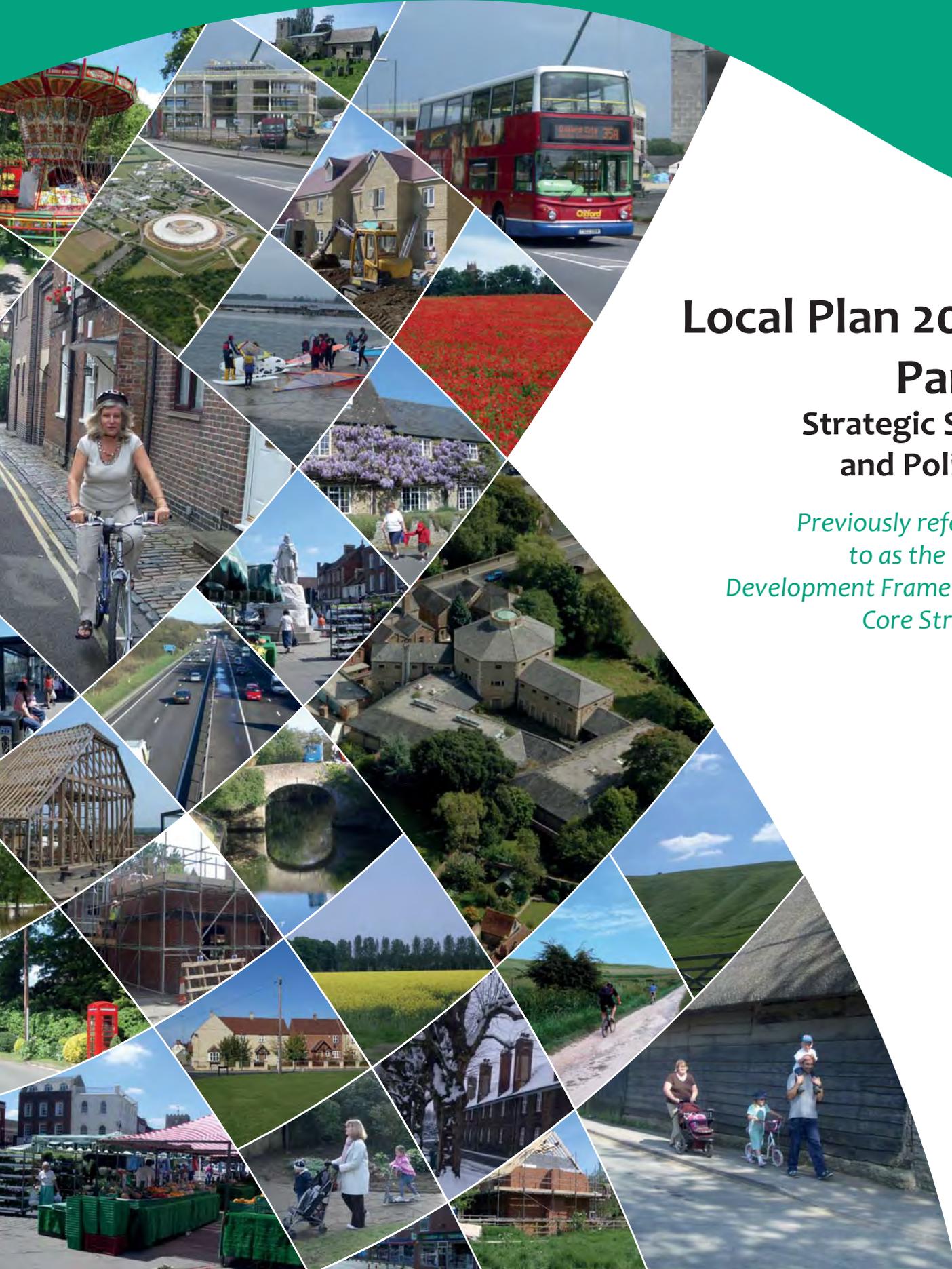




**Vale
of White Horse**
District Council

Consultation Draft
February 2013



Local Plan 2029

Part 1

Strategic Sites and Policies

*Previously referred
to as the Local
Development Framework
Core Strategy*

Foreword

We are preparing a new Local Plan for the Vale which will help us make the right decisions about development in the district over the next fifteen years.

The Vale has two key strengths:

It is a beautiful rural district; our heritage sites and our villages define what makes it such a desirable place to live. We will ensure that they are protected and continue to make an important contribution to supporting our vibrant rural economy.

It also has a dynamic local economy and is home to Science Vale UK, one of the country's most progressive and thriving areas of cutting edge high-tech business and research.

The central task of our local plan is to provide a balanced strategy that supports growth including sufficient housing whilst protecting and enhancing local quality of life. We want to concentrate new housing development on sites in or around our larger towns and villages so that everyone has a decent place to live and work, with good access to leisure and community services. The key locations we are proposing are Grove, Wantage, Harwell and Faringdon.

The housing proposals in this plan are based on the South East Plan housing target, as these numbers are currently the best available for us to work with. We were expecting the Government to announce the abolition of the South East Plan and this has just recently been confirmed. When the South East Plan is abolished its housing target will no longer apply. ⁽¹⁾

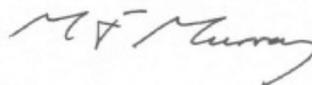
Over the summer a new Strategic Housing Market Assessment and other studies will become available that will help us make a local decision on what our future housing numbers should be. The housing figures in the final plan will be based on this evidence and may be different to those we are publishing now.

We are asking you to tell us what you think about this early draft of the Local Plan. To help explain the proposals in the plan we are holding a series of exhibitions and roadshows over the coming months.

The Vale is your home, so your opinions matter



Councillor Matthew Barber
Leader of the Council



Council Michael Murray
Cabinet Member for Planning Policy

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List of Policies

List of Policies**Local Plan Part 1: List of policies**

| Core Policy No. | Title |
|------------------------|---|
| Policy 1 | Presumption in favour of sustainable development |
| Policy 2 | Settlement hierarchy |
| Policy 3 | Housing delivery |
| Policy 4 | Meeting Business and Employment Needs |
| Policy 5 | Providing Supporting Infrastructure and Services |
| Policy 6 | Spatial Strategy for Abingdon on Thames and Oxford Fringe Sub-Area |
| Policy 7 | Abbey Shopping Centre and the Charter, Abingdon on Thames |
| Policy 8 | Botley Central Area |
| Policy 19 | The Oxford Green Belt |
| Policy 10 | Harcourt Hill Campus |
| Policy 11 | Safeguarding of land for transport schemes in the Abingdon on Thames and Oxford Fringe Sub-Area |
| Policy 12 | Spatial Strategy for South East Vale Sub-Area |
| Policy 13 | Didcot A Power Station |
| Policy 14 | Transport Delivery for the South-East Vale Sub-Area |
| Policy 15 | Safeguarding of land for transport schemes in the South East Vale Sub Area |
| Policy 16 | Upper Thames Reservoir |
| Policy 17 | Spatial Strategy for Western Vale Sub-Area |
| Policy 18 | Affordable Housing Vale |
| Policy 19 | Rural exception sites |
| Policy 20 | Density |
| Policy 21 | Housing mix |
| Policy 22 | Meeting the needs of gypsies, travellers and travelling show people |
| Policy 23 | Accommodating current and future needs of the ageing population |
| Policy 24 | New employment development on unallocated sites |

List of Policies

| | |
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| Policy 25 | Change of use of existing employment land and premises |
| Policy 26 | Further and higher education |
| Policy 27 | Tourism-related development |
| Policy 28 | Retailing and other main town centre uses |
| Policy 29 | Promoting sustainable transport and accessibility |
| Policy 30 | Sustainable design and construction |
| Policy 31 | Renewable energy |
| Policy 32 | Flood risk |
| Policy 33 | Natural resources |
| Policy 34 | Landscape |
| Policy 35 | Green Infrastructure |
| Policy 36 | Conservation and improvement of biodiversity |
| Policy 37 | Design |
| Policy 38 | The Historic Environment |
| Policy 39 | The Wiltshire and Berkshire Canal |
| Policy 40 | Delivery and Contingency |

How to comment on this document

How to comment on this document

The purpose of this consultation document is to seek the views of organisations, local communities and individuals across the Vale of White Horse District on draft policies and proposals to inform the preparation of the Vale of White Horse Local Plan 2029 Part 1 (LPP1).

The consultation runs from the 28 February 2013 to the 9 May 2013.

We are also publishing a series of supporting documents to accompany this consultation document. These will be available from the 28 March 2013 from the council website: <http://www.whitehorsedc.gov.uk/evidence>

Specific questions are set out within the consultation document.

We would be very grateful for any comments either in response to the specific consultation questions or on the document more generally. Please make clear which policy/paragraph or diagram your comments relate to. It is also very helpful if your comments are clear and concise. If you wish to propose alternative wording for a particular policy or part of the plan, please include this in your representation.

An interactive website has been set up which enables those with access to the internet to respond to the consultation online. It would be very helpful if you are able to use this method to respond, as it makes it easier for us to record your views. The website can be found at: <http://www.whitehorsedc.gov.uk/localplanpartone>

A Local Plan newsletter called 'Vale Community' is also available via email. To receive this just type 'Subscribe' in an e-mail header to the following address: localplan@whitehorsedc.gov.uk

Alternatively, written forms can be requested from the planning policy team, or downloaded from the council's website, where comments can also be added.

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Please submit any views to us by 5pm on 9 May 2013.

Local Plan Questions

Local Plan Questions

The first set of our consultation questions are about the way we have prepared the plan and our Sustainability Appraisal. These are set out below. Our other questions are included at the start of each chapter.

Question 1

Do our policies provide a clear indication of how a decision maker should react to a development proposal? Please identify any that do not, suggesting how they could be improved

Question 2

Do you consider that the plan in its current form would meet the tests of soundness summarised below? Please identify any significant areas where you consider the plan unsound, indicating what changes or further work you suggest are required to make it sound.

To be sound, a plan must be:

Positively prepared – a strategy which seeks to meet objectively assessed development and infrastructure requirements

Justified – the most appropriate strategy of the reasonable alternatives

Effective – deliverable over its period

Consistent with national policy – enables the delivery of sustainable development meeting the requirements of the National Planning Policy Framework.

Question 3

The Vale of White Horse Local Plan 2029 will comprise Part 1: Strategic Sites and Policies, and Part 2 : Detailed Policies and Local Sites. Before Part 2 is adopted we will continue to rely on the saved policies of the Local Plan 2011 (adopted 2006) listed at Appendix F. Is there anything else that should be included in Part 1 of the Local Plan?

Local Plan Questions

Question 4

The Sustainability Appraisal accompanies the plan and will be published on 28th March. It appraises options for a number of policies and alternative strategic site options. Do you have any comments on the findings of the Sustainability Appraisal? Are there any other alternative options that should be subject to Sustainability Appraisal?

Our interactive website where you can answer these questions on-line can be found at:
<http://www.whitehorsedc.gov.uk/localplanpartone>

Chapter 1: Introduction

Chapter 1: Introduction

This consultation document will inform the preparation of the first part of the new Local Plan for the Vale of White Horse District, to be referred to as the Local Plan 2029 Part 1, previously known as the Core Strategy.

The Local Plan 2029 Part 1 will set out the Strategic Objectives for the area and include proposed strategic policies and development site allocations to enable those objectives to be delivered.

The plan will be focused on delivering sustainable growth by building on the strengths of the district through:

Focusing sustainable growth within the Science Vale UK area – a world-class location for science and technology-based enterprise and innovation:

- this will include the redevelopment and intensification of land in the Science Vale UK area, principally at the Enterprise Zone sites of Milton Park and Harwell Oxford;
- to improve the self-containment of the area by allocating land for strategic housing at Grove, Wantage, Harwell Campus and in Harwell parish east of the A34; and
- by delivering a comprehensive package of strategic and local infrastructure (such as new roads and community facilities) to ensure the delivery of balanced and sustainable development.

Reinforcing the service centre roles of the main settlements across the district:

- by concentrating new facilities over the plan period at the Market Towns of Abingdon on Thames, Faringdon and Wantage and the Local Service Centres of Botley and Grove;
- delivering strategic housing growth at Faringdon, and
- delivering strategic employment growth at Faringdon, Grove and Wantage to complement the SVUK growth and to provide jobs close to where people live.

Promoting thriving village and rural communities whilst safeguarding the countryside and village character:

- by identifying an appropriate level of growth across the rural areas,
- by focusing development in the rural areas to the Larger Villages to help maintain their services, and
- by supporting modest growth in the smaller villages to help meet local needs and improve their sustainability.

Question 5

Do you have any comments on Chapter 1?

Our interactive website where you can answer these questions on-line can be found at: <http://www.whitehorsedc.gov.uk/localplanpartone>

Chapter 1: Introduction

The structure of this document

1.1 This consultation document is organised into a number of chapters which address the following:

Chapter 1 – Introduction

This chapter provides an introduction to the overall document and the local plan process.

Chapter 2 – The Vale of White Horse Today and Key challenges

A brief overview of the Vale, including the identification of key issues across four thematic areas:

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

Chapter 3 – Vision and Objectives

Outlines the Spatial Vision for the Vale and Strategic Objectives for each of the thematic areas listed above, which when delivered together, will help to ensure the vision can be achieved.

Chapter 4 – The Spatial Strategy

This chapter sets high-level strategic policies identifying the number of dwellings and amount of employment land to be provided and how they will be delivered.

Chapter 5 – Sub-Area Strategies

This chapter identifies three policy sub-areas, which have different issues and characteristics, and sets out any policies for individual locations, including for example setting out the details of the strategic site allocations. The three sub-areas are:

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

Chapter 6 – District Wide Policies

This chapter sets out any strategic policies which apply across the Vale as a whole for the four thematic areas outlined above.

Chapter 7 – Implementing the Plan

Describes how a monitoring framework will be developed for inclusion in the completed Local Plan 2029 Part 1.

Chapter 1: Introduction

What is the Local Plan?

1.2 The Vale of White Horse Local Plan 2029 will provide a framework for how future development across the district will be planned and delivered in accordance with the Planning and Compulsory Purchase Act 2004. It will replace the Local Plan 2011 and is made up of a number of separate parts. The most significant include:

- **Local Plan 2029 Part 1: Strategic Sites and Policies.** The Local Plan Part 1 (LPP1) will set out the strategic priorities for the district to deliver sustainable development. It will identify the number of new homes and jobs to be provided in the area for the plan period up to 2029. It will also make appropriate provision for retail, leisure and commercial development and for the infrastructure needed to support them. The LPP1 will set out the Spatial Strategy for the appropriate location of development across the district, and will allocate large scale (referred to as strategic) development sites. It will include district-wide policies to ensure that development contributes to meeting the Strategic Objectives of the plan, such as policies relating to sustainable construction and protection of the built, historic and natural environment.
- **Local Plan 2029 Part 2: – Detailed Policies and Local Sites.** The Local Plan Part 2 (LPP2) will contain detailed planning policies to guide day-to-day decisions on planning applications. The document can also add detail to policies in Part 1 of the local plan, and identify and allocate supplementary and predominantly smaller (referred to as non-strategic) development sites. Allocations could include housing sites if this is necessary to help ensure the district housing target is met.
- **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 is adopted.

1.3 The Local Plan prepared by the Vale of White Horse District Council, together with any Development Planning Documents (DPDs) relating to minerals and waste, prepared by Oxfordshire County Council, and any neighbourhood plans prepared by the community, will make up the 'development plan' for the district (Figure 1.1). The South East Plan also currently forms part of the development plan for the Vale. However, the government have signalled their intention to delete this tier of planning policy, and it is expected that this decision will come into force during 2013. All planning applications will be determined in accordance with the development plan, taken as a whole, unless material considerations indicate otherwise.

1.4 Where neighbourhood plans are prepared, by either town or parish councils or neighbourhood forums, they will need to be in general conformity with the policies set out in the Local Plan 2029 Part 1 and any other strategic policies set out in future planning documents.

1.5 The council has published a Local Development Scheme (LDS), which is available on the council's web site⁽²⁾. This sets out a timetable for preparing the planning documents, which make up the development plan for the Vale.

1.6 This consultation document will inform the preparation of the first part of the Local Plan (LPP1). It is intended that the LPP1 will be adopted in 2014 and that preparation will then commence on the second part of the plan (LPP2) for adoption by the end of 2016.

Chapter 1: Introduction



Figure 1.1 :The planning documents that make up the policy framework for the Vale of White Horse District.

Our approach to preparing the Local Plan

1.7 The LPP1 is being informed by, and building upon, the previous consultation exercises. In particular, the Preferred Options Consultation published in January 2009, and the Additional Consultation, published in January 2010. Figure 1.2 summarises the key stages to preparing the LPP1 including the previous stages of consultation. Further details of each of these stages, along with a summary of the consultation responses, can be found on the council's web site:

<http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/core-strateg-3>

Chapter 1: Introduction



Figure 1.2 : A summary of the stages for preparing the Vale of White Horse Local Plan Part 1.

An evidence-based plan

1.8 To help understand the issues facing the district, the council has gathered a range of background information, which is summarised in a series of topic papers. These topic papers are available on the council's web site and cover the following issues:

- the duty to cooperate
- spatial strategy and settlement hierarchy
- strategic sites selection
- housing
- economic prosperity
- sustainable transport and accessibility
- the natural environment
- responding to climate change, and
- heritage and landscape

1.9 In preparing the LPP1, we have taken account of national policies, in particular the National Planning Policy Framework (NPPF), which the LPP1 has applied to develop locally distinctive policies.

1.10 The council has also taken account of the plans and strategies of other organisations and those produced at the local level, including the Sustainable Community Strategies for the council and for Oxfordshire, the Oxfordshire Local Transport Plan (LTP), and the strategies and programmes of the district council, town and parish councils, neighbouring authorities and other organisations. Furthermore, the LPP1 will help to facilitate the delivery of many of the aspirations and objectives set out in these other plans and strategies.

A collaborative plan

1.11 The approach to preparing the LPP1 is fully consistent with the Localism Act 2012. In accordance with the duty to cooperate we are working collaboratively with local communities and stakeholders and consulted widely to ensure, as far as possible, the LPP1 will reflect a collective vision and a set of agreed priorities for the sustainable development of the area. Where communities

Chapter 1: Introduction

are working to develop neighbourhood plans, these are also helping to inform the preparation of the LPP1.

1.12 The council has established Local Plan Working Groups in areas of planned strategic growth: Wantage and Grove; Harwell and Didcot. Through the Local Plan Working Groups we have sought to facilitate closer working with the town and parish councils for the areas most directly affected. For Faringdon, representatives of the neighbourhood plan steering group are participating in the officer group relating to the proposed strategic development site in the town. A Smaller Villages Alliance has also been established to enable the more rural parishes to directly influence the preparation of the plan.

An effective plan

1.13 It is important the LPP1 forms a realistic, deliverable and viable plan. We have worked closely with landowners and developers to ensure the proposed strategic development sites meet these objectives and a Local Plan Viability Study is being prepared alongside this consultation document ⁽³⁾

1.14 Under our 'duty to cooperate' we have worked closely with organisations such as the Environment Agency, Thames Water and Oxfordshire County Council who are responsible for providing or managing key services including water resources, education and transport.

A sustainable plan

1.15 The LPP1 has been informed by a Sustainability Appraisal (SA), which incorporates Strategic Environmental Assessment (SEA). The SA considers the social, economic and environmental effects of the plan and is helping to shape the LPP1 and ensure that its policies and site proposals contribute to achieving sustainable development. The Spatial Strategy, the strategic site allocations and all LPP1 policies are being developed, refined and assessed against sustainability criteria throughout the preparation of the plan.

1.16 A Sustainability Appraisal Report ⁽⁴⁾ is being published on the 28th March 2013 to support this document; this will set out in detail how the SA has been carried out and how it has influenced the preparation of the plan. The SA report concludes that the proposals made within this plan will help to deliver sustainable development across the Vale. The report also outlines a range of mitigation measures that will help to ensure the proposals minimise any adverse environmental, social or economic impacts associated with the proposed policies.

1.17 The Council has also carried out a Habitats Regulations Assessment (HRA) to ensure the policies in the LPP1 do not harm sites designated as being of European importance for biodiversity. The HRA concludes that the policies and proposals in the Vale LPP1 do not have an adverse impact on any European nature conservation sites alone or in combination with other plans and programmes. A HRA Report ⁽⁵⁾ is being published on the 28th March 2013 to support this document, which will set out in detail how the HRA process was carried out and how it has influenced the LPP1.

3 www.whitehorsedc.gov.uk/evidence

4 <http://www.whitehorsedc.gov.uk/evidence>

5 <http://www.whitehorsedc.gov.uk>

Chapter 2: The Vale of White Horse Today and Key Challenges

Chapter 2: The Vale of White Horse Today and Key Challenges

This chapter looks at the characteristics of the Vale of White Horse today and identifies some of the key challenges and opportunities it faces, which the Local Plan 2029 Part 1 should address.

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

The Vale is located between the larger centres of Swindon, to the south-west, Oxford, to the north-east, and Didcot, to the south-east. These centres are expected to continue to grow in the future and we need to plan effectively so we can benefit from this change.

The district includes the majority of the Science Vale UK area, an internationally significant location for innovation and science-based research and business. Within the Vale, this area includes the two Enterprise Zone sites at Harwell Oxford and Milton Park. These sites are expanding and will offer new jobs for local people, but also present challenges for which the Local Plan 2029 Part 1 should plan.

This chapter is arranged into four thematic areas:

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

Question 6

Do you agree with the key challenges and opportunities we have identified? Yes/No - if no what have we missed?

Our interactive website where you can answer these questions on-line can be found at: <http://whitehorsedc.gov.uk/localplanpartone>

Chapter 2: The Vale of White Horse Today and Key Challenges

Introduction

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

2.2 The main settlements within the Vale are the three historic market towns of Abingdon on Thames, Faringdon and Wantage, which provide essential services for the surrounding rural areas. Botley⁽⁶⁾, a mainly residential area on the outskirts of the City of Oxford, is located in the north-east of the district, and functions as a local service centre. There are more than seventy villages across the Vale, ranging from small hamlets, to large villages, which include the village of Grove that also functions as a local service centre. Beyond these, in the wider countryside, there are many isolated farmsteads and small groups of dwellings.

2.3 The Vale falls between the sub-regional centres of Oxford, located to the north-east, and Swindon, located to the south-west. Didcot lies to the south-east boundary of the Vale in neighbouring South Oxfordshire. All three centres are expected to accommodate major growth in the next decade and beyond. Although the town of Didcot mainly falls within South Oxfordshire, its associated development to the west of the town, extends into Harwell parish in the Vale.

2.4 We need to plan effectively for the Vale in partnership with our neighbours and have a 'duty to cooperate' on key cross boundary issues. Examples include:⁽⁷⁾

- planning effectively for housing, employment and infrastructure delivery for Didcot and the wider SVUK area in cooperation with South Oxfordshire District Council and Oxfordshire County Council
- providing a robust approach to meeting the longer term growth needs of the wider Oxfordshire area
- working with the Science Vale UK steering group and other partners to facilitate the delivery of increased skills and knowledge
- continuing to work with the Highways Agency to identify long-term solutions to help address congestion on the A34, and
- working positively with Swindon Borough Council to help ensure the proposed development to the east of Swindon does not adversely affect the west of the Vale and its rural villages.

6 Botley consists of those parts of North Hinksey and Cumnor parishes south and east of the A420 not designated Green Belt and including the Cumnor Hill and Chawley locations.

7 Further information on cross boundary and duty to cooperate issues is set out within the Duty to Cooperate Topic Paper <http://www.whitehorsedc.gov.uk/evidence> .

Chapter 2: The Vale of White Horse Today and Key Challenges



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

Chapter 2: The Vale of White Horse Today and Key Challenges

Building healthy and sustainable communities

2.5 The Vale population in 2011 was 121,000, a rise of 4.6 per cent since 2001⁽⁸⁾. Projections for future rises in population, prepared by Oxfordshire County Council, show the total population for the Vale is expected to reach 138,743 by 2026⁽⁹⁾.

2.6 In common with national trends, the Vale is expected to see an increasingly ageing population. In 2011, people aged over 65 in the Vale accounted for 18 % of the population and by 2026, this is expected to rise to 22 per cent⁽¹⁰⁾.

2.7 People in the district generally enjoy a high standard of life and there are relatively low levels of deprivation. According to the Index of Multiple Deprivation (IMD) 2010 prepared by Central Government, the Vale scored very well and ranked 306 out of 326, with 326 as the least deprived local authority. There was only one area within the Vale, Abingdon Caldecott, that ranked within the 20 per cent⁽¹¹⁾ most deprived areas.

2.8 There were about 50,000 homes in the district in 2011. Average household size fell from 2.46 persons per dwelling in 2001 to 2.42 in 2011.

