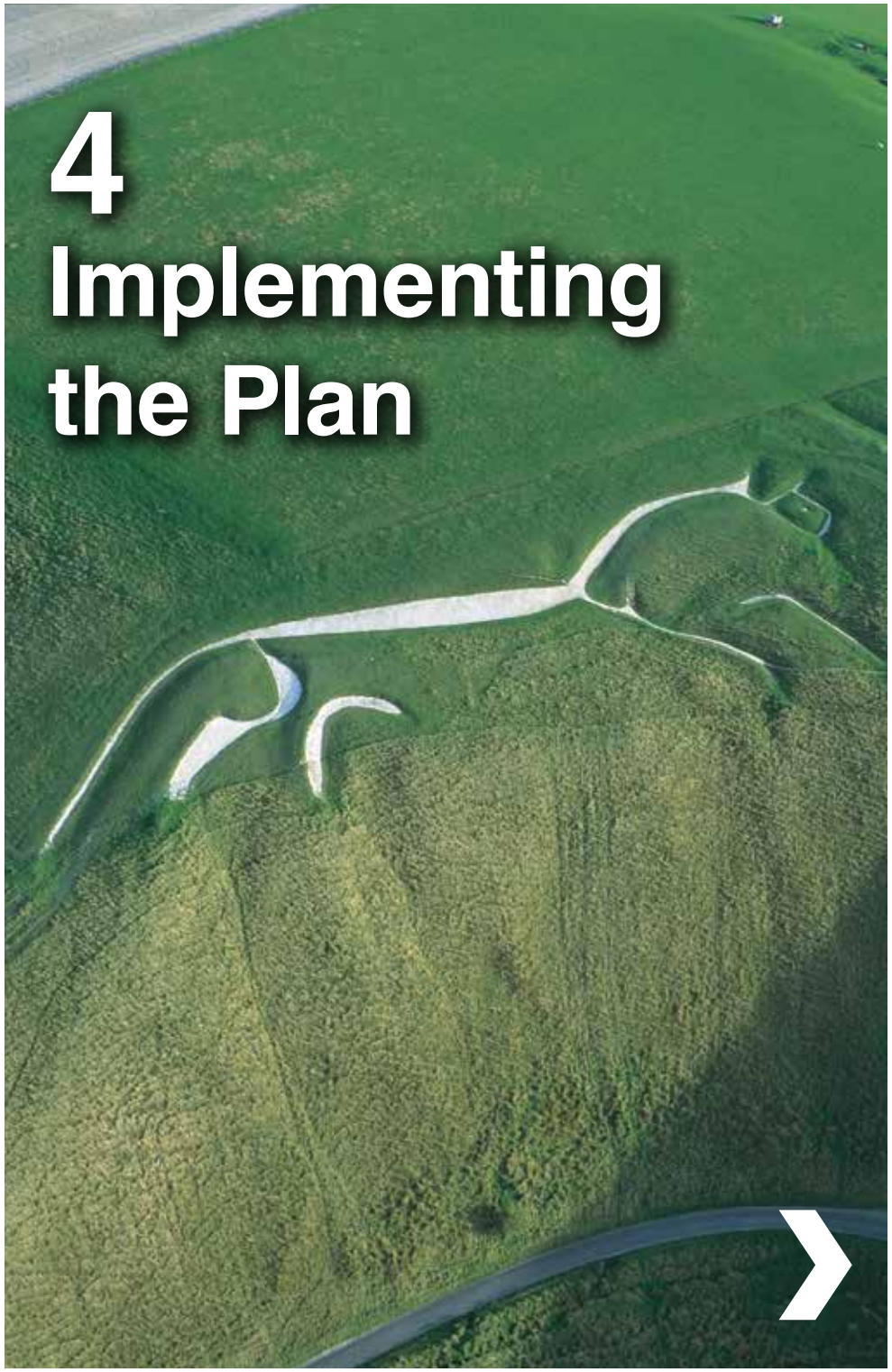
3.333 Depending on the outcome of this assessment, developers may be required to submit an appropriate archaeological desk-top based assessment or a field evaluation conducted by a suitably qualified archaeological organisation for instances where there are known archaeological remains on site. In the event that significant archaeological materials are discovered once works are commenced, the developer should contact Oxfordshire County Council's archaeological officer for further advice.

