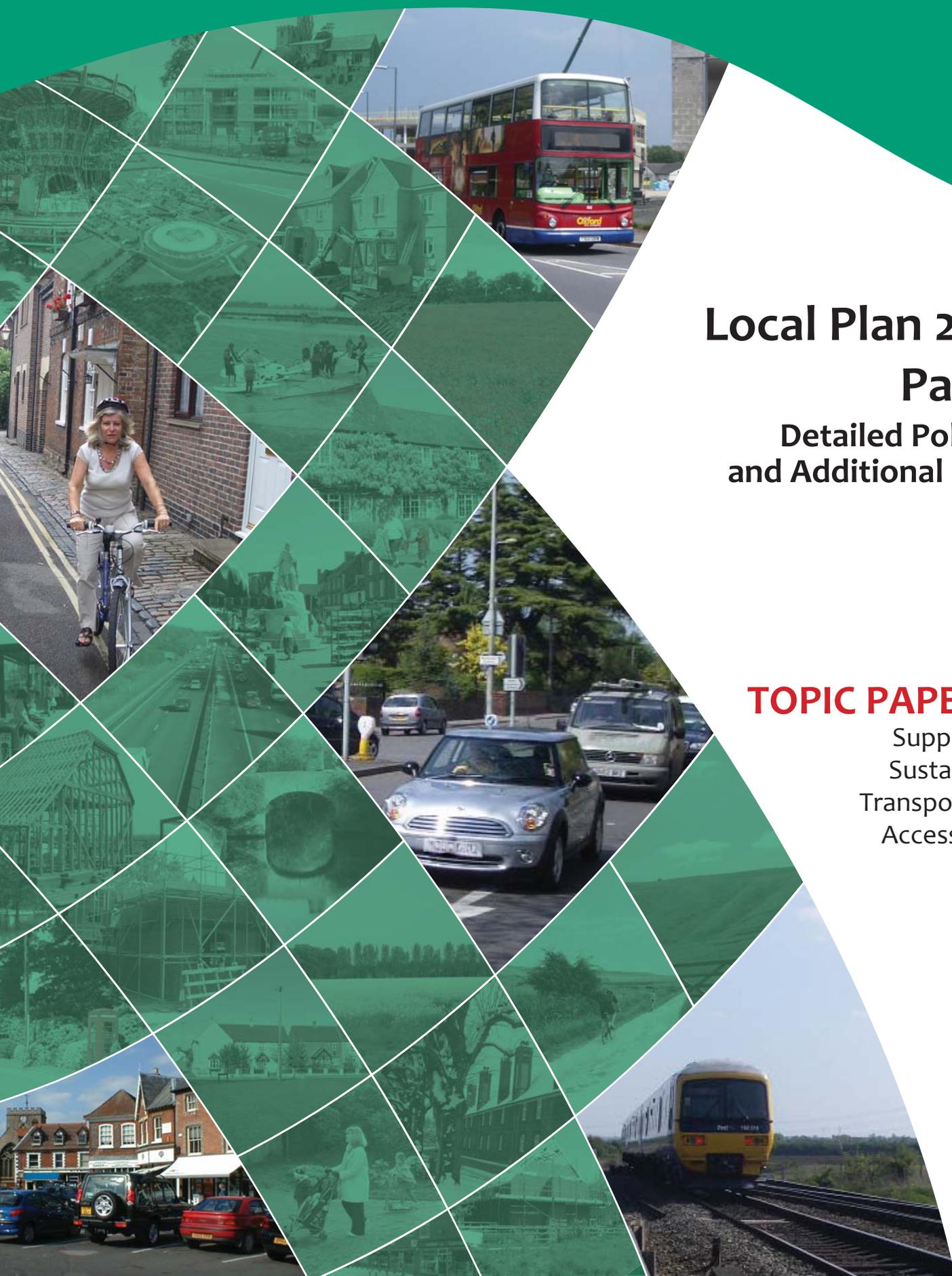




**Vale  
of White Horse**  
District Council

Consultation Draft  
March 2017



# Local Plan 2031 Part 2

## Detailed Policies and Additional Sites

**TOPIC PAPER 5**  
Supporting  
Sustainable  
Transport and  
Accessibility

This paper is one of 6 topic papers, listed below, which form part of the evidence base in support of the draft Vale of White Horse Local Plan 2031 Part 2.

These topic papers have been produced to present a coordinated view of the evidence that has been considered in drafting the Local Plan 2031 Part 2. It is hoped that this will make it easier to understand how we have reached our conclusions.