2.9 About 13 per cent of the housing stock (6,429 as at 31 March 2011⁽¹²⁾) is affordable housing. This is housing which is available either for rent or shared ownership below open market rates, either from housing associations or other registered providers of social housing. In 2012, there were still 3,333 households on the waiting list for affordable homes, albeit this includes aspirational changes, and only 1,202 of these households are in the categories who require housing⁽¹³⁾.

2.10 Most of the Vale's community facilities and services, such as libraries, secondary schools, health centres and indoor leisure centres are located in Abingdon on Thames, Botley, Faringdon and Wantage. There are small hospitals in Abingdon on Thames and Wantage, and further and higher education at Abingdon on Thames, Botley, Kennington and Watchfield.

2.11 In common with national trends, some villages in the district have seen a decline in the number of shops and services. It is therefore important that some development is supported across the rural areas to help ensure local facilities, and the self-sufficiency of the rural communities, can be maintained.

8 Census 2011 and 2001, ONS.

9 OCC GLA Household Projections, 2012 (these are interim projections that will be re based using 2011 Census data when available)

10 OCC GLA Household Projections, 2012 (these are interim projections that will be re based using 2011 Census data when available).

11 The IMD is calculated by dividing each district into Lower Super Output Areas (LSOAs), each of which has a population of roughly 1,500

12 DCLG Live Table 115: RSL stock by district as at 31 March 2011

13 Vale of White Horse Housing Register, Oct 2012

Chapter 2: The Vale of White Horse Today and Key Challenges

Building healthy and sustainable communities- key challenges and opportunities

- providing sufficient new homes of appropriate type and size to meet the objectively assessed housing need
- providing affordable homes in towns and villages
- catering appropriately for the needs of an ageing population
- meeting the needs of gypsies, travellers and travelling show people
- providing high quality and accessible services and facilities as part of new development when they are needed, so existing and new residents can enjoy a good quality of life, and
- helping to retain existing, and where appropriate, promote enhanced services in villages, and to facilitate the delivery of new services, to help improve the vitality and sustainability of rural communities.

Chapter 2: The Vale of White Horse Today and Key Challenges

Supporting economic prosperity

2.12 The Vale benefits from a very strong knowledge-based economy and has almost 5,400 businesses located in the district⁽¹⁴⁾. The Vale's workforce is highly skilled with a higher than average proportion of managers, professionals and associate professionals⁽¹⁵⁾. Levels of unemployment in the Vale are also relatively low at less than half the national average.⁽¹⁶⁾ Furthermore, the Vale is consistently ranked within the top 10 per cent of districts in the UK Competitiveness Index.⁽¹⁷⁾

2.13 The strategic focus for economic and employment growth in the district is the Science Vale UK (SVUK) area, which extends east-west from Culham and Didcot to Wantage and Grove (Figure 2.2). Science Vale UK is an internationally significant location for innovation and science based research and business. It is home to around 13 per cent of research and development jobs within the south-east⁽¹⁸⁾. The two key Science Vale UK business sites within the Vale are the science and innovation campus at Harwell Oxford and the prestigious business area at Milton Park, which were awarded Enterprise Zone status in 2011.

2.14 Harwell Oxford and Milton Park are expected to grow substantially during the plan period and offer the potential to deliver new jobs over the next 15 years⁽¹⁹⁾. The Enterprise Zone designation provides a significant boost to these areas and will provide a combination of financial incentives and other support, including access to super-fast broadband, to encourage new business growth. A Local Development Order (LDO) has been adopted for the Milton Park site, and one may be developed for the Harwell Oxford site. The LDO's will provide a simplified planning framework to help make it easier to deliver new development at these sites more quickly.

2.15 The Vale's labour force is highly skilled with a higher than average proportion of residents qualified to NVQ level 4 or above. The ratio of jobs in the district to residents in employment is 88 per cent, compared to the national average of 78 per cent⁽²⁰⁾. This increases the opportunity for Vale residents to work close to where they live.

2.16 Oxfordshire County Council is leading work to help support businesses and improve the skills base within the county. The Oxfordshire Skills Needs Analysis has identified a number of priorities, including providing more opportunities for apprentices. The Science Vale UK Skills Strategy is also designed to help address this issue and involves partnership working with businesses and education providers across the Science Vale UK area.

2.17 Balancing housing and employment growth can help to ensure that the future labour force matches the requirements of businesses, reduces the need for in-commuting and provides a more sustainable pattern of development. However, calculations of the size of the labour force up to 2029 must take into account the expected changes in age characteristics. For example, from 2001 to 2016, the total population in the Vale is expected to increase by 9.8 per cent, whereas the workforce population is forecast to increase by the slower rate of 7.2 per cent,⁽²¹⁾ albeit retirement ages are expected to rise.

14 ONS Business Demography 2010 dataset.

15 Labour Market Profile: VWHDC (www.nomisweb.co.uk)

16 Based on Job Seekers Allowance data

17 <http://www.cforic.org/downloads.php>

18 <http://www.sciencevale.com>

19 URS (2012) Vale of White Horse Employment Land Review Update

20 URS (2012) Vale of White Horse Employment Land Review Update

21 URS (2012). Vale of White Horse Employment Land Review Update.

Chapter 2: The Vale of White Horse Today and Key Challenges

2.18 Access to superfast broadband has become increasingly important in recent years and approximately 65 per cent of addresses in Oxfordshire are currently within the coverage of superfast (over 24 Mbit/s) broadband networks⁽²²⁾. The broadband for Oxfordshire project aims to bring these higher speeds to Oxfordshire by 2015, with work focusing on areas with poor connectivity⁽²³⁾. The Oxfordshire Local Investment Plan identifies the provision of high speed broadband access as a strategic infrastructure project to support growth in the Science Vale UK area.⁽²⁴⁾

2.19 In addition to the strategically important Enterprise Zone sites, there are a number of other notable employers and employment locations in the district. These are mostly located in and around the district's main towns and service centres, including Williams F1 at Grove, and the Abingdon Science Park. Significant additional land suitable for business and employment will become available from 2017/18 as the Didcot A Power Station is decommissioned. More locally based employment needs are also met by a number of smaller employment centres located throughout the district, which help to maintain the sustainability of the area.

2.20 The tourism industry generated approximately £202 million worth of income for local businesses in the Vale in 2011, representing a marginal increase of 0.7 per cent in total tourism value since 2010⁽²⁵⁾. This tourism-related expenditure is estimated to have supported 2,420 full time equivalent jobs spread across a wide range of sectors from catering and retail to public service jobs such as in local government. Once part-time and seasonal employment is added, the total number of jobs supported by tourism-related expenditure rises to 3,346 actual jobs, approximately 5 per cent of the total jobs in the district in 2011⁽²⁶⁾. There is anecdotal evidence that there is a shortage of hotel accommodation across southern Oxfordshire, and it is anticipated that growth in the Enterprise Zone will stimulate demand for conferencing and business tourism.

2.21 The district's market towns and other service centres provide very good facilities for local shopping. They complement, but also face competition from, the higher order regional centres of Oxford, Swindon and Reading, which many people visit for their main comparison shopping. The higher order centres also offer a vibrant evening economy, providing a diverse range of facilities such as cinemas and theatres and therefore the comparatively smaller settlements in the Vale find it difficult to compete for these commercial leisure uses.

2.22 Furthermore, some shopping centres built in the Vale in the late 1960s and early 1970s have been no longer able to meet the expectations of today's retailers and shoppers. Plans to re-vitalise the Vale's retail offer have already been completed in Wantage Limborough Road and the Abbey Shopping Centre in Abingdon on Thames. There are plans to redevelop the Charter in Abingdon on Thames and also the West Way shopping centre in Botley which would significantly extend the retail offer in both of these settlements.

22 UK Fixed Broadband Data 2012, available online at: <http://maps.ofcom.org.uk/broadband/broadband-data/>

23 Further information about the Broadband for Oxfordshire project is available online at: <http://www.oxfordshire.gov.uk/cms/content/better-broadband-plan-oxfordshire>

24 Oxfordshire Local Investment Plan (2010); available online at: <http://www.oxford.gov.uk/Direct/OxfordshireLocalInvestmentPlan.pdf>
[Oxfordshire Local Investment Plan \(2010\)](#)

25 The Economic Impact of Tourism on Vale of White Horse (2011), available online at: http://www.whitehorsedc.gov.uk/sites/default/files/Vale%20Tourism%20Economic%20Impact%20Estimates%202011_1.pdf
[The Economic Impact of Tourism on the Vale of White Horse \(2011\)](#)

26 The Economic Impact of Tourism on Vale of Horse (2011); available from the link above.

Chapter 2: The Vale of White Horse Today and Key Challenges

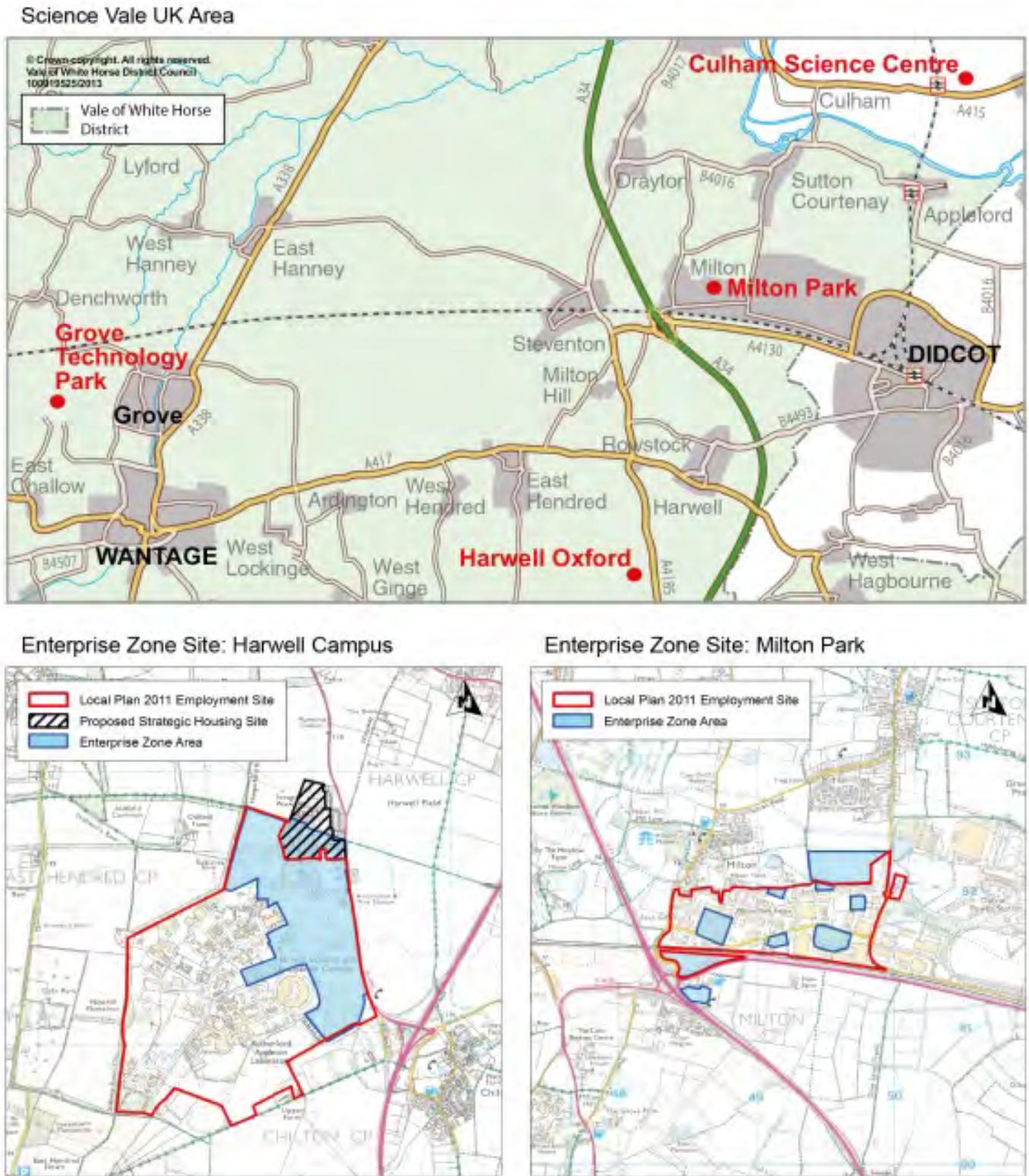


Figure 2.2 Science Vale UK Area

Chapter 2: The Vale of White Horse Today and Key Challenges

Supporting economic prosperity- Key challenges and opportunities

- providing an appropriate amount of employment land across the Vale and ensuring that suitable sites are available
- continuing to support the development of Milton Park and Harwell Oxford as centres for innovation and enterprise so they can make a major contribution to both the Oxfordshire and UK economy
- nurturing science, research and innovation throughout the district and attracting new high value businesses
- supporting the economy of the towns and rural areas and providing a range of employment opportunities close to where people live. This is particularly relevant at Faringdon, Grove and Wantage, as the general focus of employment opportunities within the Vale are at the Enterprise Zone sites close to the eastern boundary of the district
- increasing high speed broadband coverage across the district
- making best use of the opportunity presented for re-development at the Didcot A Power Station site for further economic growth with the Vale
- taking steps to ensure skills provision meets business requirements, for example by supporting further and higher education provision so a greater proportion of the local population can share the benefits of economic success
- retaining existing employment sites which make a significant contribution to the overall employment offer, to ensure that the overall quantum for employment is increased
- supporting the sustainable growth and expansion of rural businesses
- supporting the agricultural economy including appropriate farm diversification schemes
- continuing to maintain the vitality and viability of the retail offer in Abingdon on Thames, Botley, Faringdon, Grove and Wantage and strengthen their service centre roles
- identifying and supporting suitable roles for the Market Towns and Local Service Centres in the face of competition from larger nearby centres outside the Vale
- creating attractive town centre environments, which appeal to visitors and shoppers alike and incorporate vibrant evening economies
- supporting provision of appropriate local community-focused enterprises such as village shops and public houses
- increasing the economic impact and value of tourism and take steps to convert day visitors to visitors staying overnight, in particular by addressing the shortage of hotel accommodation, and
- responding to increases in demand for business tourism and conferencing associated with growth across Science Vale UK and at the Enterprise Zone as and when it arises.

Chapter 2: The Vale of White Horse Today and Key Challenges

Supporting sustainable transport and accessibility

2.23 The Vale of White Horse is well situated in relation to the strategic transport network. The A34 trunk road runs through the district close to its eastern edge. This provides access between the M4 to the south, and the M40 to the north, and to Oxford. The A420 and A417 roads also run across the district, providing links to Swindon in the west and Didcot in the east. The district has good access to Oxford airport (30 kilometres) and London Heathrow (60 kilometres).

2.24 There are some good bus services in the Vale between the main settlements, such as from Abingdon on Thames to Oxford, Abingdon on Thames, Wantage and Grove to Didcot, and Faringdon to Swindon and Oxford. However, in the more rural parts of the Vale, away from main transport corridors, bus services are not sufficient to provide a meaningful alternative to the car.

2.25 The main London to Bristol/ South Wales railway line runs through the Vale. There are no intermediate stations along this line, with Didcot being the nearest station, close to the District's eastern boundary. The London/ Oxford railway line also runs through the eastern edge of the district, but the Vale's only stations are at the small villages of Radley and Appleford on Thames. There remains a long-term ambition for a station to be re-opened at Grove to provide easier access for rail travel towards London to the east, and Swindon and Bristol to the west.

2.26 Partly for the reasons outlined above, car ownership within the district is relatively high and is likely to continue to form the main form of transport. Road traffic has grown rapidly, especially through the 1990s, however it has shown a slight decrease since 2007. Traffic levels are predicted to increase in the coming decades⁽²⁷⁾.

2.27 Congestion on the A34 truck road and its interchanges presents challenges. It is important the road network operates safely and efficiently for the economic success of the district to be maximised and the quality of life of residents to be maintained. The plan should therefore consider the impacts of growth on this strategic trunk road. The settlements within the Vale with the most potential impact on the A34 are Abingdon on Thames and Botley, which are immediately adjacent to this road. Both Abingdon on Thames and Botley are also congested internally. As a result, any strategic growth in either of these settlements should address these constraints.

2.28 It is important that growth across the district, including within the Science Vale UK area, the Enterprise Zone sites and at Wantage and Grove, within Harwell Parish east of the A34, and elsewhere, should address the constraints presented by the existing road network.

Chapter 2: The Vale of White Horse Today and Key Challenges

Supporting sustainable transport and accessibility- Key challenges and opportunities

- ensuring there are improvements to public transport, cycling and walking to provide attractive alternatives to travel by car and to help minimise traffic congestion
- continuing to work with partners to help address the current capacity constraints to ensure new development can be accommodated whilst addressing congestion and safety on the road network
- helping to facilitate the implementation of the Science Vale UK Integrated Transport Package to help maintain a safe and efficient transport network, particularly in the Science Vale UK area
- balancing the delivery of major investment in new roads and public transport with the wider needs for other improved infrastructure arising from proposed development
- using the Local Plan 2029 Part 1 to locate employment and housing growth in a way which reduces the need to travel by car and encourages more sustainable modes of travel
- supporting viable measures to help people in rural areas without a car to access the services available in the Market Towns and Local Service Centres
- providing support for the long term ambition to open a new railway station at Grove, and
- improving transport infrastructure to support employment growth.

Chapter 2: The Vale of White Horse Today and Key Challenges

Protecting the environment and responding to climate change

2.29 The Vale benefits from an extremely attractive and highly valued landscape and this is one of the reasons it is such a popular place for people to live and visit. Of special note are the chalk downlands in the south of the district, which are designated as part of the North Wessex Downs Area of Outstanding Natural Beauty (AONB). The wooded Corallian Ridge crosses north of the district, its scarp facing north towards the Cotswolds across the upper Thames Valley. This area is afforded local protection⁽²⁸⁾ and at its eastern end forms an important part of the landscape setting of the City of Oxford, and is designated as part of the Oxford Green Belt. The Vale also contains 23 Sites of Special Scientific Interest (SSSI), two of which, at Cothill Fen and Hackpen Hill, are also designated European Special Areas of Conservation (SAC).

2.30 The Vale has a rich and varied built heritage. Abingdon on Thames has prehistoric origins and is recognised as one of the oldest continually inhabited towns in the country. Archaeology forms another distinguishing feature of the Vale including the Ridgeway across the North Downs, one of England's oldest roads. There are currently 52 designated Conservation Areas, including 46 within villages, over 2,000 Listed Buildings, including 1788 within villages, eight historic parks and gardens, and 68 Scheduled Ancient Monuments within around Vale.

2.31 The Vale has a long frontage to the River Thames and contains the River Ock and its tributaries including the Letcombe Brook. It also contains a significant proportion of the route of the Wiltshire and Berkshire Canal, the subject of an ambitious restoration project. The waterways add diversity and interest to the locality, enhancing open spaces and providing corridors for recreation, tourism and wildlife.

2.32 The flood plains of the rivers and their tributaries cover extensive areas of the district, with some 4,200 homes located within the 1 in 100 or 1 in 1000 year flood zones⁽²⁹⁾. Owing to the length of its river frontages and topography, the Vale is less well buffered against flooding than neighbouring districts, and over 1,000 properties flooded in 2007⁽³⁰⁾. The future effects of climate change are predicted to result in more frequent extremes of temperature and rainfall, along with warmer, drier summers and milder, wetter winters⁽³¹⁾. Flooding is predicted to become more frequent and cover larger areas. Estimates indicate that peak river flows will increase by 10% by 2025⁽³²⁾.

2.33 Thames Water has proposed a large reservoir is constructed in the Vale, south-west of Abingdon on Thames to address water shortages across the South East⁽³³⁾. This could have a major impact on the landscape and traffic generation in the district, but could offer opportunities for recreation and wildlife. Although there are no plans to develop this reservoir in the short term, it remains one of Thames Water's options for maintaining future water supply. This option will be further assessed in the next Thames Water five year plan, due to be published in 2014.

2.34 The Government has set targets for reducing Greenhouse Gas emissions by 2050 and for delivering an increase in energy produced by renewable sources by 2020. Emissions in the Vale are currently higher than the regional and county average with the highest total per capita emissions in Oxfordshire⁽³⁴⁾. The Vale currently produces 8.8 % of its energy from renewables.

28 Vale of White Horse (2011) Local Plan 2011 – Policy NE7

29 Strategic Flood Risk Assessment 2009, JBA Consulting.

30 Strategic Flood Risk Assessment 2009, JBA Consulting.

31 <http://ukclimateprojections.defra.gov.uk/>

32 Communities and Local Government, 'Technical Guidance to the National Planning Policy Framework', p11.

33 Thames Water, Water Resources Management Plan 2010 to 2015

34 Local Authority Emissions Estimates, Department of Energy and Climate Change

Chapter 2: The Vale of White Horse Today and Key Challenges

Protecting the environment and responding to climate change- Key challenges and opportunities

- the need to maintain and enhance the rural character of the Vale and its landscape qualities, including the AONB
- ensuring the Oxford Green Belt and the landscape setting of Oxford are protected
- ensuring the natural, built and historic environment of the Vale are protected
- enhancing, restoring, expanding and linking key wildlife habitats and species populations
- helping to address the causes of climate change by increasing the use of decentralised, low carbon and renewable energy, heat and transport fuels
- promoting more efficient use of materials and natural resources to reduce the impact on carbon emissions
- identifying ways to build greater resilience to the unavoidable effects of climate change, including the issues of flooding and an increased incidence of extreme weather
- ensuring proposals for a new reservoir are properly assessed, should it be needed to address water shortages across the South East, and minimise any detrimental impacts on the Vale, and
- continuing to protect the historic route of the Wiltshire and Berkshire Canal and safeguard a new route south of Abingdon on Thames.

Chapter 3: Spatial Vision and Strategic Objectives

Chapter 3: Spatial Vision and Strategic Objectives

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

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

This chapter sets out the Spatial Vision and Strategic Objectives for the plan period up to 2029. The Spatial Vision and Strategic Objectives will help us plan effectively for the future and ensure we strike an appropriate balance between meeting the needs of existing communities and ensuring the necessary growth is sustainably accommodated.

The Spatial Vision sets out what the area should be like in 2029 and has been informed by local, regional and national priorities and the visions of the Oxfordshire and Vale community strategies.

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

Question 7

Do you support our Spatial Vision for the District set out in para 3.5 ? Yes/No -if no what would you change?

Question 8

Do you support the Strategic Objectives for our plan? Yes/No - if no what have we missed?

Question 9

Our vision and Strategic Objectives aim to promote opportunities for all across the district. Do you agree? Yes/No- if no please tell us more.

Our interactive website where you can answer these questions on-line can be found at: <http://whitehorsedc.gov.uk/localplanpartone>

Chapter 3: Spatial Vision and Strategic Objectives

Introduction

3.1 The Local Plan 2029 Part 1 (LPP1) focuses on how places function and how they should develop, particularly through the use of land. So in planning for the future, we need a clear vision of what we want the Vale of White Horse to be like in 2029.

3.2 The Spatial Vision sets out how the LPP1 will help to deliver the wider visions of the Oxfordshire and Vale community strategies and the aspirations of local people and organisations. The Spatial Vision reflects national and regional priorities and the challenges and opportunities facing the Vale. It establishes the direction of travel for future development and investment in the district.

3.3 To help us deliver the Spatial Vision, a number of Strategic Objectives have been developed. These are focused around the key challenges and opportunities faced by the area and the four overarching themes outlined in Chapter 2:

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

Spatial vision

3.4 The Spatial Vision for the Vale is shaped by the aspirations contained in the community strategies:

- The vision of the Oxfordshire Partnership is⁽³⁵⁾

‘By 2030 we want Oxfordshire to be recognised for its economic success, outstanding environment and quality of life; to be a place where everyone can realise their potential, contribute to and benefit from economic prosperity and where people are actively involved in their local communities’.

- The vision of the Vale Partnership is⁽³⁶⁾

‘A sustainable Vale:

With prosperous inclusive and thriving communities that have good access to a range of housing, jobs and services;

Where everyone can feel safe and enjoy life; and

Where our needs can be met without compromising the natural and built heritage or the ability of future generations to meet their needs.’

35 <http://www.oxfordshirepartnership.org.uk/wps/wcm/connect/occ/OxfordshirePartnership/Oxfordshire+2030/2030+strategy+in+full/>

36 <http://www.whitehorsedc.gov.uk/about-us/how-we-work/partnerships/vale-community-strategy>

Chapter 3: Spatial Vision and Strategic Objectives

3.5 The Spatial Vision developed for the Vale Local Plan 2029 Part 1 is:

By 2029 the Vale of White Horse will have thriving and prosperous communities that have benefited from economic growth and where our strength in science and innovation continues to be recognised internationally. The Science Vale UK area will have become a first choice location for high value added business and research. New residential and economic growth will have been focused on the Science Vale UK area and will have delivered balanced and sustainable growth that has made a significant contribution to delivering important infrastructure. Strategic road improvements will have been implemented at Harwell, west of Didcot and at Wantage.