3.334 Development proposals that are likely to lead to the substantial harm or total loss of significance of nationally important archaeological remains will be assessed against the criteria in **Development Policy 39**, in particular the need to demonstrate that the substantial harm or loss is necessary to achieve public benefits that outweigh that harm or loss.

3.335 Proposals affecting other archaeological remains will be assessed by the Council based on the degree of harm to the significance of the asset versus the public benefits of the development proposal.

3.336 Where the substantial harm or loss to such assets is justified, the Council will expect the developer to minimise the harm through appropriate mitigation measures, including a programme of archaeological investigation, agreed by the Council, based on excavations, recording and analysis.

[144]CLG (2012) National Planning Policy Framework (NPPF), Paragraph 139



4 Implementing the Plan

Overview

This chapter sets out a detailed monitoring framework to ensure the plan policies are delivered. It sets out:

- what will be delivered by each policy
- targets to monitor progress towards achieving the Strategic Objectives as set out in Local Plan 2031: Part 1, and
- what action we will take if the policies do not deliver in accordance with the targets.

The implementation of the plan will be reported against the targets through the Authority's Monitoring Report.

4 Implementing the Plan

Introduction

4.1. Monitoring the Local Plan 2031 policies is important to ensure they are effectively being delivered, that they continue to be relevant to the local area, and meet the requirements of national planning policy.

4.2. This chapter sets out how we will implement the strategy and includes clear arrangements for the delivery, monitoring and review of the plan and its policies.

Delivery and Contingency

4.3. We will continue to work jointly with stakeholders to deliver Local Plan 2031 objectives. This will include partnership working with both public agencies and the private sector and is necessary to ensure development progresses in a manner consistent with the strategy identified in this plan.

4.4. To deliver the visions and objectives in this plan, the Council will work collaboratively with key partners and stakeholders involved, this includes (and not limited to) the Local Enterprise Partnership, neighbouring authorities, developers, infrastructure providers, local communities and interest groups and other organisations relating to the 'Duty to Cooperate'.

4.5. The Council will publish information at least annually to show progress with Local Plan implementation in its Authority Monitoring Report.

4.6. The Council has included a Monitoring Framework at **Appendix N**, which identifies how the Council will monitor the effectiveness and implementation of the Local Plan 2031: Part 2 for each policy. The Council recognises that appropriate action will need to be taken if implementation of the plan is clearly off track.

4.7. The Council is also aware that the plan needs to be resilient to changing circumstances and be flexible and responsive if the plan is not delivering in according with the Monitoring Framework. **Core Policy 47a: Delivery and Contingency**, sets out the Council's intended approach.

Core Policy 47a: Delivery and Contingency

Core Policy 47a will work in tandem with Core Policy 47 to ensure effective monitoring of both Local Plan 2031: Part 1 and Local Plan 2031: Part 2.

If the Local Plan 2031: Part 2 policies are not delivered in accordance with the Monitoring Framework set out in **Appendix N** the contingency measures identified in the Monitoring Framework will apply.

As with Local Plan 2031: Part 1, if the development of the additional sites and Sub Area Strategies identified in Local Plan 2031: Part 2 is not taking place as envisaged, the Council, in conjunction with its partners, will investigate the reasons for the situation and will implement appropriate action which may include one or more of the following:

i. seeking alternative sources of funding if a lack of infrastructure is delaying development or causing significant problems as a result of new development;
ii. seeking to accelerate delivery on other permitted or allocated sites
iii. identifying alternative deliverable sites that are in general accordance with the spatial strategy of the Part 1 Plan, through the appropriate mechanisms; and if required
iv. undertaking a partial or full review of the Local Plan 2031, if investigation indicates that its strategy, either in whole or in part, is no longer appropriate.

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Please contact Planning on 01235 422600

Planning Policy Team
135 Eastern Avenue, Milton
Park, Abingdon, OX14 4SB

Email: planning.policy@whitehorsedc.gov.uk

www.whitehorsedc.gov.uk

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