The Topic papers will be revised following the 'preferred options' consultation to inform the next stage of plan preparation, which is known as the 'publication' stage. Final versions of the Topic Papers will be published alongside this final stage, which is timetabled for publication in the autumn of 2017

The papers are available to view and access from the council website:

[www.whitehorsedc.gov.uk/LPP2](http://www.whitehorsedc.gov.uk/LPP2)

#### Topic Papers

1. Duty to cooperate
2. Site selection
3. Housing and community facilities
4. Supporting economic prosperity
5. Transport and accessibility
6. Built, historic and natural environment

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## 1.0 INTRODUCTION

- 1.1 This topic paper sets out the process and evidence the Council has undertaken to produce and inform the additional Core Policies and the Development Management Policies in Local Plan 2031 Part 2, in relation to 'Supporting Sustainable Transport and Accessibility'.
- 1.2 The Local Plan 2031 Part 2 will sit alongside the Local Plan 2031 Part 1 which was adopted in December 2016. Local Plan Part 1 sets the strategic priorities 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 also identifies a number of district wide policies which provide strategic guidance on a number of topics.
- 1.3 Local Plan Part 2 will identify site allocations to meet the Vale's apportionment of Oxford City's Unmet Need and additional site allocations to meet our own need. It will also include more detailed development management policies to assist in determining applications.
- 1.4 The purpose of this supporting paper is to summarise the key evidence that has informed the drafting of policies to be included in the Vale Local Plan 2031 Part 2 relating to transport and accessibility.
- 1.5 This supporting paper is part of a series of supporting papers which explains how the Council has formulated the policy as set out in the Preferred Options Local Plan 2031 Part 2. These are as follows:
  - Building Healthy and Sustainable Communities;
  - Supporting Economic Prosperity;
  - Supporting Sustainable Transport and Accessibility; and
  - Protecting the Environment and Responding to Climate Change.

### National Policy Context

#### *National Planning Policy Framework 2012*

- 1.6 The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how they are expected to be applied. At its heart is the need to ensure planning contributes towards the delivery of sustainable development, which should encompass economic, social and environmental considerations in equal measure.
- 1.7 Of relevance to the Vale of White Horse Local Plan 2031 Part 2, the NPPF states that:

“Local plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people”.<sup>1</sup>

“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”.<sup>2</sup>

“For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within larger-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties”.<sup>3</sup>

“All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe”.<sup>4</sup>

“Local authorities should seek to improve the quality of parking in town centres so that it is convenient, safe and secure, including appropriate provision for motorcycles”.<sup>5</sup>

“The primary function of roadside facilities for motorists should be to support the safety and welfare of the road user”.<sup>6</sup>

### ***National Planning Practice Guidance 2013***

- 1.8 The National Planning Practice Guidance (NPPG) sets out planning guidance to support practitioners and complements the NPPF.

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<sup>1</sup> CLG (2012), National Planning Policy Framework, Paragraph 35

<sup>2</sup> CLG (2012), National Planning Policy Framework, Paragraph 34

<sup>3</sup> CLG (2012), National Planning Policy Framework, Paragraph 38

<sup>4</sup> CLG (2012), National Planning Policy Framework, Paragraph 32

<sup>5</sup> CLG (2012), National Planning Policy Framework, Paragraph 40

<sup>6</sup> CLG (2012), National Planning Policy Framework, Paragraph 31

- 1.9 The NPPG sets out more detail on preparing an assessment of transport implications in developing or reviewing local plans. Importantly, the NPPG states that:

“The transport evidence base should identify the opportunities for encouraging a shift to more sustainable transport usage, where reasonable to do so; and highlight the infrastructure requirements for inclusion in the infrastructure spending plans linked to the Community Infrastructure Levy, section 106 provisions and other funding sources”.<sup>7</sup>

***Planning for the future: guide to working with Highways England on planning matters 2015***

- 1.10 This document includes guidance from Highways England for those involved with development that may result in traffic or other impact on the strategic road network. It includes guidance to inform the preparation of local plans. It states that:

“Development should be promoted at locations that are or can be made sustainable, that facilitate the uptake of sustainable transport modes, and support wider social and health objectives, and which support existing business sectors as well as enabling new growth”.<sup>8</sup>

“The preparation of local plans provides an opportunity to support a pattern of development that minimises the need for travel, minimises journey lengths, encourages sustainable travel, and promotes accessibility for all. This can contribute to the achievement of environmental objectives and reduce the cost to the economy arising from the environmental, business and social impacts associated with traffic generation and congestion”.<sup>9</sup>

## **Local Context**

***Vale of White Horse Local Plan 2031 Part 1, December 2016***

- 1.11 The Vale of White Horse Local Plan 2031 Part 1 provides a policy framework for the delivery of sustainable development across the district up to 2031.