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

New development will have respected the local character of the Vale, protecting its outstanding and distinctive natural and built environment and continued to preserve its important heritage. High environmental standards will have been achieved through new development, which will also be more resilient to the likely impacts of climate change.

Strategic objectives

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

Chapter 3: Spatial Vision and Strategic Objectives

Building healthy and sustainable communities

Strategic Objective 1: Provide for a range of homes across the district to deliver choice and competition in the housing market.

Strategic Objective 2: Cater for existing and future residents' needs as well as the needs of different groups in the community, ensuring that an appropriate and sustainable proportion of new housing falls within the definition of affordable.

Strategic Objective 3: Direct growth to the more sustainable locations in the district and ensure that development is integrated with existing communities, reflects the built and natural heritage, and is supported by a sufficient range of services and facilities.

Strategic Objective 4: Improve the health and well-being of Vale residents and reduce inequality, poverty and social exclusion.

Key outcomes

1. provide 13,294 new homes with a mix of house types, sizes and tenures to meet local needs, including specialist housing for older residents and people with disabilities
2. wherever possible to secure on-site provision of 'affordable' homes on housing sites that are developed throughout the district
3. enable the delivery of high quality sites for gypsies, travellers and travelling show people to meet actual identified need
4. support housing at settlements with high quality services and facilities to help ensure that the level of services within these communities are maintained for future residents
5. coordinate new growth with the timely provision of appropriate infrastructure to ensure the delivery of development in a sustainable and balanced way
6. maintain and improve the range of services and facilities for culture, health, leisure and sport to help improve quality of life
7. promote design that enables access by everyone, helps reduce crime and the fear of crime, and encourages community identity, involvement and pride
8. protect and provide public open spaces, provide facilities for children and young people, and promote access to the countryside for leisure pursuits
9. support appropriate small scale housing, including the delivery of affordable homes, in the smaller villages to allow local people to continue to live in their local communities and improve sustainability and vitality, and
10. provide specialist accommodation and services of appropriate scale for the elderly.

Chapter 3: Spatial Vision and Strategic Objectives

Supporting economic prosperity

Strategic Objective 5: Support a strong and sustainable economy within the District, including the tourism sector.

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

Strategic Objective 7: Maintain and enhance the vitality and viability of the Vale's town centres and local shopping centres in order to strengthen their service centre roles.

Key outcomes

1. continue to support job growth and creation across the Vale including at the Enterprise Zone sites and the Didcot A Power Station site
2. ensure appropriate investment in infrastructure that supports the economy, including the delivery of infrastructure necessary to maximise opportunities for growth within the Science Vale UK area
3. support the expansion of science, innovation and research enterprises across the Science Vale UK sites, including the Enterprise Zone sites
4. maintain and where needed supplement or enhance the provision of local employment sites to support business development in the Market Towns and Local Service Centres of Abingdon on Thames, Botley, Faringdon, Grove and Wantage to provide jobs close to where people live
5. support appropriate and sustainable rural employment especially where this provides jobs for local residents
6. work with Oxfordshire County Council and other partners to help provide excellent education and training opportunities that ensure local people have the skills to benefit from our world class economy
7. help to facilitate the redevelopment and appropriate expansion of the Oxford Brookes University at Harcourt Hill Campus in a manner sensitive to its local context
8. continue to support sustainable tourism and maximise opportunities to benefit from the inherent natural and cultural qualities of the Vale
9. help to deliver high speed broadband across the district
10. retain key existing employment sites, which make a meaningful contribution to the overall employment offer
11. direct appropriate retail development to the Vale's Market Towns and Local Service Centres, in order to maintain and enhance the vitality and viability of these centres

Chapter 3: Spatial Vision and Strategic Objectives

12. support the redevelopment of the Bury Street and Charter Areas in Abingdon on Thames in line with the adopted SPD,⁽³⁷⁾ and
13. support the comprehensive redevelopment and improvement of the West Way shopping centre and Elms Parade in Botley.

Sustainable transport and accessibility

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

Strategic Objective 9: Ensure new development is accompanied by appropriate and timely infrastructure delivery to secure effective, and wherever possible, sustainable transport choices for new residents and businesses.

Key outcomes

1. prioritise development to where the need to travel by car can be minimised
2. secure contributions from new developments towards improving services and facilities for more sustainable forms of transport, including bus, rail, cycling and walking
3. help to promote car sharing and support community sustainable transport initiatives
4. continue to work with Oxfordshire County Council to better understand existing, and identify likely future constraints to the road network, to develop solutions and seek funding to help address them
5. continue to work with Oxfordshire County Council and the Highways Agency to secure improvements to help reduce congestion on the A34 and at its interchanges with the local road network
6. safeguard land for road schemes required as a result of new development allocated in the Local Plan, or identified in the Local Transport Plan
7. continue to promote the long-term aim of providing a new railway station at Grove
8. help to facilitate adequate and safe parking for cars and cycles, and
9. support investment in technologies to enable home working.

37 Vale of White Horse District Council (2011) Abbey Shopping Centre and Charter Area Supplementary Planning Document. <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/supplementar-0>

Chapter 3: Spatial Vision and Strategic Objectives

Protecting the environment and responding to climate change

Strategic Objective 10: Improve and protect the natural environment including biodiversity.

Strategic Objective 11: Ensure all new development achieves high quality design standards and to protect and enhance the natural, historic, cultural and landscape assets of the Vale.

Strategic Objective 12: Minimise greenhouse gas emissions across the district and increase our resilience to likely climate change impacts, especially flooding.

Key outcomes

1. achieve a sustainable balance between housing and job growth
2. avoid development in flood zones 2 and 3, ensure new developments do not increase the risk of flooding elsewhere and promote the use of Sustainable Urban Drainage Systems
3. minimise and if possible reduce our carbon footprint by reducing the need to travel, promoting more sustainable forms of transport and promoting opportunities to meet energy efficiency standards for buildings and encouraging decentralised, low carbon or renewable energy
4. support the appropriate reuse of previously developed sites
5. promote the design of buildings and spaces that are more resilient to climate change and extreme weather patterns
6. focus on improving the quality and availability of water through Sustainable Urban Drainage Systems, rainwater harvesting, using water more efficiently and safeguarding land for a new reservoir, should this prove to be required, to ensure long-term reliable and safe water supplies
7. minimise pollution associated with development and where possible, use planning policy to help improve air quality, particularly in Abingdon on Thames town centre and close to the A34 at Botley
8. encourage the reduction, reuse and recycling of waste and ensure space is available for recycling and composting in all new developments
9. ensure new development makes a positive contribution to the local distinctiveness and character of the area
10. preserve or enhance the district's designated and non-designated heritage assets and their settings
11. protect the character and quality of the North Wessex Downs AONB and the Oxford Green Belt, and recognise the importance of locally valued landscapes
12. achieve a net gain in biodiversity focusing primarily on improvements on the Conservation Target Areas and within development sites

Chapter 3: Spatial Vision and Strategic Objectives

13. ensure new developments provide adequate green infrastructure of sufficient quality to meet the identified needs of the local community, and
14. support informal recreation in the countryside, including boating on the River Thames, The Ridgeway and Thames Path National Trails, the public rights of way and access land network, and the restoration of the Wiltshire and Berkshire canal.

Chapter 4: Spatial Strategy

Chapter 4: Spatial Strategy

The Spatial Strategy will set out how the vision and objectives will be delivered and how change will be managed. It will show where new homes will be built, where opportunities to provide new jobs will be created, and where new infrastructure and services (such as new roads, schools, shops and leisure facilities) will be required.

The Spatial Strategy makes provision for growth of around 14,300 new jobs, including 143 hectares of employment land, and at least 13,294 new homes during the plan period from 2006 to 2029.

The Spatial Strategy is made up of five core policies:

- presumption in favour of sustainable development
- settlement hierarchy
- housing delivery
- meeting business and employment needs, and
- providing supporting infrastructure and services.

Question 10

Do you support the Spatial Strategy for the location of development , including the Settlement Hierarchy, set out in para 4.8. If no, what would you change?

Question 11

We are consulting on housing provision based on the South East Plan target of 578 homes per annum, as this remains part of our development plan until it is formally abolished. What are your views on this level of housing provision ? (You can also comment on the other housing provision options we have tested set out in the Housing Topic Paper that will be published on 28 March 2013)

Question 12

Do you agree with the five strategic housing allocations proposed in the plan? If you disagree, where should we allocate land for the 5,150 additional homes required by 2029? (You may wish to review the alternative sites we have considered, set out in the Strategic Sites Selection Topic paper that will be published on 28 March 2013)

Chapter 4: Spatial Strategy

Question 13

Do you agree with the approach to employment land proposed in the plan? If no, what would you change?

Question 14

Our approach to infrastructure delivery and funding is still in development. To help us complete this work, what are your views on the approach set out in Core Policy 5 and the Infrastructure Delivery Plan?

Our interactive website where you can answer these questions on-line can be found at: <http://whitehorsedc.gov.uk/localplanpartone>

Chapter 4: Spatial Strategy

‘Building on our strengths’ - a sustainable strategy for the Vale of White Horse

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

Focusing sustainable growth within the Science Vale UK area by:

- promoting, in partnership, central Oxfordshire as a world-class location for science and technology-based enterprise and innovation primarily through the redevelopment and intensification of land in the Science Vale UK area, especially the Enterprise Zone sites at Milton Park and Harwell Oxford Campus
- allocating appropriate land for strategic housing growth to help improve the self-containment of the area. New homes will be delivered at three key locations: Wantage and Grove, in Harwell parish east of the A34, and at Harwell Oxford Campus
- providing a flexible framework for the medium to longer term redevelopment of surplus land at Didcot A Power Station for predominantly employment uses, and
- delivering a comprehensive package of strategic and local infrastructure and services alongside the housing and employment growth to ensure a balanced and sustainable mix of development. This will include significant investment in new roads and public transport to enable good access between Wantage and Grove, Harwell Oxford, Milton Park and Didcot.

Reinforcing the service centre roles of the main settlements across the district by:

- establishing a policy framework which concentrates larger shopping, tourism and community facilities in the Market Towns and Local Service Centres of Abingdon on Thames, Botley, Faringdon, Grove and Wantage, to improve their vitality and ensure facilities are widely accessible including by alternatives to the private car
- establishing a settlement hierarchy which focuses housing growth at the Market Towns; Local Service Centres and Larger Villages
- allocating strategic housing growth at Faringdon, in addition to the growth at the other settlements described above, to strengthen its service centre role, and
- allocating land for strategic employment growth at Faringdon and Grove, to complement the Science Vale UK sites and to provide jobs close to where people live.

Promote thriving villages and rural communities whilst safeguarding the countryside and village character by:

- identifying appropriate housing requirements for the rural areas to inform community-led neighbourhood planning or site allocations in the Local Plan 2029 Part 2
- ensuring the settlement hierarchy focuses development within the rural areas to the larger villages thus helping to maintain their vitality and the sustainability of local services, and
- supporting appropriate development in the smaller villages to help meet the local needs of rural communities.

Chapter 4: Spatial Strategy

The approach

4.2 The Spatial Strategy is made up of five core policies:

- **Presumption in Favour of Sustainable Development** – which provides support for appropriate and sustainable growth
- **Settlement Hierarchy** – which classifies the settlements in the Vale according to their role and function
- **Housing Delivery** – which specifies the scale and location of new housing to guide how development should come forward to ensure development is built in the most appropriate locations
- **Meeting Business and Employment Needs** – which specifies the scale and location of opportunities for economic growth to ensure that sufficient new jobs are provided across the Vale in appropriate locations, and
- **Providing Supporting Infrastructure and Services** – to ensure new services and facilities are delivered alongside new housing and employment.

4.3 Chapter 5 sets out three **Sub-Area Strategies**, which show how the Spatial Strategy will be delivered in each part of the Vale. They give spatial expression to the strategy and ensure that it is locally distinctive and focused on each part of the district (see also Figure 4.1). The three sub-areas are:

- **Abingdon on Thames and Oxford Fringe** – which covers the northern and north eastern part of the Vale characterised by the strong functional relationship with Oxford. It contains the Market Town of Abingdon on Thames, the Local Service Centre of Botley and several Larger Villages including Kingston Bagpuize, Marcham and Drayton. A large part of this sub-area is located within the Oxford Green Belt and the flood plains of the Rivers Thames and Ock
- **South East Vale** – which covers most of the Science Vale UK area and contains the Market Town of Wantage, the Local Service Centre of Grove as well as a number of significant employment sites including the Enterprise Zone Sites of Milton Park and Harwell Oxford Campus, and
- **Western Vale** – 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 Shrivenham and Watchfield.

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

Chapter 4: Spatial Strategy

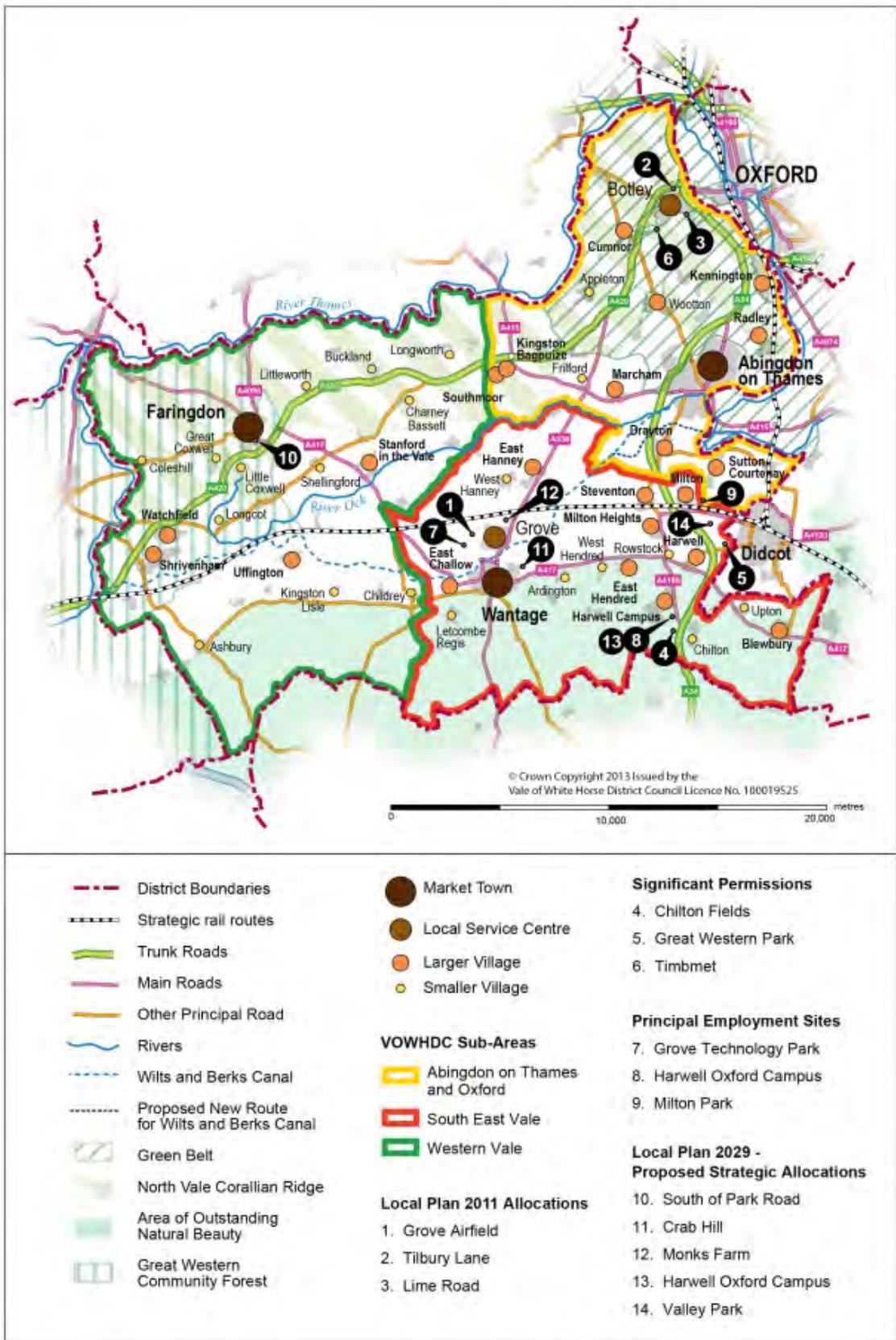


Figure 4.1 The Vale of White Horse Key Diagram

Chapter 4: Spatial Strategy

Presumption in favour of sustainable development

4.5 Sustainable development is defined as meeting the needs of the present without compromising the ability of future generations to meet their own needs⁽³⁸⁾. This means that the long-term consequences of development should be considered alongside short-term priorities.

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

- **an economic role** – contributing to building a resilient, responsive and competitive economy through the timely delivery of sufficient land in the right locations to support growth and by coordinating development requirements such as the provision of infrastructure
- **a social role** – supporting vibrant and healthy communities through the provision of housing, the creation of high quality living and working environments and accessible local services, and
- **an environmental role** – protecting and enhancing our natural, built and historic environment, using resources prudently and supporting the move to a low-carbon economy.⁽³⁹⁾

4.7 When considering development proposals the council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework. The council will work proactively with applicants to ensure that wherever possible development is sustainable and can be approved, and to secure development that improves economic, social and environmental conditions in the area.

Core Policy 1: Presumption in Favour of Sustainable Development

Planning applications that accord with this Local Plan (and where relevant, with any subsequent Development Plan Documents or Neighbourhood Plans) will be approved, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise, and unless:

- i. any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole, or
- ii. specific policies in that Framework indicate that development should be restricted.

38 NPPF, p2.

39 NPPF, p2.

Chapter 4: Spatial Strategy

Settlement hierarchy

4.8 The Settlement Hierarchy identifies four tiers of settlements based on an assessment of their facilities, characteristics and functional relationships with their surrounding areas. Each tier of settlement has a different strategic role.

4.9 The Local Plan will seek to protect and enhance the services and facilities provided by the Market Towns and Local Service Centres and ensure that any new facilities, homes and jobs are mostly focused on these settlements. This will help to ensure the delivery of sustainable development because:

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

4.10 The settlement boundaries defined by the Vale of White Horse Local Plan (2011) for Market Towns and Local Service Centres⁽⁴⁰⁾ (defined as the 'main settlements') will be updated in the final version of the LPP1 to reflect the proposed allocations and carried forward into this strategy. These boundaries may be reviewed and updated in the future, either through the Local Plan 2029 Part 2, or neighbourhood plans.

4.11 There are 20 larger villages, shown in Figure 4.1, which have a reasonable range of services and facilities to meet day-to-day needs and are not located within the Green Belt. All of these villages currently have a primary school, a place of worship, a village hall, a mobile or permanent library service and some recreation facilities. Most have at least one shop and/or post office and at least an hourly bus service to two or more main centres. In the context of a rural district these villages are comparatively sustainable locations. They should continue to provide local services and sustainable development will be supported in accordance with the policies set out in the local plan.

4.12 There are 23 smaller villages, shown in Figure 4.1, which have a more limited range of services and facilities. Limited development will be supported in accordance with the policies set out in the local plan, particularly where it supports the sustainability and vitality of these communities⁽⁴¹⁾

4.13 Those villages, small hamlets and groups of dwellings not included within the categories described above (larger or smaller villages) are considered to form part of the open countryside where development will not be appropriate, unless consistent with the exceptions policies set out in the local plan.

40 There is no settlement boundary defined for Botley as the Oxford Green Belt provides a policy limit on development around the settlement.

41 <http://www.whitehorsedc.gov.uk/evidence>

Chapter 4: Spatial Strategy

Core Policy 2: Settlement Hierarchy

The Settlement Hierarchy identifies and classifies settlements within the Vale and provides a guide to where development may be sustainable according to the role and function of the settlement.

Market Towns

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

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

The Market Towns are: Abingdon on Thames, Faringdon, and Wantage.

Local Service Centres

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

The Local Service Centres are: Botley and Grove.

Larger Villages

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

The Larger Villages are: Blewbury, Cumnor, Drayton, East Challow, East Hanney, East Hendred, Harwell, Kennington, Kingston Bagpuize, Marcham, Milton, Radley, Shrivenham, Southmoor, Stanford in the Vale, Steventon, Sutton Courtenay, Uffington, Watchfield and Wootton.

Smaller Villages

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

The Smaller Villages are: Appleton, Ardington, Ashbury, Buckland, Charney Bassett, Chilton, Childrey, Coleshill, Frilford, Fyfield, Great Coxwell, Kingston Lisle, Letcombe Regis, Little Coxwell, Littleworth, Longcot, Longworth, Milton Heights, Rowstock, Shellingford, Upton, West Hanney and West Hendred.

Those villages not included within the categories described above are considered to form part of the open countryside where development will not be appropriate, unless consistent with the exceptions policies set out in the Local Plan.

Chapter 4: Spatial Strategy

Housing delivery

4.14 Housing targets have historically been established at a regional level and published within Regional Strategies. These targets were then implemented by local authorities through their local plans, which until recently were referred to as core strategies. For Oxfordshire, housing targets have been set out in the South East Plan, which was adopted in 2009.

4.15 The South East Plan sets out a target of 578 homes to be delivered per annum across the Vale.

4.16 More recently, the government has signaled their intention to abolish Regional Strategies and so it will become the responsibility of local authorities to identify an appropriate housing target for their area, to be set out in their local plan.

4.17 The Government has recently announced that it will shortly revoke the South-East Plan ⁽⁴²⁾, but for the time being, it continues to form part of the development plan for the Vale of White Horse District. This means that we are preparing the Vale Local Plan 2029 Part 1 at a time of transition.

4.18 The housing proposals in this draft plan are based on the South East Plan housing target, as it currently represent an appropriate level of housing provision for the Vale to plan for ⁽⁴³⁾. The draft Sustainability Appraisal report concludes that the South East Plan target remains a sustainable housing supply option. For these reasons, we are taking the following actions:

- we are using the South East Plan target of 578 dwellings per annum rolled forward to 2029 as our working housing target and as a basis for public consultation. This is because it is good practice to plan for a period of at least 15 years (2014 to 2029)
- we are progressing evidence base work including a Strategic Housing Market Assessment, Sustainability Appraisal, transport and viability⁽⁴⁴⁾ assessments to inform a local decision on whether the South East Plan target remains appropriate. The housing figures in the final plan will be based on this evidence and may be different to those we are publishing now.
- as part of developing our evidence base we are also testing reasonable alternative housing supply options. These are set out in the Housing Topic Paper to be⁽⁴⁵⁾ published as part of the material supporting the local plan consultation.

42 http://www.parliament.uk/documents/commons-vote-office/February_2013/14-February/6.DCLG-Regional-Planning.pdf

43 Based on a 2011 review on the evidence informing the South East plan target, reported to Cabinet on 9 Sept 2011 (item 9) available here [http://whitehorsedc.moderngov.co.uk/Published/C00000507/M00001554/\\$\\$\\$Agenda.doc.pdf](http://whitehorsedc.moderngov.co.uk/Published/C00000507/M00001554/$$$Agenda.doc.pdf)

44 The Local Plan Viability Study will test if the proposed strategic housing allocations are financially viable to show if the sites and proposed level of growth is deliverable. The Study will also help us to understand how much development is needed to secure delivery of the essential infrastructure needed to make the development sustainable.

45 www.whitehorsedc.gov.uk/evidence

Chapter 4: Spatial Strategy

Sources of housing supply

4.19 A number of sources of housing supply have been identified to ensure a continuous supply of housing delivery across the plan period. These sources include:

- strategic allocations made within this plan
- retained Local Plan (2011) allocations
- existing planning commitments
- small scale (non-strategic) sites to be identified through neighbourhood plans, or identified through the Local Plan 2029 Part 2, and
- sites that come forward through the development management process in accordance with the policies set out in the local plan sometimes known as 'windfalls'.

4.20 The strategic allocations (listed in Core Policy 3 and outlined in more detail within the Sub-Area Strategies) are central to the delivery of the local plan and the strategic objectives for the Vale.

4.21 The site selection process began with a comprehensive assessment of land surrounding each of our main settlements. This helped to identify the broad locations which offered the best scope for additional development. More information is provided within the Strategic Site Selection Topic Paper⁽⁴⁶⁾. Details of our proposed strategic sites are also set out with the Development Templates included in **Appendix A**.

4.22 The scale of development on these strategic sites will enable infrastructure to be provided that offers wider benefits to their local areas. For example, the delivery of the Wantage Eastern Link Road, to be provided, in part, by proposed strategic development at Crab Hill, Wantage. This road forms part of the wider Science Vale UK Infrastructure Package and will help to improve traffic flows from Wantage and Grove to Didcot and Harwell (further details are set out within the South East Vale Sub-Area Strategy).

4.23 To ensure development at a strategic level is directed to the most suitable and sustainable locations a housing requirement is outlined for each of the sub-areas (Table 4.1 and the Sub-Area Strategies set out in Chapter 5).