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<sup>7</sup> CLG (2013), National Planning Practice Guidance, Paragraph: 001 Reference ID: 54-001-20141010. Revision Date 10.10.2014

<sup>8</sup> Highways England (2015), The strategic road network - Planning for the future: A guide to working with Highways England on planning matters, Paragraph 69

<sup>9</sup> Highways England (2015), The strategic road network - Planning for the future: A guide to working with Highways England on planning matters, Paragraph 64

- 1.12 Local Plan 2031 Part 1 identifies four key challenges and opportunities related to supporting sustainable transport and accessibility:
- Supporting sustainable travel and improving public transport
  - Providing for new road infrastructure
  - Helping to make our rural areas more accessible
  - Supporting the delivery of superfast broadband
- 1.13 A series of Strategic Objectives were developed for Local Plan 2031 Part 1 in order to deliver the spatial vision for the Vale of White Horse. Strategic Objective 8 ensures that steps are taken to reduce the need to travel and promote sustainable modes of transport and Strategic Objective 9 seeks to ensure that new development is accompanied by appropriate and timely infrastructure delivery to secure effective sustainable transport choices for new residents and businesses.
- 1.14 In responding to the key challenges and opportunities and in support of the Strategic Objectives, Transport and Accessibility policies in the Local Plan 2031 Part 1 are either site-specific policies which relate to transport in the Sub-Area Strategies or strategic transport policies which apply across the district.

**Policies relevant to Sub-Area Strategies**

- Core Policy 12: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area – which seeks to protect land needed for the delivery of highway schemes within the area
- Core Policy 17: Transport Delivery for the South East Vale Sub-Area – which sets out the approach for delivering critical transport infrastructure within this area
- Core Policy 18: Safeguarding of land for strategic highway schemes in the South East Vale Sub-Area – which seeks to ensure land required for the critical transport infrastructure in this area is protected
- Core Policy 19: Re-opening Grove Railway Station – which sets out the Council’s commitment to support the ambition to reopen the station at Grove
- Core Policy 21: Safeguarding of land for strategic highway improvements within the Western Vale Sub-Area – which seeks to protect land needed for highway improvements within the area

**Policies which apply district-wide**

- Core Policy 33: Promoting Sustainable Transport and Accessibility – which seeks to support key improvements to the transport network
- Core Policy 34: A34 Strategy – which sets out the Council’s support to the long-term strategic planning of the A34

- Core Policy 35: Promoting Public Transport, Cycling and Walking – which seeks to support the provision of sustainable transport measures to promote the use of public transport, cycling and walking
- Core Policy 36: Electronic Communications – which promotes electronic communications to help reduce the need to travel

1.15 The evidence base for Local Plan 2031 Part 1, including the significant number of comments received in response to the various stages of consultation, have helped to inform Local Plan 2031 Part 2. This evidence base is outlined in the Local Plan 2031 Part 1 Topic Paper 6: Transport and Accessibility.<sup>10</sup>

***Local Transport Plan (LTP4): Connecting Oxfordshire 2015<sup>11</sup>***

1.16 Since the preparation of Local Plan 2031 Part 1, Oxfordshire County Council has agreed its Local Transport Plan (LTP4): Connecting Oxfordshire, which sets out the strategy and policy for transport in the county up to 2031. Connecting Oxfordshire was agreed in September 2015 and updated in 2016 in order to strengthen the emphasis on improving air quality and making better provision for walking and cycling.

1.17 LTP4 has three key themes which are reflected in Local Plan 2031 Part 2. They are as follows:

- Theme 1: Supporting growth and economic vitality
- Theme 2: Reducing Emissions
- Theme 3: Improving quality of life

1.18 LTP4 and further study work associated with LTP4 has identified that the following transport schemes should be safeguarded as part of Local Plan 2031 Part 2:

- Park and Ride site for accessing Oxford from the A420 corridor at Cumnor
- Park and Ride site for accessing Oxford from the A34 corridor at Lodge Hill
- Single carriageway north-bound bus lane between the Lodge Hill A34 Interchange and Hinksey A34 Interchange
- South Marcham Bypass linking the A415 to the west of Marcham and east of Marcham
- Dedicated access to/from the A34 to Milton Park
- Provision for a new pedestrian and cycle bridge across the A34 at Milton Heights
- Grove Station (amended)

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<sup>10</sup> Vale of White Horse District Council (2014), Local Plan 2031 Part 1, Topic Paper 6 Transport and Accessibility

<sup>11</sup> Oxfordshire County Council (2015), Connecting Oxfordshire: Local Transport Plan 2015-2031 (updated 2016)

## 2.0 Wider transport infrastructure considerations:

- 2.1 Since the preparation of LTP4 the Department for Transport has published a Stage 3 report (November 2016)<sup>12</sup> in relation to the Oxford to Cambridge Expressway Strategic Study. This work investigates the case for linking existing roads and creating an Oxford to Cambridge Expressway, which would create a high-quality east-west link between Oxford and Cambridge, via Bedford and Milton Keynes.
- 2.2 A number of route options have been proposed in the report, with routes around Oxford linking with the A34 either to the north or south of Abingdon. Outline costs have been produced, with the next stage of the work assessing value for money, and environmental, transport and economic impacts to feed into a Strategic Outline Business Case. This is being funded by £27 million development funds identified in the 2016 Autumn Statement<sup>13</sup>.
- 2.3 The Vale of White Horse District Council will continue to liaise with the relevant organisations and stakeholders as the Oxford to Cambridge Expressway Study continues to develop, in order to understand the impacts and opportunities it presents for the district.
- 2.4 It will also be important for the Council to understand the implications of technology and innovation in relation to how access and movement will change over the next few years. In particular, the Council will look to identify opportunities to deliver infrastructure for the expected growing market in low and zero emission transport, such as autonomous vehicles (driverless cars) and electric vehicles, in accordance with the latest best practice.

### Evidence

- 2.5 The Evaluation of Transport Impacts (ETI) for Local Plan 2031 Part 1<sup>14</sup> identified the transport impacts and mitigation associated with alternative scenarios for development and formed part of the evidence base for Local Plan 2031 Part 1.
- 2.6 The ETI for Local Plan 2031 Part 2 is being undertaken in stages, as outlined in table 1.

Table 1: Local Plan 2031 Part 2 and Evaluation of Transport Impacts (ETI)

Date	ETI Stage	Scope of work
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<sup>12</sup> DfT (2016), Oxford to Cambridge expressway strategic study: stage 3 report

<sup>13</sup> <https://www.gov.uk/government/publications/autumn-statement-2016-documents/autumn-statement-2016>

<sup>14</sup> Atkins (2014) Evaluation of Transport Impacts Study Final Report

November 2016	Local Plan Part 2 Preferred Options Stage 1: Clusters – completed	This initial stage of work considered alternative scenarios in the form of six geographical clusters. Alongside other evidence, it informed decision making to enable the grouping of developments into potential scenarios.
January 2017	Local Plan Part 2 Preferred Options Stage 1: Scenarios – completed	Building on the work which considered geographical clusters, this phase of work considered five scenarios and forms part of the evidence base which will determine the preferred scenario.
tbc following consultation	Local Plan Part 2 Preferred Options Stage 2: Preferred Scenario – next steps	Stage 2 will follow public consultation and will consider the impact and necessary mitigation associated with the preferred scenario.

- 2.7 Stage 1 of the ETI for the Local Plan 2031 Part 2 firstly considered developments grouped into six geographical clusters and modelled the transport impacts along corridors likely to be affected by growth. Along with other work, this highlighted those areas best placed to accommodate growth and helped to inform the growth scenarios which were considered in the second phase of the Stage 1 work. The second phase assessed the impact of different growth scenarios and certain highway mitigation associated with those options, in order to inform the preferred scenario.
- 2.8 An overview of what has been tested and the results is shown in Appendix 1. The detail is included in the Stage 1 ETI report<sup>15</sup>.
- 2.9 In light of the assessed impacts on the network, including in the Do Minimum Scenario, there is a need to ensure that development is sustainably located. This is in line with the Local Plan 2031 Part 1 Core Policy 35: Promoting Public Transport, Cycling and Walking, which seeks to ensure that new development is located close to, or along, existing strategic public transport corridors, where bus services can be strengthened in response to increases in

<sup>15</sup> Atkins (2017), Evaluation of Transport Impacts Local Plan 2031 Part 2 Stage 1 Report

the demand for travel. The site allocations for Local Plan 2031 Part 2 link with existing public transport services and offer the opportunity of enhancing existing high quality public transport corridors. This is summarised by settlement in table 2 and table 3.