Chapter 4: Spatial Strategy

Core Policy 3: Housing Delivery

Core Policy 3 identifies the scale and location of housing to ensure growth in the Vale of White Horse is delivered in the most sustainable manner. The proposed housing target is for at least 13,294 homes to be delivered in the plan period between 2006 and 2029.

Strategic Allocations

Development will be supported at strategic sites in accordance with the Sub-Area Strategies where this meets the requirements set out within the Development Templates shown by **Appendix A**. The following table illustrates our proposal for how the level of housing which is required through strategic development could be distributed.

| Settlement | Site Name | Number of Dwellings |
|---------------------------------|--------------------------------|---------------------|
| Harwell Parish east of the A34* | Valley Park | 2150 |
| Harwell | Harwell Oxford Campus | 400 |
| Faringdon | South of Park Road | 350 |
| Wantage and Grove | Monks Farm (North Grove) | 750 |
| | Crab Hill (North East Wantage) | 1500 |
| Total | | 5150 |

*Adjoining Didcot Town.

Development at Market Towns, Local Service Centres and Larger Villages

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

Development outside of the existing built area of these settlements will be permitted where it is allocated by the Local Plan 2029 Part 1 or has been identified through neighbourhood plans or through the Local Plan 2029 Part 2.

This development must be adjacent, or well related, to the existing built area of the settlement or meet exceptional circumstances set out in the other policies of this plan.

Development at Smaller Villages

At the Smaller Villages, limited development may be appropriate within the existing built areas of these settlements. Proposals for development will be supported where they seek to meet local housing needs, and/ or provide local employment, services and facilities, provided that the development accords with the development plan and respects the existing character and form of the settlement.

Chapter 4: Spatial Strategy

Table 4.1 The proposed housing delivery targets for the Vale of White Horse district for the plan period 2006 to 2029^a

| Sub-Area | Settlement | Requirement 2006 to 2029 at 578 homes per annum | Housing already provided for | | Housing to be identified | |
|----------------------------|--------------------------------|---|--------------------------------|---------------------------|--------------------------|----------------------------|
| | | | Completions 2006 to April 2012 | Commitments to April 2012 | Proposed strategic sites | Remainder to be identified |
| Abingdon and Oxford Fringe | Abingdon | 2291 | 740 | 175 | 0 | 299 |
| | Botley | | 199 | 459 | 0 | |
| | Rest of sub-area | | 287 | 132 | 0 | |
| | Sub total | | 1226 | 766 | 0 | |
| South East Vale | Wantage and Grove | 9535 | 495 | 2665 | 2250 | 419 |
| | Harwell parish east of the A34 | | 0 | 600 | 2150 | |
| | Rest of sub-area | | 208 | 348 | 400 | |
| | Sub total | | 703 | 3613 | 4800 | |
| Western Vale | Faringdon | 1468 | 388 | 160 | 350 | 337 |
| | Rest of sub-area | | 141 | 92 | 0 | |
| | Sub total | | 529 | 252 | 350 | |
| Total | | 13294 | 2458 | 4631 | 5150 | 1055 |

^a This table will be updated before formal submission of the Vale Local Plan 2029: Part 1 to take account of completions and permissions to April 2013.

Note: Housing proposals are based on the South East Plan which is being revoked but are currently the most appropriate figures available. Final housing figures will be informed by new evidence and may differ.

Chapter 4: Spatial Strategy

Meeting business and employment needs

4.24 This strategy identifies a need for around 143⁽⁴⁷⁾ ha of strategic employment land in accordance with assessed needs⁽⁴⁸⁾ and it is anticipated that this will deliver approximately 14,300 jobs between 2012 and 2029. This land will be provided by a combination of different sites including:

- provision of employment land as part of mixed use urban extensions
- sites covered by the adopted Milton Park Local Development Order
- retained Vale Local Plan 2011 allocations for employment land, and
- re-use of surplus land formerly in employment use.

4.25 Overall demand for employment land in the Vale is strong due to a combination of local assets, including: excellent quality of environment; high-quality research and science facilities; a large catchment pool of skilled labour; and existing science and business parks with growth aspirations and where the demand for growth is expected to remain buoyant throughout the plan period⁽⁴⁹⁾.

4.26 Employment provision within the Vale is led by the Science Vale UK area, and in particular, the Enterprise Zone sites at Milton Park and Harwell Oxford Campus. Milton Park is a large science park and a major regional and national hub for knowledge-intensive industries. Harwell Oxford Campus is home to a number of world leading science research facilities including, for example, the UK Atomic Energy Authority, and the European Space Agency. The Milton Park and Harwell Oxford Campus sites alone account for 92 ha of the identified demand for new employment land.

4.27 There is an adopted Local Development Order (LDO) for Milton Park⁽⁵⁰⁾ that allows for the intensification and expansion of the existing site. The LDO is designed to allow development within the B1, B2 and B8 use classes, and also permits elements of other uses. Policy E5 (Milton Park) of the Local Plan 2011 will continue to be saved alongside the Local Plan 2029 Part 1 until it is reviewed through a future planning document. The saved Policy E5 will apply to any proposals for employment (B1, B2 or B8) development at Milton Park which are not permitted by the LDO. A map showing the area covered by the LDO and the area covered by saved Policy E5 (which is slightly smaller) is provided in **Appendix C**.

4.28 A Local Development Order may also be prepared for the Harwell Oxford Campus. In the meantime, applications for employment uses at this site will be considered against Policy E7 (Harwell Science and Innovation Campus) of the Local Plan 2011, which will continue to be saved until it is reviewed through a future planning policy document. The Local Plan 2029 Part 1 identifies part of the Harwell Oxford Campus for housing (See Core Policy 3: Housing Delivery), and saved Policy E7 will no-longer apply in this section of the site. A map showing the area of the Harwell Oxford Campus where Policy E7 will continue to apply is provided in **Appendix C**.

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

47 .URS (2012) Vale of White Horse Employment Land Review Update.

48 URS (2012) Vale of White Horse Employment Land Review Update.

49 URS (2012) Vale of White Horse Employment Land Review Update.

50 Milton Park Local Development Order, December 2012, available at:

<http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/milton-park-local-development-order>

Chapter 4: Spatial Strategy

4.30 The strategy also identifies that the Didcot A Power Station site is an appropriate location for employment development to contribute to the 143 ha to be provided. This site currently consists of a coal fired power station which will be decommissioned after March 2013. The size of this site could also provide additional land over and above the identified requirement, in the latter stages of the plan period. Any development on this site should come forward in accordance with Core Policy 13 (Didcot A Power Station).

4.31 Policy CSEM2 of the adopted South Oxfordshire Core Strategy⁽⁵¹⁾ indicates that 6.5 hectares of employment land will be provided at Didcot, within the Vale of White Horse District, in order to help meet the town's needs. This 6.5 hectares is included within the 28 hectares to be provided at Milton Park within Harwell Parish and contributes towards the identified requirement of 143 hectares for the Vale of White Horse District.

Core Policy 4: Meeting Business and Employment Needs

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

| Site Name | Type of Site | Available Development Land (Hectares) |
|--------------------------------|---|---------------------------------------|
| Milton Park | Saved Local Plan 2011 allocation | 28* |
| Harwell Oxford Campus | Saved Local Plan 2011 allocation | 64 |
| Monks Farm – North Grove | New mixed use strategic allocation | 6 |
| South of Park Road - Faringdon | New mixed use strategic allocation | 3 |
| Didcot A | Identified future potential supply | 29** |
| | Other saved Local Plan 2011 allocations | 13 |
| Total | | 143 |

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

** The Didcot A Power Station site consists of around 58 hectares for potential redevelopment. The Employment Land Review recommends that 29 ha of this land should be identified for employment development. Further development at this site should be considered in accordance with Core Policy 13 (Didcot A Power Station).

Employment and business development will be supported at strategic sites where this meets the requirements set out within the Strategic Site Development Templates shown by Appendix A, and in accordance with the Sub-Area Strategies.

Chapter 4: Spatial Strategy

Core Policy 4: Continued

The other saved Vale Local Plan 2011 employment allocations are:

| Site Name | Available Development Land (Hectares) |
|---|---------------------------------------|
| Abingdon Business Park at Wyndyke Furlong | 0.7 |
| Abingdon Science Park at Barton Lane | 0.7 |
| Cumnor Hill | 0.3 |
| Land adjacent to A420; '4&20' site | 4.2 |
| Land north of Park Road (HCA business centre) | 0.2 |
| Grove Technology Park | 5.4 |
| Wootton Business Park | 1.5 |
| Total | 13.0 |

Proposals for employment related development on other sites will be supported in accordance with Core Policy 24 (New employment development on unallocated sites).

In addition to the sites identified for new employment development, a number of existing strategic employment sites have been identified in the sub-area strategies. These sites will be safeguarded for employment uses in accordance with Core Policy 25 (Change of use of existing employment land and premises).

Chapter 4: Spatial Strategy

Providing supporting infrastructure and services

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

4.33 Any new development increases the use of, or demand for, existing services and facilities. Where new homes or jobs are developed and there is insufficient capacity to meet additional demand it is essential that new facilities and infrastructure are provided to meet the demand created. Necessary infrastructure can cover a range of services and facilities. These can include:

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

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

4.35 Infrastructure has been traditionally provided or funded by developers through legal agreements under Section 106 of the Town and Country Planning Act (1990). This system is being partially replaced by the Community Infrastructure Levy (CIL). CIL provides a tariff that local authorities can impose on new development, thus providing more certainty over costs. The Vale of White District Council is considering the preparation of a CIL charging schedule.

4.36 One of the steps in the process of introducing CIL is to identify the infrastructure that is needed to support future growth and how much it is likely to cost. A draft Infrastructure Delivery Plan (IDP) has been prepared in support of the draft local plan (LPP1).

4.37 The requirement to provide new or enhanced infrastructure must not be so onerous as to render development unviable, taking into account other policy requirements such as affordable housing provision. For this reason an independent viability study has been carried out to inform this strategy and the draft IDP⁽⁵²⁾.

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

Chapter 4: Spatial Strategy

Core Policy 5: Providing Supporting Infrastructure and Services

All new development will be required to provide, in a timely manner, for the on-site and, where appropriate, off-site infrastructure requirements necessary for the development to be sustainably accommodated.

Infrastructure requirements will be delivered directly by the developer wherever possible and appropriate, otherwise through an appropriate financial contribution prior to, or in conjunction with, new development.

In identifying infrastructure requirements, development proposals must demonstrate that full regard has been paid to the Infrastructure Delivery Plan and all other relevant policies of this plan. Joint working with adjoining authorities will be encouraged to ensure that wider strategic infrastructure requirements are appropriately addressed.

Proposals for major development should be supported by an independent viability assessment. If the viability assessment adequately demonstrates that development proposals are unable to fund the full range of infrastructure requirements, then the Council will:

- i. prioritise the developer contributions sought in accordance with the IDP
- ii. use an appropriate mechanism to defer part of the developer contributions requirement to a later date, as agreed by all parties, and
- iii. as a last resort, refuse planning permission if the development would be unsustainable without inclusion of the unfunded infrastructure requirements.

Infrastructure provision will be delivered through the development management process. Planning conditions and planning obligations will be sought to mitigate the direct impact (s) of development, secure its implementation, control phasing where necessary, and to secure and contributions to the delivery of infrastructure necessary to the development.

If a Community Infrastructure Levy (CIL) is adopted, a CIL Charging Schedule will be prepared and CIL revenue will be used to provide new and improved infrastructure necessary to deliver new development.

Chapter 5: Sub-Area Strategies

Chapter 5: Sub-Area Strategies

This chapter sets out three Sub-Area Strategies, which show how the Spatial Strategy will be delivered in each part of the Vale. They give spatial expression to the strategy and ensure that it is locally distinct and focused on the needs of each part of the district. The three sub-areas are:

Abingdon on Thames and Oxford Fringe – which covers the northern and north eastern part of the Vale characterized by the strong functional relationship with the City of Oxford. It contains the Market Town of Abingdon on Thames, the Local Service Centre of Botley and several Larger Villages including Kingston Bagpuize, Marcham and Drayton. A large part of this sub-area is located within the Oxford Green Belt.

South East Vale – which includes most of the Science Vale UK area and contains the Market Town of Wantage, the Local Service Centre of Grove as well as a number of significant employment sites, including the Enterprise Zone and Didcot A Power Station sites.

Western Vale – 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 Shrivenham and Watchfield.

Question 15

We have divided the District into three sub areas and devised strategies for each area. Do you agree with this approach and the levels of housing and employment development proposed for each sub area? If you disagree, what would you change?

Our interactive website where you can answer these questions on-line can be found at: <http://whitehorsedc.gov.uk/localplanpartone>

Chapter 5: Sub-Area Strategies

Abingdon on Thames and Oxford Fringe Sub-Area Strategy

Introduction

5.1 The Abingdon on Thames and Oxford Fringe Sub-Area lies in the north of the Vale District. It has strong functional links with Oxford City and 56 percent of the sub-area is located within the Oxford Green Belt. The sub-area provides housing for residents working in Oxford City and also functions as a significant employment area in its own right. The sub-area has good access to the strategic road network with both the A34 and A420 providing linkages to the M4, Swindon, the M40, and the Midlands. However, the road network is often operating close to its capacity, and any future development in this area needs to be carefully managed.

5.2 The market town of Abingdon on Thames is the largest settlement in the sub-area and in the district. It is England's oldest continuously inhabited town and its attractive frontage to the River Thames and historic core, including the County Hall, Market Place and Abbey Gardens, are important features of its special character.

5.3 Abingdon on Thames is an important employment and service centre both for the wider sub-area and the district and contains major community, cultural, recreational and educational facilities. There are a number of popular independent schools and a further education college in Abingdon on Thames and education forms one of the largest employment sectors in the town. The majority of Abingdon on Thames's residents enjoy a good quality of life, although the town also includes some areas of deprivation⁽⁵³⁾.

5.4 Abingdon on Thames has experienced sustained growth over the last few decades. It is therefore important that any future growth is carefully planned to ensure environmental constraints are carefully managed and highway capacity constraints are appropriately addressed.

5.5 The second largest settlement in the sub-area is Botley, which is located on the south-western edge of Oxford, and consists of parts of the North Hinksey and Cumnor parishes. Botley has strong links with the City of Oxford and also functions as an important local service centre in its own right. It houses the Oxford Brookes University Harcourt Hill Campus.

5.6 The Abingdon on Thames and Oxford Fringe Sub-Area contains a network of attractive rural villages, which include the larger villages of Kingston Bagpuize, Marcham, Drayton and Sutton Courtenay.

5.7 Strategic housing or employment growth within the sub-area, particularly that located in south Abingdon and Drayton, would only be supported if satisfactory measures to improve highway capacity have been identified and shown to be deliverable.

5.8 The over-arching priority for the area is to maintain the service and employment centre roles for Abingdon on Thames and Botley, whilst ensuring future growth is managed with regard to pressure on the highway network and continues to respect the Oxford Green Belt.

Chapter 5: Sub-Area Strategies

Local planning issues

5.9. Housing and employment

- There are a number of constraints affecting the scope to allocate strategic growth in the sub-area. For example, Abingdon on Thames is bounded to the north by the Oxford Green Belt, to the west by the A34, and to the south and east by the River Thames and its flood plain.
- The least constrained areas of undeveloped land lie to the south of the town. However, strategic housing growth could only be sustainably accommodated alongside the development of a town centre bypass which would need to be appropriately funded. Current evidence suggests that such a bypass would not be financially viable to be funded solely by development.
- Housing sites may be identified through the Local Plan 2029 Part 2, through community led neighbourhood plans, or through the development management process. It will first be necessary to demonstrate that any impacts on the highway network and local environment can be acceptably managed.
- Future housing development in Botley is also constrained by the Oxford Green Belt and flood risk. Some former Local Plan allocations have been delayed whilst upgrades to the local drainage system have been implemented. These allocations will provide housing supply in the first part of the plan period⁽⁵⁴⁾. It is important that any development in Botley is carefully managed to maintain the character of lower density areas such as Cumnor Hill ⁽⁵⁵⁾.
- The sub-area contains a number of important employment sites, including Abingdon Science Park, Abingdon Business Park, Curtis Industrial Estate, Hinksey Business Park, Minns Business Park and Seacourt Tower. Existing employment sites will be protected in accordance with Core Policy 25. However, due to the constraints identified it is currently not appropriate to allocate any future strategic employment growth in Abingdon on Thames and Botley.

Transport

- There is significant existing highway congestion within the sub-area, especially in peak commuting hours. This includes traffic congestion on the A34 which is operating at or above peak hours capacity, particularly at Abingdon on Thames and Botley⁽⁵⁶⁾. There is also significant congestion along the Drayton and Marcham Roads, and where the A415 Marcham Road runs through the centre of Abingdon on Thames and its junctions with the A34. Work will be essential to identify long-term solutions to the current highway capacity constraints.

Environmental

- The Oxford Green Belt performs an important role in protecting land around the City of Oxford from incremental encroachment and will be maintained in accordance with national policy. Any review of the Green Belt during the plan period will be conducted in accordance with the 'duty-to-cooperate' and national guidance.

54 150 homes at Tilbury Lane, 130 homes at Lime Road and 192 homes on the former Timbmet site

55 Vale of White Horse District Council (2009) Residential Design Guide

56 OCC Local Transport Plan 3, 2011-2030

Chapter 5: Sub-Area Strategies

- Those parts of Botley closest to the A34 have been declared an Air Quality Management Area (AQMA) due to the pollution generated by the heavy volume of traffic. The Council will continue to monitor levels of nitrogen dioxide in this area.
- Central Abingdon on Thames was designated as an AQMA for nitrogen dioxide in 2006 and an action plan was approved in 2009. Abingdon's Integrated Transport Strategy (AbITS) was subsequently put in place to alter the flow of traffic within the town centre. Pollution levels in the town will continue to be monitored.

Retailing

- Abingdon on Thames is one of the main shopping and commercial centres within the district. The town offers a mix of national multiple retailers and small independent traders, and provides a good range and choice of services such as banks, cafés and restaurants. Recent enhancements to the Abbey Shopping Centre have improved the attractiveness of the town centre, and proposals for further improvements in the Abbey Shopping Centre and Charter area will be supported in line with Core Policy 7.
- Fairacre Retail Park is an out-of-centre retail park located on the western edge of Abingdon on Thames, and includes popular retail warehouses.
- The main shopping centre in Botley is known as West Way. Although popular, offering a range of shops and services including restaurants and a library, the age and condition of its buildings detract from the centre's appearance. Elms Parade is located in close proximity to the West Way centre and includes a number of independent shops. Proposals for the refurbishment of Botley's central area, including the West Way shopping centre and Elms Parade, will be supported in accordance with Core Policy 8.
- The Seacourt Retail Park at Botley is well established and provides a different function to the West Way centre, catering mainly for DIY and bulky goods. These centres should remain distinct from each other in terms of retail offer.

Neighbourhood Planning

- Drayton Parish Council are in the process of producing a Neighbourhood Plan. Other parishes in the sub-area are also considering the process. Once neighbourhood plans are adopted they will form part of the Development Plan for the district and will be used in making planning decisions in the identified area. The District Council will support towns and parishes wishing to undertake a Neighbourhood Plan, as well as other forms of community led plans.

Chapter 5: Sub-Area Strategies

How will the Abingdon on Thames and Oxford Fringe Sub-Area change by 2029?

5.10 The sub-area will continue to provide an attractive place to live, with development having been carefully managed and the Oxford Green Belt protected.

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

5.12 Botley will continue to function as a thriving community on the western edge of Oxford and new housing will have been sensitively designed to complement the attractive environments of Cumnor Hill and North Hinksey village. The centre of Botley will function as a safe and vibrant local service centre and the Seacourt retail park will have maintained its own identity.

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

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

5.15 The countryside and villages will have maintained their distinctive character and will be much enjoyed by those living, working and visiting the Vale. Growth within the larger villages will have helped to maintain or enhance their services and to provide for residents day-to-day needs. New residents in the villages will be helping to sustain the services and social life of the rural communities.

Chapter 5: Sub-Area Strategies

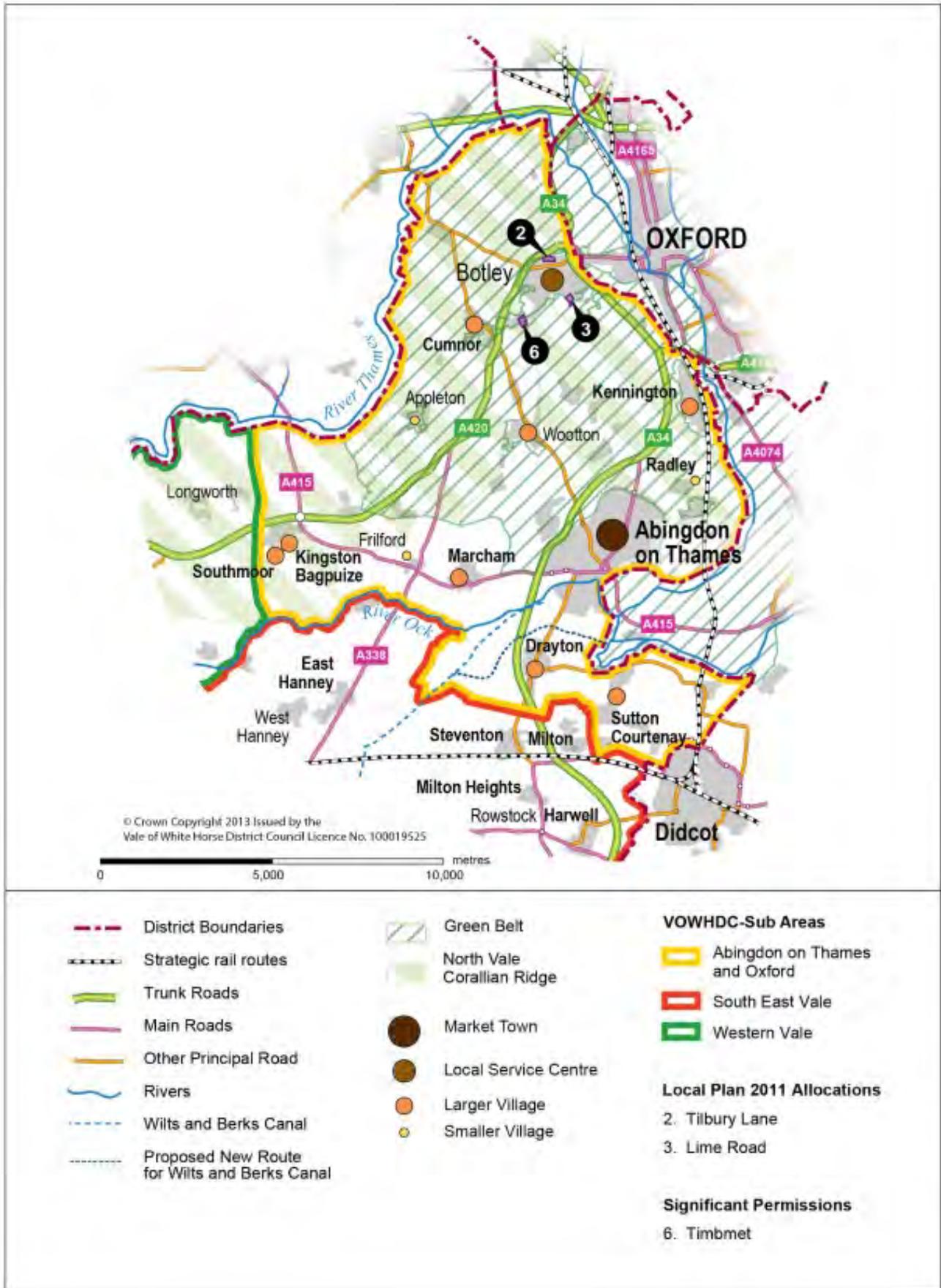


Figure 5.1: Abingdon and Oxford Fringe Sub-Area

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Core Policy 6: Spatial Strategy for Abingdon on Thames and Oxford Fringe Sub-Area

Development in the Abingdon on Thames and Oxford Fringe Sub-Area should be in accordance with the Settlement Hierarchy set out in Core Policy 2:

Market Town: Abingdon on Thames

Local Service Centre: Botley

Larger Villages: Cumnor, Drayton, Kennington, Kingston Bagpuize and Southmoor, Marcham, Radley, Sutton Courtenay and Wootton

Smaller Villages: Appleton and Frilford

Housing

Over the plan period (2006 to 2029), at least 2291 new homes will be provided in broad accordance with the spatial distribution set out in Table 5.1, sites for 299 of these homes remain to be identified. No strategic housing sites will be allocated within the sub-area in the Local Plan 2029 Part 1. Therefore, first consideration will be given to this sub-area should additional sources of housing supply need to be identified in the plan period, providing growth can be sustainably accommodated.

Employment

3.20 Hectares of employment land are identified for future business and employment growth (Table 5.2). In addition, the following strategic employment sites will be safeguarded for employment use in line with Core Policy 25.