**Table 2: Local Plan 2031 Part 2 Site Allocations and Public Transport Linkages - Abingdon-on-Thames and Oxford Fringe Sub-Area**

Settlement/ Parish	Settlement Type	Site Name	Number of Dwellings	Public Transport Linkages
East Hanney	Larger Village	North West East Hanney	80	East Hanney is served by an existing service to Oxford which operates on a 30 minute frequency, in addition to an hourly service to Oxford which operates via Abingdon.
East Hanney		East of East Hanney	50	
Kingston Bagpuize with Southmoor		East Kingston Bagpuize with Southmoor	600	Kingston Bagpuize has an existing public transport link to Oxford which operates on a 20 to 30 minute frequency. This service could be enhanced and options for the use of pump-priming monies will be considered in this location.
Marcham		North East Marcham	400	Marcham is currently served by an hourly service to Oxford, via Abingdon. Development in this location will provide an opportunity to enhance this level of service.
Marcham		South East Marcham	120	
Shippon	Smaller Village	Dalton Barracks	1,200	This site is conveniently located for the two Park & Rides sites in the Vale of White Horse which have been identified as strategic priorities for Oxfordshire County Council, at Cumnor and Lodge Hill. Dalton Barracks is currently served by an hourly service which operates between Abingdon and Oxford. In future this existing service could link with the Park & Ride site at Cumnor.
<b>Total</b>			<b>2,450</b>	

**Table 3: Local Plan 2031 Part 2 Site Allocations and Public Transport Linkages - South East Vale Sub-Area**

<b>Settlement/ Parish</b>	<b>Settlement Type</b>	<b>Site Name</b>	<b>Number of Dwellings</b>	<b>Public Transport Linkages</b>
Grove	Local Service Centre	North West Grove	300	Grove is served by an existing 30 minute service to Oxford, in addition to an hourly service to Oxford which operates via Abingdon.
Harwell Campus	Larger Village	Harwell Campus	1,000	Harwell is served by an existing public transport link with Didcot, with a 15 minute frequency. Hourly services to Abingdon and to Oxford are also currently provided. Development in this location will enhance and help to sustain the current level of service.
Harwell Village	Larger Village	West Harwell Village	100	
<b>Total</b>			<b>1,400</b>	

- 2.10 The Council will work with Oxfordshire County Council and other partners, including public transport operators, to continue to ensure the promotion of sustainable transport.
- 2.11 The evidence base for Local Plan 2031 Part 2 continues to evolve and the second stage of the ETI will test the preferred scenario, dependent on the outcome of the Preferred Options consultation.

## **Consultation Outcomes**

- 2.12 The Council has undertaken informal consultation with Oxfordshire County Council in relation to the draft Core Policies and Development policies for Local Plan 2031 Part 2.
- 2.13 Oxfordshire County Council commented that in addition to land safeguarded for identified transport schemes set out in Local Plan 2031 Part 1, further evidence base work, for example the ongoing ETI for Local Plan 2031 Part 2, the adopted Connecting Oxfordshire (LTP4) and study work associated with LTP4, had identified that additional schemes should also be safeguarded.
- 2.14 Engagement with Oxfordshire County Council and other stakeholders, such as Highways England, will continue as Local Plan 2031 Part 2 develops.

## **Key Issues (Challenges and Opportunities)**

- 2.15 The key issues to be taken in to consideration in producing the policies for Local Plan 2031 Part 2, are:
- The need to safeguard land for the future delivery of transport schemes necessary to accommodate growth
  - The outputs from Stage 1 of the ETI, which indicate an impact on the performance of the A34 under all scenarios
  - The need for policies to ensure that development takes full account of its impact on the transport network and opportunities are taken to promote the use of sustainable modes
  - The impact of growth in other districts and how that affects the transport network in the Vale of White Horse
  - The requirement to accommodate the Vale of White Horse apportionment of Oxford's unmet housing need (2,200 dwellings)

## Policy Options (alternatives)

2.16 In relation to transport, the consultation version of Local Plan 2031 Part 2 contains two additional Core Policies and four Development Policies. These are listed below and explained further in table 4.

- Core Policy 12a: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area – which seeks to protect land needed for the delivery of highway schemes within the area which are additional to those included in CP12.
- Core Policy 18a: Safeguarding of Land for Strategic Highway Improvements within the South-East Vale Sub-Area – which seeks to ensure land required for the critical transport infrastructure in this area is protected for schemes additional to those included in CP18.
- Development Policy 1: Access – which sets out the key requirements for suitable and safe access within development proposals
- Development Policy 2: Transport Assessments and Travel Plans – which provides additional guidance on the information required within Transport Assessments and Travel Plans
- Development Policy 3: Public Car Parking in Settlements – seeks to protect and improve the quality of car parks in appropriate settlements
- Development Policy 4: Lorries and Roadside Services – seeks to enable and focus lorry and roadside services at appropriate locations.

**Table 4: Summary of policies set out within the Local Plan 2031 Part 2 relating to Transport and Accessibility**

Policy	Comments
<p><b>Core Policy 12a: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area</b></p> <p>In addition to land safeguarded for identified transport schemes set out in <b>CP12</b> (Local Plan 2031: Part 1) the following schemes are also safeguarded:</p> <ul style="list-style-type: none"> <li>• Park and Ride site for accessing Oxford from the A420 corridor at Cumnor</li> <li>• Park and Ride site for accessing Oxford from the A34 corridor at Lodge Hill</li> <li>• Single carriageway north-bound bus lane between the Lodge Hill A34 Interchange and Hinksey A34 Interchange, and</li> <li>• South Marcham Bypass linking the A415 to the west of Marcham and east of Marcham</li> </ul> <p>These schemes are safeguarded in accordance with <b>CP12</b> (Local Plan 2031: Part 1) and as shown by maps in <b>Appendix B</b> and the <b>Adopted Policies Map*</b></p> <p>* The area shown on the Adopted Policies Map illustrates where CP12 will apply. It does not seek to show a precise alignment for the transport scheme, which will need to be informed by detailed design work, carried out in consultation with Oxfordshire County Council and other relevant parties.</p>	<p>The two Park and Ride sites (at Lodge Hill and Cumnor) have been identified as strategic priorities by Oxfordshire County Council. They are the preferred locations for Park and Ride sites for accessing Oxford from the A34 and A420 corridors and are proposed for delivery within the plan period up to 2031. Once developed, they will assist in reducing congestion into Oxford and supporting sustainable development, associated with the additional housing proposed in the Local Plan 2031 Part 2.</p> <p>To make bus services using the new Park and Ride facility at Lodge Hill more attractive, priority will need to be provided for services into Oxford to avoid congestion. This will provide journey time savings for passengers of bus services from the Park and Ride and direct services from Abingdon, enabling increased patronage and reducing the reliance on the private car. For this reason, land is also safeguarded for a single carriageway northbound bus lane on the A34 between the Lodge Hill and Hinksey Hill Interchanges. This bus lane 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.</p> <p>The centre of Marcham has been identified as an Air Quality Management Area (AQMA) and traffic flows are currently constrained by narrow roads through the village. Whilst there is currently no funding identified to support the delivery of a</p>

	bypass, land is safeguarded for the possible future provision of a Southern Marcham Bypass to ensure its potential long-term provision is not prejudiced.
<p><b>Core Policy 18a: Safeguarding of Land for Strategic Highway Improvements within the South-East Vale Sub-Area</b></p> <p>In addition to land safeguarded for identified transport schemes set out in <b>CP18</b> (Local Plan 2031: Part 1) the following schemes are also safeguarded:</p> <ul style="list-style-type: none"> <li>• dedicated access to/from the A34 to Milton Park</li> <li>• provision for a new pedestrian and cycle bridge across the A34 at Milton Heights.</li> </ul> <p>These schemes are safeguarded in accordance with <b>CP18</b> (Local Plan 2031: Part 1) and as shown by maps in <b>Appendix B</b> and the <b>Adopted Policies Map</b>.*</p> <p>* The area shown on the Adopted Policies Map illustrates where <b>CP18</b> 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.</p>	<p>The Evaluation of Transport Impacts study carried out to support development of the plan has indicated that the impact of new development across the southern Oxfordshire area will continue to have an impact on the A34 corridor. In particular, growth in housing and employment is forecast to lead to capacity issues on the key junction of Milton Interchange by 2031 in the peak periods. The council will continue to need to work with Oxfordshire County Council, Highways England and others to look in more detail at longer-term capacity upgrades, but initial work has indicated that improving access from the A34 to Milton Park would have a beneficial impact. For this reason, land is being safeguarded for potential future delivery of a dedicated access to/from the A34 and Milton Park to avoid its future delivery being prejudiced.</p> <p>In order to connect the proposed new housing development at Milton Heights with the services and jobs at Milton Gateway, Valley Park and Milton Park, Oxfordshire County Council has identified that a pedestrian and cycle bridge will need to be provided across the A34. Land is being safeguarded to allow for the delivery of the bridge in order to reduce the need for active modes to negotiate the Milton Interchange, whilst at the same time helping to relieve one of the most congested parts of the road network.</p>
<p><b>Core Policy 19a: Re-opening of Grove Railway Station</b></p>	<p>A site for a new Grove Station was safeguarded in Local Plan 2031 Part 1 but that site is now considered unsuitable given the new road bridge in the area. Work is continuing to progress</p>