Strategic employment sites:

Abingdon on Thames:

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

Botley:

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

Chapter 5: Sub-Area Strategies

Table 5.1: Proposed housing delivery targets for the Abingdon on Thames and Oxford Fringe Sub-Area

| Area | Housing already provided for | | | Housing to be identified | |
|--------------------|------------------------------|------------------------|-------------------------|--------------------------|----------------------------|
| | Requirement 2006-29 | Completions April 2012 | Commitments April 2012* | Strategic sites | Remainder to be identified |
| Abingdon on Thames | 2291 | 740 | 175 | 0 | 299 |
| Botley | | 199 | 459 | 0 | |
| Remainder | | 287 | 132 | 0 | |
| Sub-area total | | 1226 | 766 | 0 | |

Note: Housing proposals are based on the South East Plan which is being revoked but are currently the most appropriate figures available. Final housing figures will be informed by new evidence and may differ.

*Sites allocated in the Vale Local Plan 2011 or with planning permission.

Table 5.2: Proposed employment provision in the Abingdon on Thames and Oxford Fringe Sub-Area

| Site Name | Type of site | Hectares |
|------------------------|--|-------------|
| Abingdon Business Park | Saved Vale of White Horse Local Plan 2011 Allocation | 0.67 |
| Abingdon Science Park | Saved Vale of White Horse Local Plan 2011 Allocation | 0.74 |
| Cumnor Hill, Botley | Saved Vale of White Horse Local Plan 2011 Allocation | 0.3 |
| Wootton Business Park | Saved Vale of White Horse Local Plan 2011 Allocation | 1.48 |
| Total | | 3.20 |

Chapter 5: Sub-Area Strategies

Abbey Shopping Centre Abingdon on Thames

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

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

5.18 A supplementary planning document (SPD)⁽⁵⁷⁾ for the area was adopted by the council in 2011 and sets out planning and urban design guidance to guide the design of high quality retail-led redevelopment proposals.

5.19 The first phase of redevelopment, which involves improvements to the Abbey Shopping Centre, is nearing completion. The next phase is on the Charter Area, and could involve provision of a large food store. The redevelopment of this area remains a key objective in seeking to improve Abingdon on Thames town centre, and Core Policy 7 therefore supports proposals for enhancement and refurbishment of the Abbey Shopping Centre and the Charter Area

5.20 The most up-to-date retail study⁽⁵⁸⁾ indicates provision of a large foodstore in the Charter Area would meet the need for additional convenience goods floorspace in the town and wider catchment up to 2029. There will be some residual need for comparison floorspace in the Abingdon on Thames catchment between 2024 and 2029, and this could be accommodated within the Abbey Charter development depending on the net increase in comparison floorspace on the site. Options for maximising the provision of comparison floorspace on the site should therefore be considered, in light of the most up-to-date projections of retail need.

5.21 Making the town centre more attractive for cultural and recreational activities will help to ensure the town centre and Fairacres Retail Park maintain their complementary roles.

57 Vale of White Horse District Council (2011) Abbey Shopping Centre and the Charter, Abingdon Development Brief

58 Nathaniel Lichfield & Partners (NLP) (2012) Retail and Town Centre Study – Vale of White Horse District Council – DRAFT, November 2012

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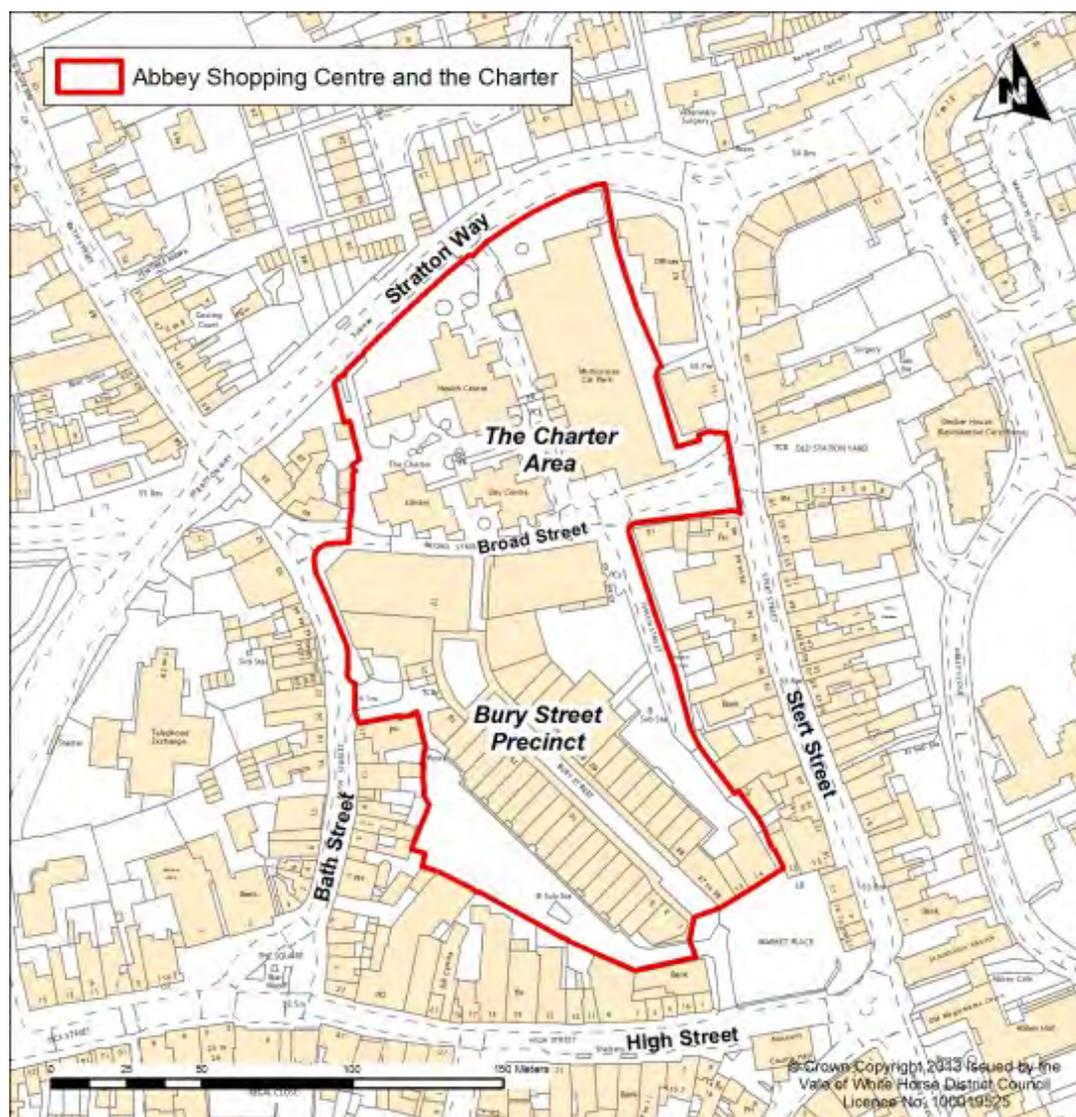


Figure 5.2 :Abbey Shopping Centre and Charter Area Abingdon on Thames

Core Policy 7: Abbey Shopping Centre and the Charter, Abingdon on Thames

Within the Abbey Shopping Centre and the Charter Area (to be defined on the Adopted Policies Map) proposals which lead to environmental enhancement and major refurbishment or development will be supported. Applicants will need to demonstrate that proposals reflect the planning and urban design guidance set out in the adopted Supplementary Planning Document for the area.

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

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Central Botley

5.22 The West Way shopping centre is a 1960s part-covered shopping centre which forms the main shopping area in Botley. The West Way centre is located to the rear of Elms Parade which contains a number of small independent shops. This shopping area has served Botley well over the years, but the West Way centre is now in need of refurbishment. The latest retail study⁽⁵⁹⁾ notes that the shopping environment in Botley is dated and relatively unattractive. Core Policy 8 therefore supports proposals for the comprehensive redevelopment of the Botley central area (Figure 5.3), including West Way shopping centre and Elms Parade.

5.23 Comprehensive redevelopment of the central area could provide a large supermarket, shops, offices, car parking and other uses to meet the needs of Botley and the surrounding area. The latest retail study indicates that Botley does not adequately cater for main and bulky food shopping trips. The provision of a food superstore could address this deficiency. The retail study also notes that the provision of leisure and entertainment facilities, other than restaurants and pubs, is limited in Botley. Comprehensive redevelopment of the area could include commercial leisure facilities, thereby helping to improve the overall offer and appeal of Botley as a shopping and leisure destination.

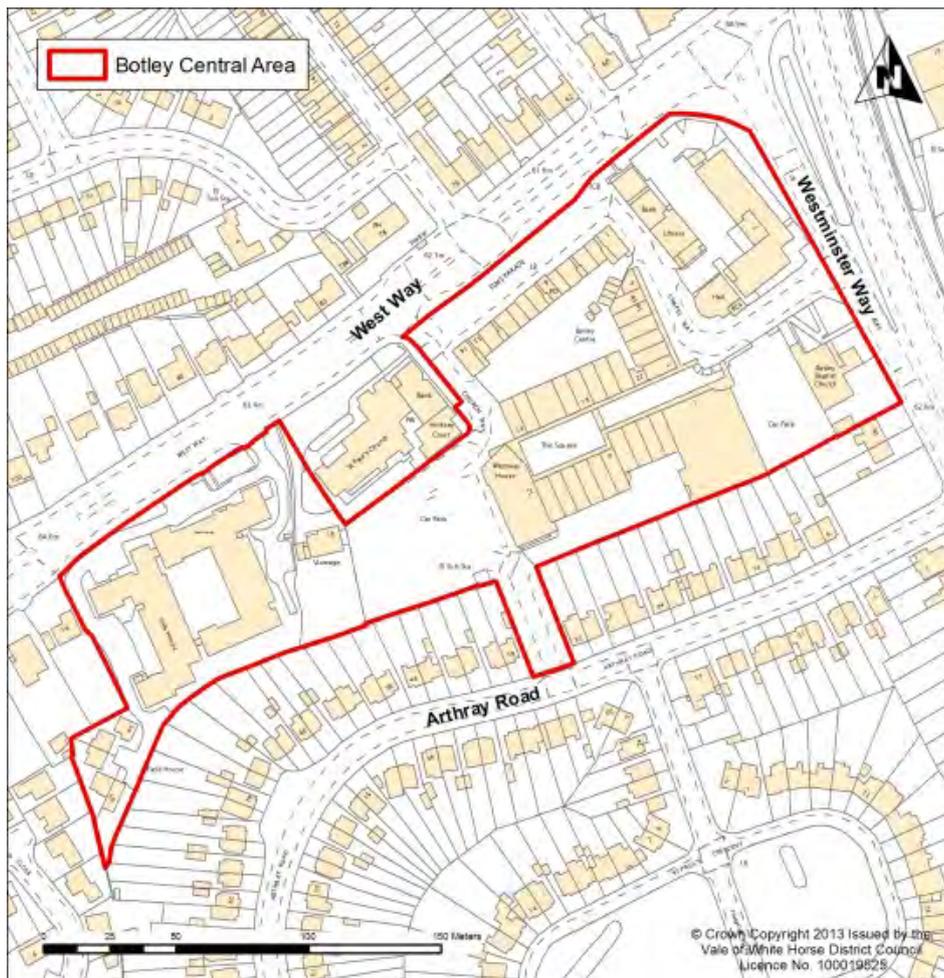


Figure 5.3 : Botley Central Area

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Core Policy 8: Botley Central Area

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

- i. taken as a whole, the proposals support and are appropriately scaled to the role and function of Botley as a Local Service Centre providing a well-integrated mix of shops and services to meet day-to-day shopping needs of the local area.
- ii. effective and proportionate use is made of development potential above ground level and on more peripheral parts of the site for a mix of uses including, but not limited to, office, community, residential, hotel and leisure activities.
- iii. existing community facilities, including the community hall, library and Baptist church are replaced with facilities of an appropriate size and quality to meet current and likely future local needs.
- iv. it can be demonstrated that proposals will not harm the character or appearance of the Botley central area, and will not cause unacceptable harm to the amenities of nearby residents, for example by noise pollution from late night opening.
- v. proposals for the site are prepared through a comprehensive master planning process providing an integrated solution to site access, servicing and sufficient car parking whilst prioritising the pedestrian customer environment.

Abingdon on Thames historic character and River Thames

5.24 The Market Town of Abingdon on Thames contains a number of important historic buildings. The historic core, position on the River Thames, and environmental features (including the open meadows and Abbey Gardens) together form part of the town's special character. Development should protect this special character and where possible, opportunities should be sought to deliver enhancements. Any development, which could affect the historic character of Abingdon on Thames, must be in conformity with Core Policy 38.

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The Oxford Green Belt

5.25 The purpose of the Oxford Green Belt in the Vale district is to prevent urban sprawl by keeping the land permanently open and to preserve the setting and special character of Oxford.

5.26 The National Planning Policy Framework states that Green Belt boundaries should only be altered in exceptional circumstances⁽⁶⁰⁾. The Vale council has found that there is sufficient land to meet its housing needs at this stage without releasing land from the Green Belt. If the boundary needs to be redrawn in the future this could be considered through a Local Plan Review.

5.27 The existing Local Plan 2011 Policy GS3 will be saved. This policy complements the National Planning Policy Framework by providing local advice and by defining where any exceptions to inappropriate development in the Green Belt may be acceptable.

5.28 Redevelopment of brownfield sites will be permitted in accordance with national guidance. We will support the continued use of the following key brownfield sites within their boundaries to be identified on the Adopted Policies Map. These sites were listed as major development sites in the Local Plan 2011 as follows:

- Dalton Barracks
- Farmoor Water Treatment Works
- Swinford Water Treatment Works
- Radley College
- Templeton College
- Oxford Brookes Harcourt Campus
- Cothill School
- Chandlings Manor, and
- Oaken Holt Nursing Home

Core Policy 9: The Oxford Green Belt

The Oxford Green Belt will continue to be protected to maintain its openness and open character. Inappropriate development that is harmful to the Green Belt will not be approved except where the scheme provides exceptional community benefits that cannot reasonably be provided elsewhere and outweigh the harm from the loss of Green Belt land in very special circumstances.

Development on previously developed sites within the Green Belt should not have a greater impact on the openness of the Green Belt and the purpose of including land in it than the existing development. Proposals should:

- i. ensure any new buildings would not exceed the height of existing buildings
- ii. not lead to a major increase in the developed proportion of the site, and
- iii. not have an adverse impact on the landscape.

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Oxford Brookes Harcourt Hill Campus, Botley

5.29 The Oxford Brookes University Harcourt Hill campus is identified as a key previously developed site within the Oxford Green Belt. The site is currently home to the Westminster Institute of Education. The University wishes to improve the quality of the campus and is reviewing its future role.

5.30 A masterplan is currently being prepared to set out the strategy for the long-term development of the site in consultation with the local community and other stakeholders. The masterplan will help to ensure that the campus evolves in a coherent and comprehensive manner to provide improved educational facilities, including student accommodation and academic buildings. The council intends to adopt the masterplan as a supplementary planning document, once it has been satisfactorily completed.

5.31 Core Policy 10 supports the redevelopment of the Harcourt Hill Campus where proposals meet the specific criteria set out in the policy. Transport and access matters will need to be agreed with Oxfordshire County Council and proposals will also need to meet the requirements of Core Policy 9 (the Oxford Green belt) in relation to the development of previously developed land. The boundary of Harcourt Hill Campus remains as shown on the Local Plan 2011 Proposals Map.

Core Policy 10: Harcourt Hill Campus

The council will work proactively with the University to develop a masterplan that meets its business objectives, for adoption as SPD. Proposals for the redevelopment of the Oxford Brookes University Harcourt Hill campus that accord with the adopted Masterplan SPD will be supported within the key previously developed site boundary provided that:

- i. the scale of development proposed can be safely accommodated on the local road network
- ii. there is an effective strategy in place to manage car parking demand and promote access to the site by sustainable modes of transport, and
- iii. long distance views of the site from Oxford, are safeguarded, and new development does not detract, by reason of its height or form, from views of the existing spires.

Transport

5.31 The Abingdon on Thames and Oxford Fringe Sub-Area is highly constrained in transport terms. The most significant constraints are linked with the challenge of creating appropriate crossings of the River Thames, the historic town centre of Abingdon on Thames (with its narrow roads) and capacity issues associated with the A34.

5.32 The sub-area is subject to two principal barriers to growth related to transport. These are:

- Abingdon on Thames and Botley are constrained by congestion from traffic accessing Oxford via the A34 and Botley Road, and
- Drayton Road (B4017) is a key route into Abingdon on Thames from the south. This road already suffers from significant congestion in both the morning and evening peak periods which, for those living in the existing residential areas on the south side of Abingdon on Thames results in

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

5.33 The transport constraints at Abingdon on Thames are a key reason why strategic growth is not planned for the town in this document. At present there are no identified solutions to these problems, which are likely to be undeliverable without significant investment.

5.34 One possible long-term approach to alleviating traffic congestion on the south side of Abingdon on Thames would involve the provision of a new southern by-pass for the town, including a second Thames crossing. Without this bypass it is likely that additional development to the south of Abingdon on Thames would be inappropriate.

5.35 A second Thames crossing would be a major infrastructure project requiring significant financial investment. As this is not currently identified as a strategic priority at a county level there is currently no funding identified to support it. Therefore, as further growth would generate the need for a second crossing, it would also have to fund it solely from development.

5.36 Planning and funding of transport infrastructure takes a long time to prepare. It is therefore proposed that the land relating to a possible future southern bypass and second Thames Crossing is safeguarded. The safeguarding of this land is important to protect the land necessary to deliver these schemes from being developed in the interim period. Development of this land in the interim period could prevent larger scale growth in Abingdon on Thames in the future and affect the longer term economic prosperity of the town. Safeguarding the land will enable any future joint working between the District Council, Oxfordshire County Council, Highways Agency, and other stakeholders to continue working to identify ways to deliver such a scheme in the future.

5.37 Policy 11 and the accompanying map in **Appendix E** identifies land to be safeguarded. The detailed design of any schemes for which land has been safeguarded has not yet been undertaken. As a result, to enable flexibility, the mapped safeguarded areas have been drawn wider than may eventually be necessary.

Core Policy 11: Safeguarding of land for transport schemes in the Abingdon on Thames and Oxford Fringe Sub-Area

Land is required to be safeguarded, as shown by the map in **Appendix E**. Any proposals for new development should take account of the safeguarded area shown.

The land required, or expected to be required, for these schemes will be safeguarded from development for alternative uses, although some temporary uses may be acceptable.

Planning permission will not be given for development that would prejudice the construction or effective operation of these schemes. New development adjacent to land required for a transport scheme should be carefully designed in relation to that scheme, having regard to matters such as building layout, noise insulation, landscaping and means of access.

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South East Vale Sub-Area Strategy

Introduction

5.38 The main settlements within the sub-area are the market town of Wantage and the nearby large village of Grove. The sub-area also extends within Harwell parish, to the western edge of Didcot, a town located in South Oxfordshire. Didcot has been identified for significant growth and some of this growth is proposed to be located within the Vale. This strategy has therefore been developed in close cooperation with South Oxfordshire District Council.

5.39 The South East Vale Sub-Area also houses a number of significant centres of employment, including several sites located within the Science Vale UK area. These include Harwell Oxford Campus, a growing community of internationally important science and technology enterprises and Milton Park, the location for a cluster of knowledge based and innovation businesses. A number of sites at these locations were designated as an Enterprise Zone in 2011.

5.40 The coal and gas fired power stations at Didcot are located within the sub-area and form a dominant feature on the area's landscape. The coal fired power station, Didcot A, is scheduled to close in March 2013. It will offer a significant opportunity for further expansion of employment within the area in 2017/18 when the site is cleared and remediated.

5.41 The historic market town of Wantage and the nearby large village of Grove are separate settlements with their own unique character and identity, which need to be protected. The settlements also have a strong functional relationship, with many shared services, including for health, education and leisure. It is therefore important that any growth in the area is carefully coordinated to ensure service and infrastructure provision closely matches the needs of the two communities.

5.42 Wantage is the second largest settlement in the district and is a shopping and service centre for a large rural catchment. Its attractive market place and downland setting are essential components of its character. The North Wessex Downs Area of Outstanding Natural Beauty (AONB) extends to the southern edge of the town. The nearby large village of Grove is the third largest settlement in the district. However, previous housing permissions in the village, granted on appeal, have not delivered the range and quality of services a settlement of this size would normally expect. It is therefore essential that growth is planned to deliver necessary improvements for the village.

5.43 The South East Vale Sub-Area also houses many attractive rural villages and approximately half of the area lies within the North Wessex Downs AONB. These more rural settlements are an important part of the wider community and their historic character should be protected. Small-scale growth will continue to be supported to help village services continue to be viable and to meet local need.

5.44 The focus of this sub-area strategy is to ensure employment growth centred on the Enterprise Zone and Science Vale UK sites is delivered alongside strategic housing development. A package of both strategic and local infrastructure provision forms an integral feature of the planned housing and employment development to deliver balanced and sustainable growth.

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Local planning issues

5.45 Housing and employment

- Wantage, Grove, Harwell Oxford Campus and Harwell parish east of the A34 have all been identified as sustainable locations for strategic housing development. The provision of new housing will help to improve the self-sufficiency of the South East Vale Sub-Area overall and provide opportunities for living closer to places of work.
- Job growth in the sub-area will be focused at the Science Vale UK sites, which make a nationally significant contribution to the UK economy and provide the area with a positive opportunity for providing more jobs. Local needs will be met with further employment development at Grove, which will help to strengthen the self sufficiency of the area. Existing employment sites will be protected in accordance with Core Policy 25.
- The proposed housing and employment growth at Wantage and Grove will support the vitality and viability of the area, by among other things, increasing the population to support improvements to both services and the retail offer. Improvements are needed to a range of facilities at Wantage and these could include new indoor leisure facilities.

Transport

- The strategic housing and employment growth across the sub-area will contribute to the delivery of important enabling infrastructure improvements, in particular, a package of significant transport measures known as the Science Vale UK Integrated Transport Package.
- New transport infrastructure will include delivering the Wantage Eastern Link Road (WELR) and new roads to the west of Didcot, located in Harwell parish, along with improvements to public transport. A new road north of Grove, linking the A338 and development to the west of Grove, is also identified as a local priority, to be referred to as the Grove Northern Link Road (GNLR).
- Primary school places in Wantage and Grove are currently close to full capacity. Strategic growth at these settlements will help to ensure school places can be provided as part of a long term and sustainable strategy for education provision in the area. This will be the subject of a separate County Council consultation with the local community during 2013.

Retailing

- Wantage is one of the main shopping and commercial centres within the district. The centre provides a reasonable range and mix of national and independent comparison retailers, and has a good range and choice of non-retail services. The vitality and viability of Wantage town centre will be maintained and enhanced through the implementation of Core Policy 28.
- Grove functions as a small neighbourhood shopping centre with a limited range of comparison shops and predominantly independent traders serving day to day shopping needs. Grove's role as a local shopping centre will be supported by Core Policy 28. The Local Plan 2011 allocation of 2,500 new homes on the former Grove Airfield site will provide a new local centre, which will help to improve the range of shops available in the village.

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Environment

- Wantage Market Place contains many historic buildings and groups of buildings which are important to the overall 'sense of place' and quality of the town centre. Future development should be of high quality design and well integrated with the existing built form and landscape setting of the town. Heritage assets and their setting should be preserved.
- The sub-area contains many areas important for their environmental or landscape value. These include the Letcombe Brook green corridor, which provides informal recreation, amenity and wildlife value and is an important flood management feature. Other land between East Challow and Wantage and Wantage and Grove helps to preserve the separate and unique identities of these communities and so it is important these areas are protected from development.
- The proposed restoration of the Wiltshire and Berkshire Canal provides an opportunity to promote tourism within the area and provide waterside facilities for informal recreation, walking and cycling. Opportunities to maximise the benefit of the canal restoration will be supported in accordance with Core Policy 39.

Neighbourhood Planning

- Any adopted Neighbourhood Plans will form part of the Development Plan and will be used in making planning decisions in the identified area. The District Council will continue to support towns and parishes wishing to undertake a Neighbourhood Plan as well as other forms of community led plans.

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How will the South East Vale Sub-Area change by 2029?

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

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

5.48 The ecological value of the Letcombe Brook will have been enhanced and will continue to function as an important wildlife habitat. The strategic development sites will have successfully extended the network of green spaces in the area for both recreation and wildlife benefits.

5.49 Strategic development in Harwell parish, to the west of Didcot, will have provided a sustainable urban extension of high quality homes and community facilities. The Science Vale UK Integrated Transport Package of strategic road improvements will have been delivered and helping to reduce traffic congestion.

5.50 The town centre in Wantage will have been protected and enhanced and the local centre in Grove will have been strengthened. The countryside and villages will have maintained their distinctive character and will be much enjoyed by those living, working and visiting the Vale. The larger villages will have retained their separate identities and their services will provide for residents day to day needs. New residents in the villages will be helping to sustain the services and social life of the rural communities.

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Figure 5.4: South East Vale Sub-Area

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Core Policy 12: Spatial Strategy for South East Vale Sub-Area

Development in the South East Vale Sub-Area should be in accordance with the Settlement Hierarchy set out in Core Policy 2:

Market Town: Wantage

Local Service Centre: Grove

Larger Villages: Blewbury, East Challow, East Hanney, East Hendred, Harwell, Milton, Milton Heights and Steventon

Smaller Villages: Ardington, Chilton, Letcombe Regis, Rowstock, West Hanney, West Hendred and Upton

Housing

Over the plan period (2006 to 2029), at least 9535 new homes will be provided in broad accordance with the spatial distribution set out in Table 5.3. Sites for 419 of these homes remain to be identified. Land identified for strategic growth is shown below.

| | | |
|---------------------------------|-----------------------|----------------|
| Wantage and Grove | Crab Hill | 1500 dwellings |
| Wantage and Grove | Monks Farm | 750 dwellings |
| Harwell parish, east of the A34 | Valley Park | 2150 dwellings |
| Harwell Oxford | Harwell Oxford Campus | 400 dwellings |

The strategic allocations will be brought forward through a master planning process involving the community, local planning authority and the developer and should meet any requirements as set out in the Development Templates shown by **Appendix A**.

Employment

132 Hectares of employment land will be provided (Table 5.4). In addition, the following strategic employment sites will be safeguarded for employment use in line with Core Policy 25:

Strategic employment sites:

Grove Technology Park

Grove Road, Wantage

Downsview Road, Grove

Station Road, Grove

Existing Business Premises around Didcot Power Station (not including vacant surplus land)

Milton Park Site

Harwell Oxford Campus.

In addition to the above sites, there is also recognised potential for up to 58 hectares of employment development at the Didcot A Power Station site. Development on this site should be in accordance with Core Policy 13.

Chapter 5: Sub-Area Strategies

Table 5.3 Proposed housing delivery targets for the South East Vale Sub-Area

| Area | Housing already provided for | | | Housing to be identified | |
|--------------------------------|------------------------------|------------------------|-------------------------|-------------------------------------|----------------------------|
| | Requirement 2006-29 | Completions April 2012 | Commitments* April 2012 | Proposed strategic site allocations | Remainder to be identified |
| Wantage and Grove, | 9535 | 495 | 2665 | 2250 | 419 |
| Harwell Parish east of the A34 | | 0 | 600 | 2150 | |
| Remainder | | 208 | 348 | 400 | |
| Sub-Area Total | | 703 | 3613 | 4800 | |

Note: Housing proposals are based on the South East Plan which is being revoked but are currently the most appropriate figures available. Final housing figures will be informed by new evidence and may differ.

*Sites allocated in the Vale Local Plan 2011 or with planning permission

Table 5.4 Proposed employment provision in the South East Vale Sub-Area

| Site Name | Type of Site | Hectares |
|------------------------|------------------------------------|----------|
| Milton Park | Saved Local Plan 2011 allocation | 28 |
| Harwell Oxford Campus | Saved Local Plan 2011 allocation | 64 |
| Didcot A* | Identified future potential supply | 29* |
| Grove Technology Park | Saved Local Plan 2011 allocation | 5.4 |
| North Grove Monks Farm | New mixed use strategic site | 6 |
| Total | | 132 |

* The Didcot A Power Station site consists of around 58 hectares for potential redevelopment. The Employment Land Review recommends that 29 ha of this land should be identified for employment development. Further development at this site should be considered in accordance with Core Policy 15 (Didcot A Power Station).

Chapter 5: Sub-Area Strategies

Employment

5.51 Harwell Oxford Campus is one of the largest employment centres in Oxfordshire and is a nationally important hub for research and scientific activity. Milton Park and Harwell Campus form an integral part of the Science Vale UK enterprise and technology area of international significance. The Science Vale UK area spans from Didcot in the east to Wantage and Grove in the west and includes the Science Centre at Culham within South Oxfordshire.

5.52 The Vale of White Horse District Council is committed to the future growth and development of the Science Vale UK area. The area has been identified as a strategic priority of the Oxfordshire Local Enterprise Partnership (LEP)⁽⁶¹⁾. Sites at the Harwell Campus and Milton Park were designated as an Enterprise Zone in 2011.

5.53 The Harwell Campus and Milton Park sites are both identified as strategic employment sites in Core Policy 12, providing a combined total of 92 hectares of available employment land. A Local Development Order has been adopted for Milton Park, which will simplify the planning process at the site for a period of 15 years. A Local Development Order may also be appropriate for the Harwell Campus, and the council will work with partners to ensure appropriate future planning for the development of this site.

5.54 There is an ambitious programme of job creation and growth for the Enterprise Zone sites, and for the Science Vale UK area more generally. It is important this growth is delivered alongside new housing and the provision of appropriate housing and infrastructure to help make the area more self-contained.

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

5.56 A key challenge to the continued attractiveness of this rapidly expanding area is the capacity of the local road network and a number of improvements have been identified in the Science Vale UK Integrated Transport Package, which is outlined in the transport section of this sub area strategy.

Didcot A Power Station

5.57 The Didcot A and B power stations are located on the western edge of Didcot, lying between the employment areas of Milton Park and Southmead Industrial Estate. Didcot A coal-fired power station is due to close in March 2013, whilst Didcot B gas-fired power station will continue to operate.

5.58 Around 58 ha of land at Didcot A will become available for redevelopment from 2018 onwards, once the power station has been decommissioned, existing buildings demolished, and surplus land remediated for re-use. The location of the Didcot A site is shown on Figure 5.5 . The continuing operation of Didcot B power station will impact on the appropriate uses of the Didcot A site.

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5.59 The Didcot A site is well-located for continued employment use. It is in the heart of the Science Vale UK area surrounded by other employment uses, and separated from residential areas. The site has good links to the strategic road network, and Didcot Parkway station is nearby. It also has a railhead, which could potentially be utilised for distribution purposes. The continuing operation of Didcot B power station will also impact on the appropriate uses of the Didcot A site.

5.60 The Employment Land Review (ELR) forecasts demand for approximately 143 ha employment land in the Vale between 2012 and 2029, and recommends that 29 ha of this land could be provided at the Didcot A site⁽⁶²⁾. However, the ELR also suggests that surplus employment land could be identified at this stage, and protected for employment use, until further information is gained⁽⁶³⁾.

5.61 Core Policy 13 therefore promotes employment development on up to 29 ha employment land on the Didcot A site, and indicates that further employment development will also be supported on the remainder of the site, subject to market demand.

5.62 In terms of the appropriate mix of employment uses on the site, the ELR recommends 17 ha of B1 use, 2 ha of B2 use and 10 ha of B8 use, and notes that this reflects the fact that there is likely to be higher relative demand for B1 uses compared to other employment uses over the plan period⁽⁶⁴⁾. The ELR also recognises that the appropriate mix of uses is subject to more detailed assessment of the suitability of the Didcot A site for office uses⁽⁶⁵⁾. Core Policy 13 therefore indicates that the mix of employment uses will need to reflect demand, suitability of the site, and any transport implications.

Core Policy 13: Didcot A Power Station

Proposals for the redevelopment of up to 29 ha of the Didcot A site for employment uses (B1, B2 or B8) will be supported, especially where effective use can be made of the railhead. The mix of employment uses will need to reflect demand, suitability of the site, and any transport implications to be identified by a detailed transport assessment.

On the remainder of the site, up to 29 ha of further employment uses will be supported subject to the considerations listed above. Complementary uses, such as institutional or community use, will also be supported on the remainder of the site subject to a master planning process, providing the uses are appropriate to the location adjacent to Didcot B Power Station.

Appropriate uses for the remainder of the site will be determined through the Local Plan 2029 Part 2 if not agreed beforehand through a master planning process.

62 URS (July 2012) Vale of White Horse Employment Land Review (ELR) 2012 Update – DRAFT REPORT, p 76.

63 As above: ELR Update 2012 – DRAFT REPORT, p77.

64 URS (July 2012) Vale of White Horse Employment Land Review (ELR) 2012 Update – DRAFT REPORT, p 82.

65 As above: ELR Update 2012 – DRAFT REPORT, p74.

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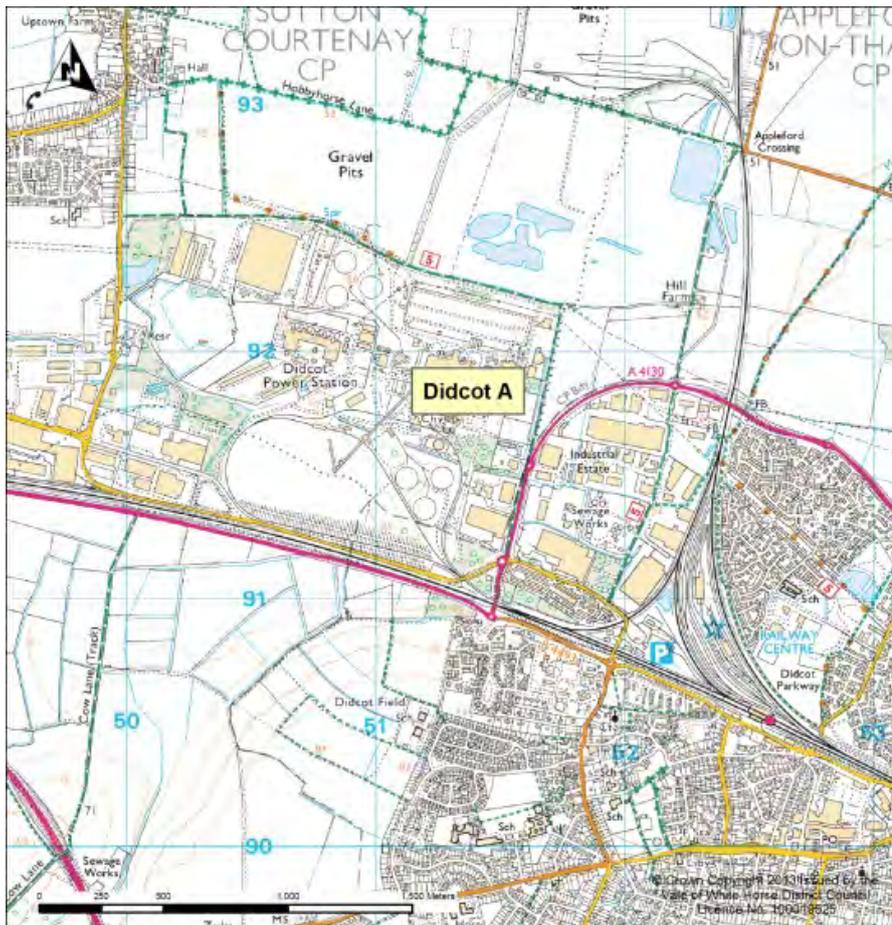


Figure 5.5 :Didcot A

Steventon Storage Facility

5.63 The Steventon Storage Facility, formerly used by the Home Office as a storage depot, is a 30 hectare site used for warehousing and distribution. It is located in the open countryside between Steventon and East Hanney. Although there is relatively little traffic arising from the site now, if used more intensively, it would result in significant amounts of traffic on an unclassified rural road. There is an aspiration for the business use to be relocated to a more sustainable site, at a scale that would generate a similar number of jobs to those currently on the site. Refer to Saved Local Plan 2011 Policy E15. This issue will be reviewed through the Local Plan 2029 Part 2.

Retail

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

5.65 The nearby settlement of Didcot, located in South Oxfordshire, also provides for the shopping needs of residents within the sub-area.

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Transport

5.66 Core Policy 5 sets out the principle that all developments will contribute to infrastructure provision. The Infrastructure Delivery Plans⁽⁶⁶⁾ that support the LPP1 sets out the currently identified requirements for a range of infrastructure providers.

5.67 A key challenge to the continued attractiveness of this rapidly expanding area is the capacity of the local road network. A number of technical evidence documents have identified the constraints and potential solutions to these challenges including the Delivering a Sustainable Transport System⁽⁶⁷⁾ (DaSTS) and the Southern Central Oxfordshire Transport Study (SCOTS)

5.68 Working jointly with key partners including Oxfordshire County Council, South Oxfordshire District Council and the Highways Agency, the recommendations of these studies have been refined into a package of transport measures known as the 'Science Vale UK Integrated Transport Package'. The package is required to enable all the growth within this sub area as well as the growth at Didcot and Culham Science Centre within South Oxfordshire.

5.69 The Science Vale UK Integrated Transport Package is outlined in detail in the Infrastructure Delivery Plans that accompany this plan. This package also forms part of the Science Vale UK Area Strategy within Oxfordshire's Local Transport Plan⁽⁶⁸⁾.

5.70 The main focus of these improvements is to ensure that there are efficient and effective transport linkages between the major Science Vale UK employment sites and the planned housing growth. Many of the infrastructure improvements relate to upgrading roads and road junctions, but the package also includes improvements to the strategic cycle and public transport network.

5.71 The main schemes within the Science Vale UK Integrated Transport Package (Figures 5.6 a to c) include:

- access to the strategic road network, for example improvements to the A34 at the Milton and Chilton junctions
- link road at north east Wantage between the A338 and A417 (Wantage Eastern Link Road)
- relief to the road network at Rowstock and Harwell
- improvement of the strategic cycle network, and
- improvement to the bus network, particularly between the proposed housing and employment sites.

66 <http://www.whitehorsedc.gov.uk/evidence>

67 Delivering a Sustainable Transport System (DaSTS) , 2010, produced on behalf of Oxfordshire County Council by Halcrow

68 Oxfordshire County Council, Local Transport Plan 3 2011-2030

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5.72 An important part of this package is the Wantage Eastern Link Road (WELR). This is required to help ensure that the proposed development in Wantage and Grove has good access to the employment sites without increasing significant traffic on already congested existing local roads through Charlton Village. As a result, all the allocated development in Wantage and Grove is required to fully fund the WELR through proportionate contributions in accordance with Core Policy 14.

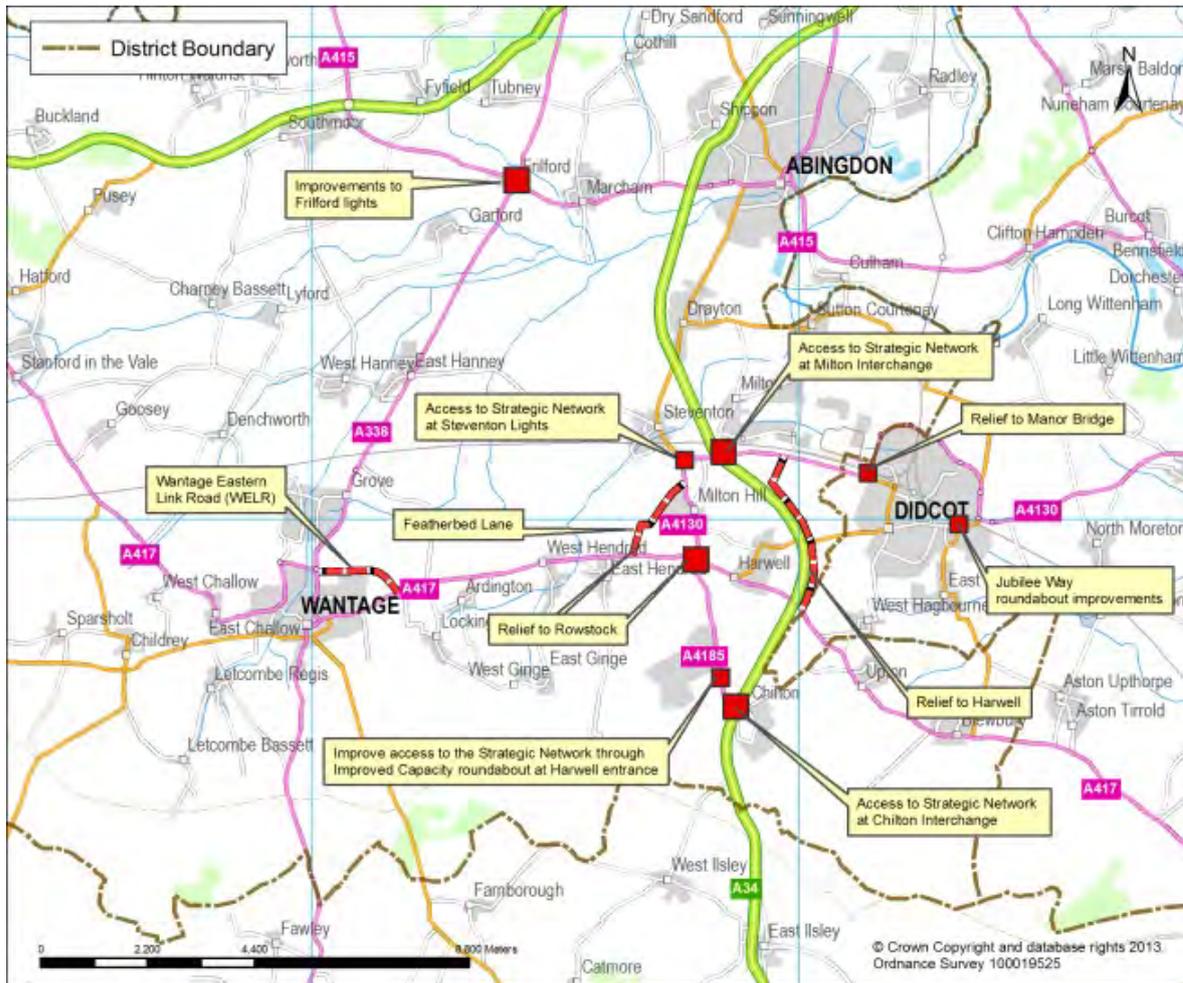


Figure 5.6a : Map showing the proposed road and junction improvements within the SVUK area

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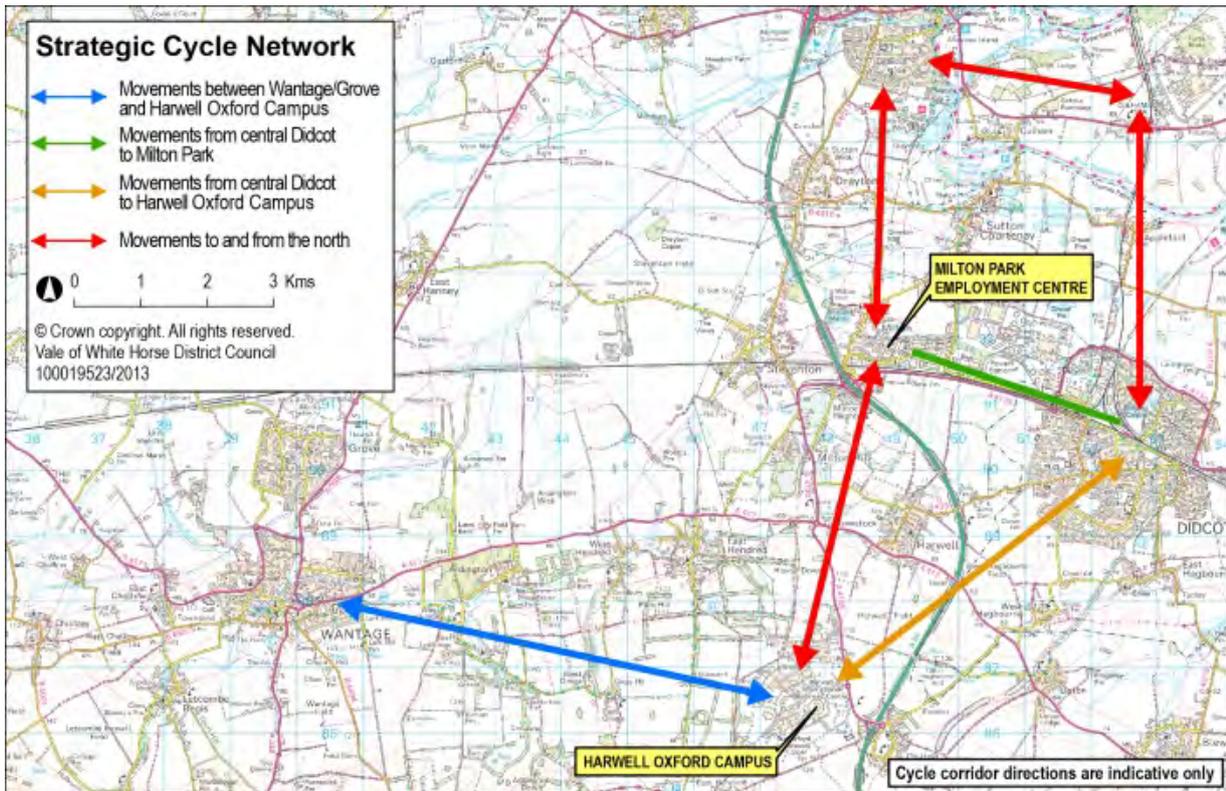


Figure 5.6b : Map showing the proposed SVUK strategic cycle network

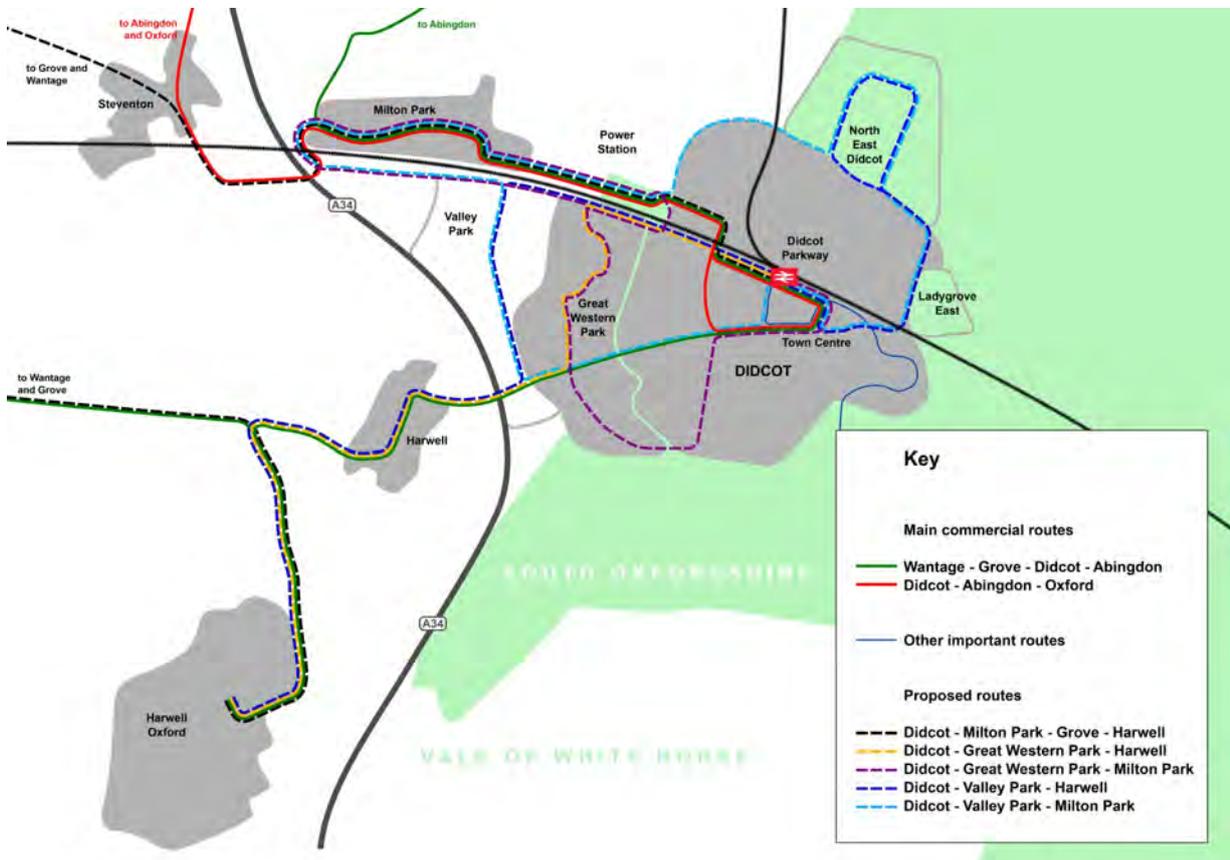


Figure 5.6c : Map showing the proposed improvements to the bus network within the SVUK area

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5.73 As acknowledged in both the Joint Didcot Infrastructure Delivery Plan produced in partnership with SODC and the Rest of Vale Infrastructure Delivery Plan the development in this sub area is dependent upon the delivery of the Science Vale UK Integrated Transport Package. The proposed level of growth has the ability to secure the future economic viability of the area and builds on existing economic drivers within the Science Vale UK area. However, the benefits of this growth would be undermined if the transport improvements are not secured.