<p>Land is safeguarded to support the re-opening of the railway station at Grove in accordance with <b>CP19</b> (Local Plan 2031: Part 1).</p> <p>This policy updates the area safeguarded at Grove as shown by the <b>Adopted Policies Map</b> and <b>Appendix C</b>.</p>	<p>proposals for the station, including a more detailed review of initial station location options, and therefore the safeguarding area is shown over an extended area at this stage. It is anticipated that further evidence will be available to identify the extent of safeguarding necessary by the time Local Plan 2031 Part 2 is submitted.</p>
<p><b>Development Policy 14: Access</b></p> <p>All proposals for new development will be required to be of high quality design in accordance with <b>Core Policy 37: Design and Local Distinctiveness</b>. In addition to those criteria set out in <b>CP37</b> and other relevant Local Plan policies, proposals for development will also need to demonstrate that:</p> <ul style="list-style-type: none"> <li>i. the road network can accommodate the traffic arising from the development without causing safety and / or congestion</li> <li>ii. adequate provision will be made for loading, unloading, circulation, servicing and vehicle turning, and</li> <li>iii. 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.</li> </ul>	<p>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 by their proposals. In line with the NPPF, the inclusion of Development Policy 14 in Local Plan 2031 Part 2 sets out additional detail to complement Core Policy 37 and other Part 1 policies.</p> <p>Promoting sustainable modes of travel, such as public transport, cycling and walking is a key priority for the Vale of White Horse District Council and Development Policy 14: Access complements Core Policy 35: Promoting Public Transport, Walking and Cycling in Local Plan Part 1.</p>
<p><b>Development Policy 15: Transport Assessments and Travel Plans</b></p> <p>Proposals for major development* will need to be supported by a Transport Assessment or Statement and Travel Plan** in</p>	<p>To complement Core Policy 35: Promoting Public Transport, Walking and Cycling, Development Policy 15 in Local Plan 2031 Part 2 outlines the requirements for Transport Assessments and Travel Plans in accordance with County</p>

<p>accordance with Oxfordshire County Council guidance** and the latest National Planning Practice Guidance. 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.</p> <p>The Transport Assessment and Travel Plan will need to demonstrate consistency with <b>Core Policy 37: Design and Local Distinctiveness</b> in addition to the sustainable transport priorities identified in Local Plan Part 1 and other relevant Local Plan policies.</p> <p>*As defined by Development Management Procedure Order 2010.  ** Transport for New Development (Oxfordshire County Council).</p>	<p>Council guidance and the latest national Planning Practice Guidance.</p> <p>Transport Assessments are used to help determine whether the impact of a development is acceptable and Travel Plans 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.</p>
<p><b>Development Policy 16: Public Car Parking in Settlements</b></p> <p>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*.</p> <p>Any proposals for the replacement of parking should demonstrate how replacement provision will be made of equivalent capacity, accessibility and convenience.</p> <p>Proposals for improving the quality of town centre parking provision will be supported, particularly where the proposals</p>	<p>In line with the NPPF, the district will support the availability of suitable and sufficient car parking within town and local centres and ensure that proposals for their re-development provides for an equivalent level of parking in accessible and convenient locations.</p>

<p>complement <b>Core Policy 32: Retail Development and other Main Town Centre Uses.</b></p> <p>*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.</p>	
<p><b>Development Policy 17: Lorries and Roadside Services</b></p> <p>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 proposals map:</p> <ul style="list-style-type: none"> <li>i. Milton Interchange</li> <li>ii. Buckland, and</li> <li>iii. Park Road, Faringdon.</li> </ul> <p>In line with <b>Core Policy 34: A34 Strategy</b>, 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.</p>	<p>Safety considerations on the A34 and A420 imply a need to support roadside facilities on these routes. However there is also 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 on the A34 and A420 before looking to new sites.</p>