5.74 Although development can commence prior to the construction of the highway schemes, a funding mechanism to deliver the infrastructure package needs to be in place, and then implemented over the plan period, to allow the full housing and employment provision to be delivered. Without investment into the package of infrastructure, the growth in the Science Vale UK area would be unsustainable and be put at risk. If the full funding for the delivery of this package of infrastructure is not forthcoming then the principle of this level of growth across Science Vale UK would have to be reviewed.

5.75 The strategic importance of these schemes has been acknowledged at a larger than local planning level. Local authorities have been working together through the Oxfordshire Spatial Planning Infrastructure Partnership and the Oxfordshire Local Enterprise Partnership to identify funding mechanisms for this infrastructure to secure its delivery. As part of this work this package has been identified as one of the top priority projects within the Oxfordshire Local Investment Plan.

Core Policy 14: Transport Delivery for the South-East Vale Sub-Area

In order to deliver the growth in this sub area and the wider Science Vale UK area, the Science Vale UK Integrated Transport Package has been identified as necessary to mitigate the impact of the planned growth across Science Vale UK and secure the future economic viability of the area.

The Wantage Eastern Link Road (WELR) is required to serve the strategic allocations at Wantage and Grove. It will help provide the development in this part of the sub area with good access to the major employment sites without significantly increasing traffic on local roads in Wantage. As a result, all the allocated development in Wantage and Grove is required to fully fund the WELR through proportionate contributions.

The details of the Science Vale UK Integrated Transport Package and the Wantage Eastern Link Road are detailed within the Infrastructure Delivery Plans.

All development within the South East Vale Sub-Area will be required to contribute towards the Science Vale UK Integrated Transport Package.

5.76 In addition to the Science Vale UK Integrated Transport Package there is an existing requirement for a development road to serve the Local Plan 2011 allocation at Grove Airfield. This is known as the Grove Northern Link Road (GNLR) and is required to provide access to the Grove Airfield site from the A338. It does not form part of the Science Vale UK Integrated Transport Package.

5.77 Planning and funding of transport infrastructure takes a long time to prepare. It is therefore important that plans are not thwarted or compromised by inappropriate development occurring in the interim. To ensure the land required to deliver the SVUK Integrated Transport Package and the Grove

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Northern Link Road remains available Core Policy 15 identifies land to be safeguarded.

5.78 Some of this land is within proposed strategic land allocations. In these cases the exact route of the roads will be determined through masterplanning of the site and the land has been safeguarded to help ensure that the relevant infrastructure is provided as part of the proposed development. In these situations, the need for on site provision of elements of the package is also specifically referred to in the Strategic Site Development Templates in **Appendix A**. The detailed design of the schemes for which land has been safeguarded has not yet been undertaken. As a result, to enable flexibility, the mapped safeguarded areas have been drawn wider than may eventually be necessary once the design of the schemes has been completed.

Policy 15: Safeguarding of land for transport schemes in the South East Vale Sub- Area

The land that is required to be safeguarded for transport schemes is shown in the accompanying map (**Appendix E**). New development proposals should take account of all transport schemes listed.

The land required, or expected to be required, for these schemes will be safeguarded against development for alternative uses, although some temporary uses may be acceptable.

Planning permission will not be granted for development which would prejudice the construction or effective operation of these schemes.

New development adjacent to land required for a transport scheme should be designed having regard to the known details of that scheme and for that to be taken into account on matters such as building layout, noise insulation, landscaping and means of access.

The Upper Thames Reservoir

5.79 Thames Water propose that a major new reservoir may be required in the district between the villages of East Hanney, Steventon and Marcham to help the statutory utility provider manage water supply and ensure current and future needs can be met⁽⁶⁹⁾.

5.80 The Upper Thames Reservoir has been considered as an option for improving water management in the region for several years. It was not included in Thames Water's current Water Resources Management Plan (2010) because it was considered that further work needed to be completed to inform the appropriate scale of the reservoir and to confirm that it was the most suitable option for water resource management in the Upper Thames catchment.

5.81 Thames Water have stated that further work is being carried out to address the issues raised at the examination of the 2010 Water Resources Management Plan and that the Upper Thames Reservoir may again be put forward as a water management solution at the examination of the next Water Resources Management Plan (2014). The Vale's Local Plan Part 1 is likely to be adopted before the outcome of the Water Resources Management Plan 2014 examination is known, and therefore land will need to be safeguarded until the future of the proposed reservoir is known. Following the examination of the Water Resources Management Plan 2014, the council will be guided by the

69 Thames Water, Water Resources Management Plan 2010 to 2015.

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Inspector's conclusions in relation to the continued safeguarding of the land.

Policy 16: Upper Thames Reservoir

Land is safeguarded for a reservoir and ancillary works between the settlements of East Hanney, Drayton and Steventon, until the outcome of the examination of Thames Water's Water Resources Management Plan 2014. Until or subsequently subject to that decision development that might prejudice the implementation of the Upper Thames Reservoir will be refused. The proposed reservoir location is shown on the Adopted Policies Map which will be updated in the Local Plan 2029 Part 2.

The proposed reservoir, if included in an adopted Water Resources Management Plan, must be brought forward through a comprehensive masterplanning process agreed between the community, the local planning authority, the local highway authority and the statutory utility provider. As part of the masterplan the Wiltshire and Berkshire canal should be restored on its original or an appropriate alternative alignment to be agreed in consultation with the Wiltshire and Berkshire Canal Trust.

Any proposal for a reservoir must:

1. be demonstrably the best practicable environmental option to meet a clearly identified need, having regard to reasonable alternative options, and
2. be in accordance with a comprehensive planning and development brief, including a masterplan and design statement that:
 - i. mitigates the impact of construction on local people, the environment and roads
 - ii. minimises the effects on the landscape of an embankment reservoir through its design, general configuration and the use of hard and soft landscaping
 - iii. maximizes the creation of wildlife habitats and biodiversity
 - iv. promotes the recreational uses of the reservoir consistent with the landscaping and biodiversity values of the proposal and having regard to the traffic impacts of such uses
 - v. includes a new route for the diverted Hanney to Steventon road, to include provision for an off-road cycle path
 - vi. makes provision for the new route of the Wiltshire and Berkshire Canal, and
 - vii. includes measures to avoid and mitigate any other significant impacts identified through the environmental impact assessment of the proposal, including on the local and wider highway networks and on surface water and fluvial flooding.

Chapter 5: Sub-Area Strategies

Western Vale Sub-Area Strategy

Introduction

5.82 The Western Vale Sub-Area is predominantly rural in character and extends from the North Wessex Downs Area of Outstanding Natural Beauty (AONB) to the River Thames. The historic market town of Faringdon is the largest settlement within the sub-area and functions as the main service centre of the surrounding rural catchment. The area contains many attractive villages, which range in size from small isolated hamlets to large villages.

5.83 The sub-area has good access to the strategic routes of the A420 between Oxford and Swindon, and the A417, which links Faringdon with the Cotswolds to the north-west, and Wantage and Didcot to the south-east. There are regular bus services along these strategic corridors. However, the frequency of bus services to more rural areas can be variable.

5.84 Faringdon is the largest settlement within the sub-area, but is the smallest town in the Vale overall, with a population of 6,187 in 2001⁽⁷⁰⁾ and approximately 8,000 in 2012⁽⁷¹⁾. The town lies within an attractive landscape setting on a limestone ridge overlooking the Thames Valley. It features many fine historic buildings, which include the ancient Market Hall, Norman Church and the more recent Faringdon Folly.

5.85 Faringdon provides a good range of local shops and services, which will be complemented by a new supermarket on Park Road. The town offers a mix of employment opportunities, including at the Park Road Industrial Site and the 4&20 Site. Many residents look to Oxford and Swindon for work and for their higher order goods and services.

5.86 The town has one pre-school, one infant school, one junior school and a community college, which together form a multi-academy trust. The Academy is now planning for the future and is investigating how school provision should be organised to best suit the long-term needs of the town. There is also a health centre and a leisure centre in the town, which both serve the wider rural catchment. A former Local Plan 2011 housing allocation for 400 homes has delivered a new cricket and rugby pitch through developer contributions. A skateboard park has also been provided in the town following local fundraising.

5.87 It is important the service centre role of Faringdon is maintained, whilst protecting and enhancing the town's historic character and strengthening opportunities for retail, employment and tourism. Additional employment opportunities in the town will also help to improve its self-sufficiency and reduce the need for out-commuting. To help achieve these aims, the LPP1 will be complemented by policies set out in the emerging Faringdon Neighbourhood Plan, which is being prepared by Faringdon Town Council working closely with the wider local community and the District Council.

5.88 The wider sub-area contains several larger villages, including Shrivenham and Watchfield. These nearby villages lie on the A420, approximately five miles east of Swindon and house the Shrivenham Hundred Business Park and the Defence Academy of the United Kingdom, which includes a campus of Cranfield University. The special character of these and other rural settlements should be preserved, whilst allowing appropriate development, to support local services and facilities or to meet local needs.

70 Office National Statistics 2001

71 Faringdon Neighbourhood Plan – Evidence Base: January 2013.

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5.89 The overall priority for the Western Vale Sub-Area is to ensure the service centre role of Faringdon is maintained and continues to meet the needs of the town and surrounding rural catchment. Future development should be balanced between housing and employment thus helping to improve the self-sufficiency of the area.

Local Planning Issues

Housing and employment

- Faringdon is the most appropriate location for strategic housing development in the sub-area. This will ensure the housing needs of the area are met, including the provision of affordable housing for the local community. Strategic growth will help to maintain the service centre role of Faringdon by increasing its population and supporting a strengthened retail and service offer.
- Land has been identified for strategic development to the south of Park Road which is well related to the existing built form of Faringdon and provides an opportunity to deliver employment alongside housing and contribute to strengthening community facilities. The employment development to be provided on the site will complement the existing Local Plan 2011 allocation at the 4&20 Business Park of 4.2 hectares.
- The provision of employment in Faringdon is a key priority for the sub-area; helping to improve the self-sufficiency of the town and reduce the need for out-commuting. This matter is also being addressed through the emerging Faringdon Neighbourhood Plan. Further non-strategic employment sites may be allocated in the Local Plan 2029: Part 2 or through the Faringdon Neighbourhood Plan.
- A number of former Local Plan employment allocations will be saved. Some other, smaller employment sites are no longer fit for purpose (Pioneer Road/south of Willes Close and north of Park Road / east of Volunteer Way) and it may be appropriate for these sites to be redeveloped in accordance with Core Policy 25⁽⁷²⁾

Retailing

- Faringdon town centre has a mix of shops and services that meet day-to-day and local shopping needs, but the range and choice of shops could be improved. The 2013 retail needs assessment for Faringdon indicates that the need for additional convenience floorspace in the foreseeable future can largely be met by the recently consented food store on Park Road⁽⁷³⁾. Opportunities for further strengthening the wider retail offer in the town will be addressed by the emerging Faringdon Neighbourhood Plan.

Rural areas

- Many of the villages within the Western Vale Sub-Area have retained their attractive rural character and it is important these are preserved. Small scale development may be appropriate within the villages in accordance with the policies set out in this plan, to support rural services, provide much needed affordable housing and also to provide accommodation for the elderly.

72 <http://www.whitehorsedc.gov.uk/evidence>

73 Nathaniel Lichfield & Partners (NLP) (2012) Retail and Town Centre Study – Vale of White Horse District Council, DRAFT, November 2012

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- The larger villages of Watchfield and Shrivenham may have potential to accommodate some housing growth above local needs. This matter will be addressed either through the Local Plan 2029: Part 2 or through a neighbourhood plan.
- The District Council will continue to work positively with both Swindon Borough Council and the rural communities within the Western Vale Sub-Area to help ensure any planned growth to the east of Swindon does not adversely affect the west of the Vale and its rural villages.

Environmental

- The North Wessex Downs AONB extends across part of the sub-area and provides important protection for its high quality landscape and setting. The AONB will continue to be protected in accordance with Core Policy 34.
- The Great Western Community Forest covers an area of 168 square miles around Swindon and extends as far as Faringdon to the west. The project aims to produce long-term environmental improvements by promoting tree planting and woodland management and has supported the regeneration of woodland around Faringdon Folly. Development proposals in the forest area should demonstrate how they will contribute to the objectives of the project.
- The Wiltshire and Berkshire Canal runs through the sub-area from Childrey to Shrivenham and forms an important natural and historic feature, which is now the subject of an ambitious restoration programme. The Wiltshire and Berkshire Canal Trust are progressing with re-watering many rural sections of the canal where they remain intact. The historic route of the canal will be protected in accordance with Core Policy 39.

Neighbourhood planning

- The policy framework for Faringdon, set out in the Western Vale Sub-Area Strategy of the LPP1, will also be complemented by policies set out in the emerging Faringdon Neighbourhood Plan. A Draft Faringdon Neighbourhood Plan has been prepared by the local community, led by Faringdon Town Council. This document will be published for consultation on the 28 March and will be available from the council website ⁽⁷⁴⁾ The Neighbourhood Plan will provide a more locally focussed policy framework, and once adopted, will form part of the Development Plan for the district. The District Council will support other towns and parishes wishing to undertake a Neighbourhood Plan, as well as other forms of community led plans.

Chapter 5: Sub-Area Strategies

How Will the Western Vale Sub-Area Change by 2029?

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

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

5.92 The quality of the public realm in the centre of Faringdon will have been improved, along with the revitalisation of the shopping and tourism offer. The town will attract residents and visitors alike serving as a gateway to the Cotswolds. The landscape setting of Faringdon will have been preserved along with ongoing protection for the AONB and Great Western Community Forest. The adopted Faringdon Neighbourhood Plan will be helping to deliver positive change within the Great Faringdon Parish.

5.93 The countryside and villages will have maintained their distinctive character and will be much enjoyed by those living, working and visiting the Vale. The larger villages will have retained their services and provide for residents' day-to-day needs. New residents in the villages will be helping to sustain the services and social life of the rural communities.

Chapter 5: Sub-Area Strategies

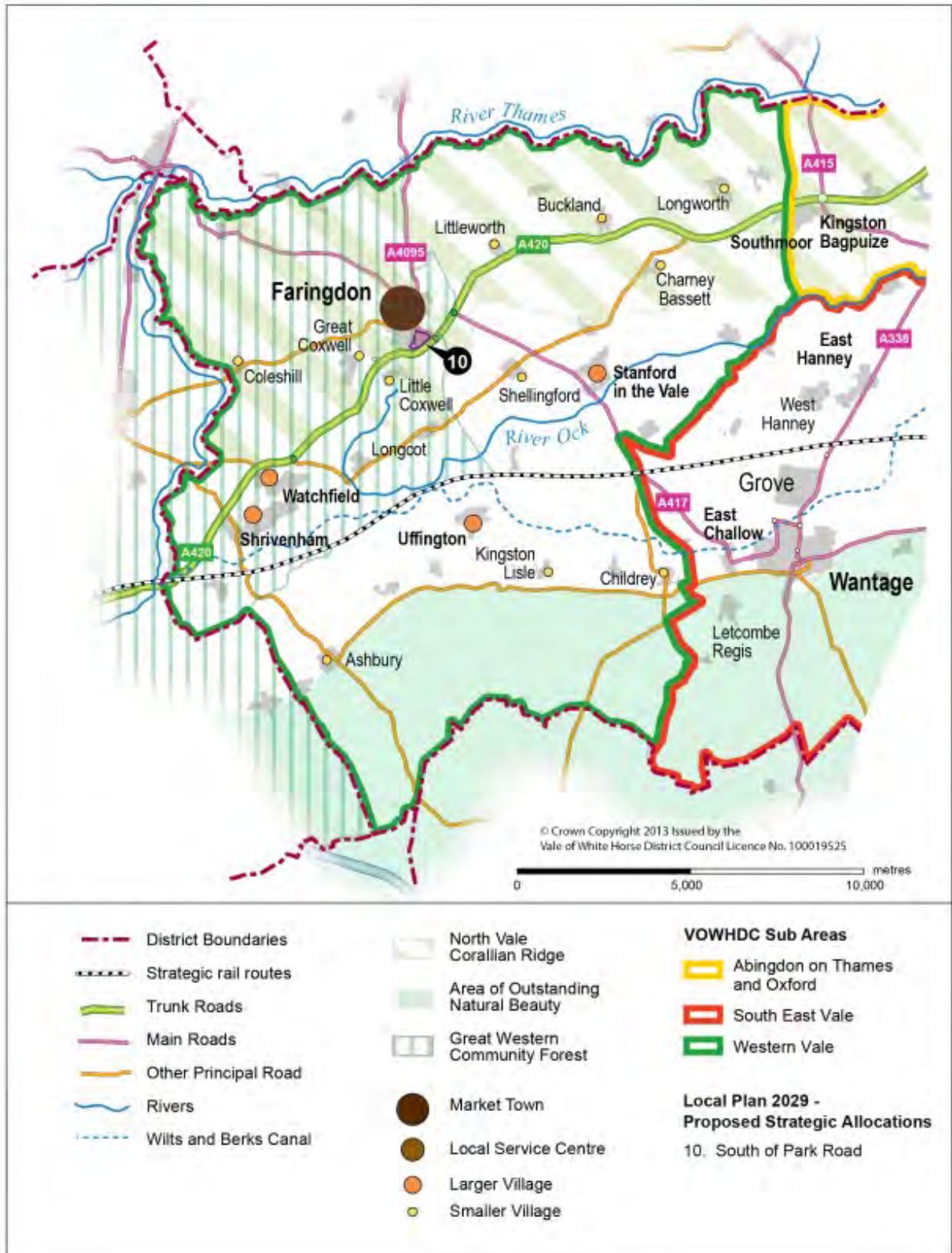


Figure 5.7 :Western Vale Sub-Area

Chapter 5: Sub-Area Strategies

Core Policy 17: Spatial Strategy for Western Vale Sub-Area

Development in the Western Vale Sub-Area should be in accordance with the Settlement Hierarchy set out in Core Policy 2:

Market Town: Faringdon

Larger Villages: Shrivenham, Stanford in the Vale, Uffington and Watchfield

Smaller Villages: Ashbury, Buckland, Charney Bassett, Childrey, Coleshill, Great Coxwell, Kingston Lisle, Little Coxwell, Littleworth, Longcot, Longworth, Shellingford

Housing

Over the plan period (2006 to 2029), at least 1468 new homes will be provided in broad accordance with the spatial distribution set out in Table 5.5, including at land identified south of Park Road for strategic growth.

Sites for 337 of these homes remain to be identified.

The strategic site allocation will be brought forward through a master planning process involving the community, local planning authority and the developer and should meet any requirements as set out in the Development Templates shown by **Appendix A**.

Employment

7.38 Hectares of employment land will be provided (Table 5.6). In addition, the following strategic employment sites will be safeguarded for employment use in line with Core Policy 25:

Strategic employment sites:

Faringdon:

Park road industrial estate

Chapter 5: Sub-Area Strategies

Table 5.5: Proposed housing delivery targets for the Western Vale Sub-Area

| Area | Housing already provided for | | | Housing to be identified | |
|----------------|------------------------------|------------------------|------------------------|--------------------------|----------------------------|
| | Requirement 2006-29 | Completions April 2012 | Commitments April 2012 | Strategic sites | Remainder to be identified |
| Faringdon Town | 1468 | 388 | 160 | 350 | 337 |
| Remainder | | 141 | 92 | 0 | |
| Sub-Area Total | | 529 | 252 | 350 | |

Note: Housing proposals are based on the South East Plan which is being revoked but are currently the most appropriate figures available. Final housing figures will be informed by new evidence and may differ.

*Sites allocated in the Vale Local Plan 2011 or with planning permission

Table 5.6: Proposed employment provision in Faringdon

| Site Name | Type of site | Hectares |
|---|--|-------------|
| Land adjacent to A420 – 4&20 site | Saved Vale of White Horse Local Plan 2011 allocation | 4.2 |
| Land north of Park Road (HCA Business Centre) | Saved Vale of White Horse Local Plan 2011 allocation | 0.18 |
| Land south of Park Road | New strategic allocation | 3.0 |
| Total | | 7.38 |

Chapter 6: District Wide Policies

Chapter 6: District Wide Policies

The Local Plan 2029 Part 1 will establish a high-level policy framework to guide development in the Vale up to 2029.

This chapter sets out those strategic policies necessary to complement the Spatial Strategy and Sub-Area Strategies to ensure housing, employment and infrastructure delivery is sustainable. The policies will apply across the Vale and provide greater detail to help ensure a balance is met between supporting economic growth and protecting the Vale's high quality natural and built environment and the quality of life in existing settlements.

- The policies are structured into four thematic areas:
- Building healthy and sustainable communities
- Supporting economic prosperity
- Supporting sustainable transport and accessibility, and
- Protecting the environment and responding to climate change.

Question 16

Do you have any comments on each of the district wide policies 18-40?

Our interactive website where you can answer these questions on-line can be found at: <http://whitehorsedc.gov.uk/evidence>

Chapter 6: District Wide Policies

Introduction

6.1 The Local Plan 2029 Part 1 (LPP1) will contain strategic high-level policies necessary to help deliver the Spatial Vision and Strategic Objectives set out in Chapter 3. These will include those policies set out in the Spatial Strategy (Chapter 4) and the Sub-Area Strategies (Chapter 5).

6.2 There are also a number of other matters that need to be addressed through policy, to enable the determination of development proposals in a consistent manner. The policies in this chapter have been developed where national guidance alone is not sufficient to deliver the council's vision. The policies therefore build on, rather than duplicate, national guidance.

6.3 These policies have been developed in relation to four thematic areas:

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

6.4 Some of the policies set out in the adopted Vale Local Plan 2011 will continue to be saved and will be used alongside the new policies proposed by the LPP1. The saved policies will continue to be relied upon for day to day decision making on planning applications until they are reviewed as part of the Local Plan 2029 Part 2. A list of policies we propose to save is set out in **Appendix F**. The council has published an assessment of the consistency of local plan policies with the National Planning Policy Framework (the Framework)⁽⁷⁵⁾, which will be used to help ensure that the saved policies are applied appropriately alongside the Framework.

Chapter 6: District Wide Policies

Building healthy and sustainable communities

Introduction

6.5 The Local Plan 2029 Part 1 has a key role in helping to build healthy, safe and sustainable communities in the Vale, that meet the diverse needs of people living in the area. This will be partly achieved through the Spatial Strategy, set out in Chapter 4, which seeks to direct new development to the most sustainable locations, in communities with the best range of services and facilities.

6.6 Chapter 2 of this plan identified the high cost of housing in the district and the disparity between income levels and housing costs. It showed the trend towards an ageing population and to smaller, including single person, households. Our vision and objectives seek to provide more homes for those on lower incomes can afford. In addition, a key objective is to cater for existing and future residents' needs as well as the needs of different groups in the community, ensuring that an appropriate and sustainable proportion of new housing falls within the definition of affordable.

6.7 In order to deliver these objectives this section includes policies that:

- set out the approach to the provision of affordable housing as part of new residential development
- identify the circumstances in which affordable housing can be provided on 'exception sites' in the rural areas where residential development would not normally be permitted
- seek to ensure that residential dwellings are provided at an appropriate density to reflect the need to use land efficiently whilst also taking account of local circumstances
- seek to ensure that a mix of housing sizes and types is provided on all residential development sites
- set out that the homes to be provided will meet the needs of future residents and be suitable for people throughout their lives
- set out the council's approach to housing for older people, and
- seek to provide for the needs of gypsies, travellers and travelling showpeople.

Affordable housing

6.8 Affordable housing is provided for rent or purchase on a subsidised basis to eligible⁽⁷⁶⁾ households who cannot meet their housing needs in the open market⁽⁷⁷⁾. Affordable housing tenures include social and affordable rented and intermediate housing.

6.9 Whilst there is some variation across the district, house prices in the Vale are higher than the national average as well as the average for the South East⁽⁷⁸⁾. The disparity between average house prices and income is also above the national average⁽⁷⁹⁾. Our housing needs evidence⁽⁸⁰⁾ showed that most single income households would be unable to secure mortgages to purchase even modest properties.

76 Eligibility for affordable housing is determined with regard to local incomes and local house prices.

77 National Planning Policy Framework, Glossary, March 2012.

78 Land Registry of England and Wales for the period October to December 2012

79 Communities and Local Government live housing tables, table 576 Ratio of lower quartile house price to lower quartile earnings by district available at: www.gov.uk/government/statistical-data-sets/live-tables-on-housing-market-and-house-prices

80 Vale of White Horse Housing Needs Assessment, 2011, pages 19 and 20, available at www.whitehorsedc.gov.uk/evidence

Chapter 6: District Wide Policies

6.10 A Housing Needs Assessment has been produced to assess the amount and type of affordable housing required in the district. This identified that based on the life of the plan the need is for 337 affordable homes a year for the plan period. This equates to approximately 55 per cent of the proposed total annual housing requirement. The assessment recommended an overall affordable housing target of 40 per cent of the total of all suitable private development sites throughout the district. It also recommended a tenure mix balance of 75:25 between social/affordable rent and intermediate housing.