## Appendix 1: Summary of ETI Stages

ETI and Local Plan Stage	Growth and Infrastructure Tested	Summary of Conclusions
Submission LPP1: Stage 5b ETI	<p>Distribution of 20,560 homes and 23,000 jobs in the Vale along with South East Plan levels of development in the other districts in Oxfordshire.</p> <p>Adopted scenario considers diverting traffic away from the A34 by a new Thames crossing near Culham and a Clifton Hampden bypass, utilising the A415 and A4074 as alternative routes between Didcot, Oxford and Abingdon.</p>	<p>The proposed mitigation for ETI Stage 5b, along with various corridor schemes that are being developed along the A420, A417, A338 and A4130 and enhanced public transport and smarter choices would contribute towards mitigating most, if not all congestion hotspots as well as enabling more people to travel and improve transport choice for all.</p>
Current Do-minimum	<p>The land use assumptions for the Do Minimum scenario include a total of 21,748 additional dwellings and 26,379 additional jobs. Development has been included elsewhere in the county at levels agreed with OCC Officers.</p> <p>Table 11 of the ETI* summarises the highway schemes that have been included in the Do Minimum scenario as an addition to the Base Year network.</p> <p>*Evaluation of Transport Impact Stage 1</p>	<p>Overall the issues identified along key corridors in ETI Stage 5B are consistent with the Do-Minimum in terms of location and severity. Although, the Do-Minimum scenario, containing more development than that assumed in the Local Plan Part 1 ETI, has other parts of the network that exceed capacity.</p>
LPP2 preferred options: Stage 1: Clusters	<p>In addition to the Do-minimum, Development Clusters ranging in size between 2,200 and</p>	<p>Congestion is forecast to increase as follows:</p>

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	<p>6,680 dwellings were tested. These were as follows</p> <ul style="list-style-type: none"> <li>• Cluster 1: 6,680 dwellings mainly focused on the A420</li> <li>• Cluster 2: 3,840 dwellings North and West of Abingdon</li> <li>• Cluster 3: 4,590 dwellings South and West of Abingdon</li> <li>• Cluster 4: 2,200 dwellings between Abingdon and Didcot</li> <li>• Cluster 5: 4,600 dwellings in the Harwell and Milton Heights area</li> <li>• Cluster 6: 4,295 dwellings in the Wantage and Grove area</li> </ul> <p>There were no differences between the Do Minimum and the alternative scenarios in terms of transport supply assumptions (highway, Park &amp; Ride, and public transport).</p>	<ul style="list-style-type: none"> <li>• Cluster 1 is forecast to affect the A420 at Botley interchange;</li> <li>• Cluster 2 is forecast to affect the already congested A34;</li> <li>• Cluster 3 is forecast to affect the already congested A34 and the A415;</li> <li>• Cluster 4 is forecast to affect the already congested A34 but have some limited impact on the A4130;</li> <li>• Cluster 5 is forecast to affect the already congested A34 and is also forecast to affect the A417 and A4130, but have some limited impact on the A415 and A4185; and</li> <li>• Cluster 6 is forecast to have limited impacts on the A338, A417</li> </ul>

ETI and Local Plan Stage	Growth and Infrastructure Tested	Summary of Conclusions
<p>LPP2 preferred options: Stage 1: Scenarios</p>	<p>In addition to the Do-minimum assumptions, Development Scenarios were as follows:</p> <ul style="list-style-type: none"> <li>• Scenario 1: 3,600 dwellings focused on Harwell and Dalton Barracks and four smaller sites</li> <li>• Scenario 2: 3,600 dwellings spread over eleven sites</li> <li>• Scenario 3: 3,600 dwellings spread over thirteen sites</li> <li>• Scenario 4: 5,400 dwellings, adding 1,800 dwellings at South Abingdon to Scenario 1 without mitigation</li> <li>• Scenario 5: 5,400 dwellings, adding 1,800 dwellings at South Abingdon to Scenario 1 with mitigation</li> </ul> <p>There are no differences between the Do Minimum and the modelled scenario tests in terms of transport supply assumptions (highway, park and ride and public transport) except that Scenario 5 includes the South-Abingdon By-pass.</p>	<p>Congestion is forecast to increase as follows:</p> <p>Scenario 1 is forecast to affect network performance along the A34, particularly at the Botley Hinksey Hill and Lodge Hill junctions. Additionally, Scenario 1 is forecast to affect network performance on the A420 Near Cumnor, Fyfield and Southmoor;</p> <p>Scenario 2 is modelled to impact upon network performance along the A34, particularly at the Botley Hinksey Hill and Lodge Hill junctions. Furthermore, the A415 and A420 are forecast to exceed capacity at certain junctions;</p> <p>The modelling forecasts an impact on network performance along the A34 under Scenario 3, particularly at the Botley Hinksey Hill and Lodge Hill junctions. The A420 is modelled to exceed capacity at Cumnor, Fyfield and Southmoor.</p> <p>Under Scenario 4, in addition to network capacity issues identified under Scenario 1, the modelling forecasts capacity impacts at certain junctions along the A417 and A415.</p> <p>The modelling of the South Abingdon by-pass in Scenario 5 is forecast to have improved network performance compared to Scenario 1.</p>

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