6.11 An Affordable Housing Viability Study⁽⁸¹⁾ has also been produced to assess the levels of affordable housing that could be secured from new housing developments. This has tested housing need against the other policy requirements in the plan. The study concludes that the recommendations of the Housing Needs Assessment were reasonable in viability terms. The study also provides evidence to support provision of 40 per cent affordable housing on all sites of three or more units. However, individual site circumstances and the viability of development, will be taken into consideration when agreeing the level of affordable housing to be provided.

6.12 Where the number of dwellings proposed on a site falls below the affordable housing threshold, or the number of dwellings is not specified, the council will consider whether or not the site reasonably has capacity to provide the number of dwellings to trigger the requirement to provide affordable housing, against the other policies in the development plan. This is to ensure that the policy requirement is not being avoided through inappropriate planning such as ineffective or inefficient use of land or a mix of dwellings that does not reflect other housing policies or local needs.

6.13 Securing new affordable housing on site as part of new developments is the most effective way to provide new supply. The on-site provision of completed units by a developer to a registered provider is the council's preferred approach. Where the council agrees that it is more appropriate to provide either part or all affordable housing off-site, the council will seek to secure a level of affordable housing that is of 'broadly equivalent value'⁽⁸²⁾ to that which would have been delivered on-site. Where the alternative site is financially viable to deliver affordable housing in its own right, this level of affordable housing will also be provided on-site, in addition to that to be delivered as off-site provision. If it is not feasible to deliver both requirements on the alternative site, then a financial contribution may be acceptable, for the amount that cannot be delivered.

6.14 Where serviced land is accepted in lieu of affordable housing provision, a further financial contribution will be negotiated to help achieve delivery. Financial contributions in lieu of affordable housing provision is the least preferred approach and will only be accepted where the council agrees that there are robust reasons to do so. For example, where it is accepted that the value of the contribution is of 'broadly equivalent value' to that which would have been delivered on-site. Additionally, where the 40 per cent calculation provides a part unit, a financial contribution will be sought equivalent to that part unit.

6.15 When a new application is submitted on a site with extant or lapsed planning permission for housing that did not need to contribute affordable housing, under previous policy requirements, affordable housing contributions will be sought in accordance with the policy within this plan. To support the creation of sustainable, inclusive and mixed communities, the council will seek to secure a mix of housing types and sizes.

6.16 The starting point for the mix of affordable housing to be secured is set out by Core Policy 18

81 Affordable Housing Viability Assessment, BNP Paribas Real Estate, 2011

82 National Planning Policy Framework, March 2012, paragraph 50

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and the council's housing register. Credible information from registered providers and developers will also be considered.

Core Policy 18: Affordable Housing

Forty per cent affordable housing with a tenure mix of 75 per cent social/affordable rented and 25 per cent intermediate housing will be sought on all sites capable of a net gain of three or more dwellings subject to the viability of development. Any affordable housing provided should:

- i. be of a size and type which meets the requirements of those in housing need, and
- ii. be indistinguishable in appearance from the market housing and distributed evenly across the site

In cases where the 40 per cent calculation provides a part unit, a financial contribution will be sought, equivalent to that part unit.

In circumstances where it can be demonstrated that the level of affordable housing being sought would be unviable, a revised mix and type of housing will be considered before a lower level of affordable housing provision is accepted.

The council will seek to deliver affordable housing following the preferred hierarchy shown below:

1. On site provision (with the exception of part units)
2. Mix of on site and off site provision
3. Off site provision
4. On site provision and financial contribution
5. Off site provision and financial contribution
6. Financial contribution

Off-site contribution and/or financial contributions for the provision of affordable housing in lieu of on-site provision may be appropriate if it can be robustly justified that:

- iii. it is not physically possible or feasible to provide affordable housing on the application site, or
- iv. there is evidence that a separate site would more satisfactorily meet local housing need and contribute to the creation of mixed communities.

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Rural exception sites

6.17 The council has been operating a rural exception policy since 1990 and it has enabled a small number of rural schemes to be developed, most notably at East Hendred, Steventon and Marcham. The council will continue to work closely with local communities, housing providers and landowners to provide affordable housing in rural areas.

6.18 As this policy is aimed at providing homes for local people, schemes should be supported in principle by the local community, as represented by the relevant parish or town council. To facilitate this approach, a detailed housing needs survey must be carried out, following a methodology agreed with the district and local parish or town council before a planning application is made. The housing needs survey must include the following information:

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

Core Policy 19: Rural Exception Sites

Affordable housing schemes will be permitted within and on the edges of villages, on sites that would not otherwise be acceptable for housing development, if all of the following criteria can be met:

- i. the scheme would meet a clearly established local need that cannot be met by development in accordance with other policies in this plan
- ii. the scheme is within or adjacent to the existing built-up area of the village and would not harm its character or setting, particularly in Areas of Outstanding Natural Beauty
- iii. the scheme would not undermine the functions or visual amenities of the Oxford Green Belt
- iv. the scheme is designed to meet the established need in terms of dwelling numbers, types, sizes and affordability, and
- v. secure arrangements will be made to ensure that all the houses will be occupied by local people in need of affordable housing and that the benefits of the low cost provision will remain available to local people in the long term.

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

6.19 Schemes approved under Core Policy 19 must be for genuinely affordable homes designed to meet a specific local need. The homes must be affordable to people who are unable to rent or buy a property on the open market. In this context, local need will be defined as people living or working in the particular village, where the scheme is located, or in an adjacent village. People who have long-standing links with these communities, either because they lived there previously or have relatives living there, will also be considered to have a local need. Officers from the council's housing team may be able to give a preliminary indication of whether there is sufficient need in the village to pursue a scheme.

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6.20 The sites chosen for this type of housing development must be small and be within or adjacent to the existing built-up area of the village. Typically schemes will amount to about six houses, but the precise number will be influenced by the local housing needs survey. For many people seeking affordable housing, access to key local services such as a primary school or shop is important. Rural exception schemes will most often be located within or adjoining the settlements which have a reasonable range of facilities and services. Schemes should take into account and provide for the need arising from adjacent villages. This will ensure these communities are not deprived of the opportunity to benefit from the new housing.

6.21 The exceptional release of land to provide affordable housing should take full account of environmental considerations. It is important that the style and character of the housing is in keeping with its surroundings and with local building styles. The effect of new housing on the landscape and rural setting of the village will also be important considerations. Early discussion with the council's planning officers will be essential to establish whether a particular site is likely to be suitable for a rural exception housing scheme.

6.22 Secure arrangements must be made to ensure that the scheme meets the local needs that have been identified, both initially and in respect of successive occupiers. The precise nature of these arrangements may vary but will most often be achieved through a legal agreement or planning conditions. It will also be important to involve a registered provider or village housing trust who can retain a long-term interest in the housing and thus control subsequent changes of ownership and occupation in accordance with the agreed criteria.

6.23 The National Planning Policy Framework outlines that local planning authorities should consider whether allowing some market housing as part of rural exception sites would facilitate the provision of significant additional affordable housing to meet local needs⁽⁸³⁾. This would be applicable where robust evidence establishes that viability issues would prevent the delivery of an exception site. In these circumstances, the council will consider whether allowing a small percentage of market housing, would facilitate the delivery of significant affordable housing that addresses the local needs. This allowance of market housing would be to facilitate delivery of affordable homes for local people. As a result, the proportion of market housing should be small, and relative to the viability issues associated with the individual site circumstances.

6.24 Any market housing incorporated as part of an exception site to facilitate its delivery must also be of a size and type that addresses established local needs. The market housing should be distributed evenly across the site and mixed with the affordable housing. It should also be indistinguishable in appearance from the affordable housing.

Chapter 6: District Wide Policies

Density

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

6.26 Land is a finite resource and should be used efficiently. Having considered our local context, new developments should achieve a density of at least 30 dwellings per hectare. In some locations, a lower density will be more appropriate, for example in more rural locations. Whereas, in some urban areas, a higher density may be more appropriate.

6.27 It is also very important that density is appropriate to the context of the site. The density of new developments should be informed by their context and by the other policies within the development plan. The council's Residential Design Guide⁽⁸⁴⁾ provides indicative guidance on density by settlement/location type.

Core Policy 20: Density

On all new housing developments a minimum density of 30 dwellings per hectare (net) will be required unless specific local circumstances indicate that this would have an adverse effect on the character of the area, highway safety or neighbouring amenities. This is a minimum and higher densities should be sought in locations with good access to services and public transport.

Housing mix

6.28 The district's housing stock has traditionally been dominated by larger detached and semi-detached family houses, although some recent developments have started to increase the stock of smaller units.

6.29 The Census 2011 indicates that the average household size has fallen to 2.39⁽⁸⁵⁾ and is expected to fall further still to 2.29 in 2026⁽⁸⁶⁾. In addition the population of the Vale is ageing, the 65+ age group in the district is the fastest growing of all the age groups. Between 2001 and 2011 this age group grew by 82 per cent⁽⁸⁷⁾. Most other age groups experienced a decrease over the same period. Of all the Oxfordshire districts the Vale is experiencing the highest growth in the 65+ age group⁽⁸⁸⁾.

6.30 As a result, there is a need to provide housing in the district that reflects the needs of an ageing population and a growth in smaller households. Our Housing Needs Assessment provides detail on the recommended mix of housing type and size. The assessment found a shortfall of smaller units, especially two bedroom properties, in both the market and affordable sectors. It is important that new housing addresses the need for smaller units to address the existing stock imbalance and

84 Residential Design Guide, December 2009, page 59, Vale of White Horse District Council

85 2011 Census, Office of National Statistics

86 OCC GLA Interim Demographic Projections, 2012.

87 2011 Census, Office of National Statistics

88 2011 Census, Office of National Statistics.

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the impact of demographic and household change. It is also important to provide the type of housing needed to attract people to live and work locally, built to a size and standard that supports a good quality of life.

6.31 The Housing Needs Assessment also acknowledges the longer term objective to deliver a more balanced stock, which reflects the identified needs of the area, but that it should be seen in the context of what is viable. As a result, Core Policy 21 includes clauses to ensure a flexible approach is taken to its implementation.

Core Policy 21: Housing Mix

An appropriate mix of dwelling types and sizes to meet the needs of current and future households will be sought on all new residential developments. This should be in accordance with the council's current Housing Needs Assessment unless robust evidence identifies the need for a degree of flexibility by establishing a:

- i. different mix based on the need of a specific settlement, or
- ii. variation of mix is necessary due to viability constraints.

Meeting the needs of gypsies and travellers and travelling show people

6.32 National policy⁽⁸⁹⁾ requires that we assess the needs of the gypsy, travellers and travelling show people communities and encourages us to work collaboratively to develop a fair and effective strategy to meet these needs, particularly through the identification of land for sites for pitches.

6.33 The Vale of White Horse has commissioned a Gypsy, Traveller and Travelling Show People Accommodation Needs Assessment jointly with Oxford City Council and South Oxfordshire District Council. This work has identified the need for the gypsy, traveller and travelling show people communities.

6.34 For the Vale, the assessment has identified a need for 13 gypsy and traveller pitches, within the plan period. For the travelling show people community, the assessment identified that no plots are needed within the district for this plan period.

6.35 In terms of delivering the identified need, national policy requires the district to identify and update annually, a supply of specific deliverable sites sufficient to provide five years' worth of sites against their locally set targets. It also requires us to identify a supply of specific, developable sites or broad locations for growth, for years six to ten and, where possible, for years 11 to 15 of the plan period.

6.36 The council recently granted full planning permission for eight gypsy and traveller pitches on a site adjacent to Watchfield. This site provides 11 years of supply against the locally set target of 13 pitches to 2029.

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6.37 As a result, it is not necessary to identify further sites within the Local Plan 2029 Part 1. The remaining supply, for years 11 to 15, will be provided in accordance with the requirements set out in Core Policy 22.

6.38 Local planning authorities should ensure that gypsy, traveller and travelling show people community sites are economically, socially and environmentally sustainable. In order to achieve this, criteria have been included in Core Policy 22, which will also ensure that future sites are located in appropriate locations.

Core Policy 22: Meeting the needs of Gypsies, Travellers and Travelling Show People

The council will enable or provide for 13 pitches for gypsy and travellers within the plan period to 2029.

The identified need will be provided by a combination of:

- i. implementation of extant planning permissions
- ii. safeguarding existing sites
- iii. extending existing sites where possible to meet the needs of existing residents and their families, and
- iv. allocating specific deliverable sites through Local Plan 2029 Part 2 to meet any remaining identified need.

Proposals to meet the identified need will be permitted where it has been demonstrated that the following criteria have been met:

- v. the site is not located within the Oxford Green Belt
- vi. the development will not harm the Area of Outstanding Natural Beauty, areas of high landscape or ecological value or heritage assets
- vii. the development will not have an adverse impact on the character of the area, highway safety or the amenities of neighbouring properties
- viii. the site is located within a reasonable distance of key local services including a primary school, a local shop and a public transport service, and
- ix. the site can be viably provided with safe vehicular and pedestrian access, electricity, mains drinking water, sewage connections and waste disposal facilities.

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Accommodating current and future needs of the ageing population

6.39 The district has an ageing population. Over the plan period the 65+ age group is projected to increase by 58 per cent between 2010 and 2030 to represent 26 per cent of the district's total population by 2030 ⁽⁹⁰⁾. The high level of growth in this age group is a key demographic driver and should be adequately addressed in the local plan to ensure that housing supply addresses the current and future needs of older people.

6.40 There are two key parts to delivering homes that will meet the current and future needs of the ageing population. The first is delivering new homes that are adaptable to the changing needs of residents over time. In order to achieve this we have incorporated a requirement for all new homes (excluding flats above ground level) to achieve the current Lifetime Homes Standards. The Lifetime Homes Standards provide a set of 16 design criteria that provide a model for building accessible and adaptable homes.

6.41 The Affordable Housing Viability Study⁽⁹¹⁾ shows that it is generally viable to build all homes to Lifetime Homes Standards alongside meeting other policy requirements such as delivering affordable housing. However, Core Policy 23 acknowledges the need to take account of individual site circumstances and the viability of development.

6.42 Secondly, in order to address the needs of the ageing population some homes should be specifically designed to meet the needs of older people. This includes housing for active older people that enables them to retain a level of independence but with access to the specific levels of care where they need it, as well as residential care homes and nursing homes.

6.43 Core Policy 23 aims to deliver housing for older people, which enables them to maintain a level of independence. The council's preference is for self contained residential dwelling houses specifically designed for older people which include an element of care provision, in accordance with the Oxfordshire County Council's Extra Care Housing Strategy ⁽⁹²⁾. The term 'extra care' can be applied to a range of accommodation types intended to meet the needs of the less mobile or infirm (primarily but not necessarily older people). Contracts can be purchased that allow the household to buy in escalating levels of domestic and personal care to suit the changing needs of the occupant(s).

6.44 Homes provided on this basis are part of the overall housing supply, to be delivered on a mixed tenure basis in accordance with our affordable housing policy. These homes can count towards part of the overall 40 per cent affordable housing requirement but should not generally constitute the whole affordable housing requirement.

6.45 Other forms of specialist accommodation for older people (for example residential care and nursing homes) will also be supported in suitable locations. This type of accommodation is more institutional in nature, typically less dependent on local facilities and services than self-contained homes for older people. This type of accommodation may be suitable in smaller villages⁽⁹³⁾ as well as the larger settlements.

6.46 In order to ensure we meet the needs of our ageing population we propose to set a specific target for residential dwelling houses designed for older people. This may be a percentage based

90 2010- based subnational population projections available at <http://www.oxford.gov.uk/districtdataservice>

91 www.whitehorsedc.gov.uk/evidence

92 <http://www.housinglin.org.uk/Topics/browse/HousingExtraCare/ExtraCareStrategy/HousingStrategyExamples/?parent=975&child=3099>

93 as defined in the settlement hierarchy

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target for on site delivery or a specific figure to be delivered over the plan period. The evidence including Census 2011 data required to set a target is still emerging. We would therefore welcome comments on the proposal for a specific target although at this time it has not been included within Core Policy 23.

Core Policy 23: Accommodating Current and Future Needs of the Ageing Population

In order to meet the needs of current and future households in the context of an ageing population the following requirements will be sought, where appropriate, subject to the viability of provision on each site:

- i. all new homes, excluding flats above ground level, should be built to current Lifetime Homes standards
- ii. residential dwelling houses designed for older people (with or without care) should be provided in the strategic site allocations in Local Plan 2029 Part 1 and other suitable locations in accordance with the spatial strategy
- iii. where residential dwelling houses for older people (with or without care) are provided, it should be on a mixed-tenure basis in accordance with the requirements in Core Policy 18 Affordable Housing.
- iv. other forms of specialist accommodation for older people will also be supported in suitable locations as long as they accord with other policies within the Development Plan, and
- v. where standards that would apply to general housing have been relaxed in response to the special needs of the occupiers of the scheme the occupancy will be limited to accord with the nature of the scheme.

Supporting economic prosperity

6.47 The Spatial Strategy set out in Chapter 4 seeks to support economic prosperity in the Vale by focussing sustainable growth in the Science Vale UK area. The spatial strategy also seeks to reinforce the service centre roles of the main settlements across the district, including by directing new shops and facilities towards these settlements, and to promote thriving villages and rural communities. The policies set out in this section will complement the policies in Chapters 4 and 5, and assist in delivering the Strategic Objectives of the plan. They will help to support a strong and sustainable economy within the Vale's towns and rural areas, and to maintain and enhance the vitality and viability of the Vale's town centres and local shopping centres, in order to strengthen their service centre roles.

6.48 In order to deliver these objectives this section includes policies that:

- set out the approach to applications for new employment development on unallocated sites
- seek to safeguard strategic employment sites from changes of use
- support improvements to further and higher education facilities
- set out the approach to proposals for tourism related development, including hotels, museums, and heritage centres, and
- set out the approach to applications for retail and main town centre uses.

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New employment development

6.49 Core Policy 24 addresses proposals for new B-class employment uses at unallocated sites. The employment allocations set out in Core Policy 4 have a strong focus on the Science Vale UK area, with a total of 92 hectares allocated to Milton Park and Harwell Oxford⁽⁹⁴⁾, and 29 hectares to be provided at the Didcot A Power Station site, with potential for a further 29 hectares on the remainder of this site. Core Policy 24 complements this by supporting appropriate employment development on unallocated sites elsewhere in the district.

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

Core Policy 24: New Employment Development on Unallocated Sites

Proposals for new employment development (use classes B1, B2 or B8) will be supported on unallocated sites provided that:

- i. the proposals will not cause unacceptable harm to the amenities of nearby residents and occupiers
- ii. safe site access can be provided for pedestrians and cyclists and for all types of vehicles likely to visit the sites and the proposals include measures to promote the use of sustainable modes of transport where possible
- iii. the scale nature and appearance of the employment does not harm the character of the area and respects the local townscape and landscape character, and
- iv. it can be demonstrated that the proposal will benefit the local economy and will not undermine the delivery of the strategic employment allocations.

In the rural areas the preference is for the re-use, conversion or adaptation of suitable existing buildings.

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Change of use of existing employment land and premises

6.51 In addition to supporting appropriate new employment development, there is also a need to protect important existing employment sites in the Vale. This will help ensure the overall employment provision is increased over the plan period. The Government has announced new permitted development rights that from Spring 2013 will allow change of use from B1(a) offices to C3 residential, with the new rights initially applying for a three year period⁽⁹⁵⁾. Local authorities have been given an opportunity to seek an exemption to the new rights where this can be justified on economic grounds. Core Policy 25 will apply to all proposals for changes of use of existing employment land and premises which are not covered by the new permitted development rights.

6.52 There are a number of key strategic existing employment sites, at the main settlements and in the Science Vale UK area, where retention of the existing employment uses will be particularly important to help deliver the overall strategy of 'building on our strengths'. These strategic employment sites are listed in the sub-area strategies in Chapter 5. Core Policy 25 sets out the council's intention to safeguard land and premises on these existing sites, and on sites allocated for new employment development (also listed in the sub-area strategies in Chapter 5), for employment uses. Alternative uses will only be considered on these sites if the proposals provide ancillary supporting services or meet a need identified through the local plan review process, or exceptionally where a reassessment of the district wide 2013 Employment Land Review demonstrates that these sites are no longer needed over the full plan period.

6.53 There is an adopted Local Development Order (LDO) that covers the Milton Park site⁽⁹⁶⁾ for a period of 15 years from December 2012. The LDO permits an element of non-B class employment generating uses (specifically car dealership and private healthcare uses) and also allows for some other uses that will help support the sustainability and viability of the business park, such as small-scale shops and recreation facilities. Core Policy 25 will apply to any applications for non B-class uses at Milton Park which are not permitted by the LDO.

6.54 There are also a number of rural employment sites that make an important contribution to the local economy and provide employment opportunities in rural locations across the district. These rural multi-user sites and large campus style sites (listed in **Appendix D**) are identified in the Local Plan 2011 and will be reviewed through the Local Plan 2029 Part 2.

6.55 Proposals for alternative uses on these rural employment sites and other employment land and premises in the district will need to demonstrate that at least one of the criteria set out in Core Policy 25 will be met. These criteria will not be used to assess applications for the change of use of strategic employment sites, where alternative uses will only be considered in the specific circumstances outlined in the policy.

6.56 In seeking to demonstrate that a site has no reasonable prospect of being used for employment purposes (criterion (i) of the policy), applicants will be expected to show that the site is no longer viable for its present or any other realistic and suitable employment use. In addition, applicants will need to demonstrate that the site has remained unsold or un-let for at least 6 months and is likely to remain so for the foreseeable future, despite genuine and sustained attempts to sell or let it on reasonable terms for employment use, taking into account prevailing market conditions.

95 The Rt Hon Eric Pickle MP, Written Statement 'Change of use: promoting regeneration', 24 January 2013, available at: <https://www.gov.uk/government/speeches/change-of-use-promoting-regeneration>

96 Milton Park Local Development Order, December 2012, available at: <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/milton-park-local-development-order>

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6.58 In demonstrating that a site has no long term and strategic requirement to remain in employment use (criterion (iii) of the policy) the site's potential contribution to the local and wider economy must be considered, both currently and in the long term, taking proper account of the economic cycle and the likely future needs of the economy. The council will need to be satisfied that the change of use of the employment site would not jeopardise the provision of sufficient employment land across the district to meet the identified need.

6.59 Policy E13 of the Local Plan 2011 sets out the circumstances in which ancillary uses will be permitted on employment sites. This policy will be reviewed through the Local Plan 2029 Part 2, and will continue to be used alongside LPP1 until such time as it is replaced.

Core Policy 25: Change of Use of Existing Employment Land and Premises

The strategic employment sites, as listed in the sub-area strategies, form part of the district's long term reserve for employment land and will be safeguarded for employment (B1, B2 and B8) uses. Alternative uses will be considered if they provide ancillary supporting services or meet a need identified through the local plan review process, or exceptionally where a reassessment of the district wide 2013 Employment Land Review demonstrates that these sites are no longer needed over the full plan period.

Elsewhere in the district, applications for the change of use of land or premises that are currently, or were last, used for employment purposes will need to demonstrate that at least one of the following criteria is met:

- i. there is no reasonable prospect of the land or premises being used for employment purposes
- ii. the land or premises is unsuitable for business use on grounds of amenity, environmental or highway safety issues
- iii. the land or premises has no long term or strategic requirement to remain in employment use, or
- iv. the proposed use will be ancillary to the use of the land or premises for employment purposes.

Further and higher education provision

6.60 Growth in the Science Vale UK area is expected to lead to an increase in the number of jobs in high tech and science based industries in the Vale. Core Policy 26 supports improvements to further and higher education facilities in order to help ensure local people have opportunities to gain the skills needed to access the jobs available, and local employers have access to a suitably skilled local labour force.

6.61 Core Policy 26 identifies the most appropriate locations for further and higher education facilities. Improvements to the Oxford Brookes University Harcourt Hill campus are specifically supported by Core Policy 10 within the Abingdon on Thames and Oxford Fringe Sub-Area Strategy. It is also anticipated that a learning park will be provided on the strategic site at Valley Park in Harwell Parish east of the A34, as set out in the development template in **Appendix A**.

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Core Policy 26: Further and Higher Education

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

- i. by the extension or more intensive use of existing education or other suitable community facilities
- ii. within identified strategic employment locations, provided that the training offered is clearly relevant to meet the needs of businesses in that strategic employment location, and
- iii. in the main settlements and other locations with good pedestrian and cycle access and well served by public transport connections between the proposed facility and its likely student catchment.

Tourism related development

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

6.63 Estimates of the economic impact of tourism on Oxfordshire indicate that the Vale attracts fewer overnight trips than the other areas of the county (12 per cent of the total domestic overnight trips across the county in 2011 and 5 per cent of overseas staying trips). The district correspondingly gains less overnight trip expenditure (10 per cent of domestic overnight trip spend across the county and 5 per cent of overseas overnight trip spend)⁽⁹⁷⁾. The distribution of tourism day trips was more even across the county, with the Vale and South Oxfordshire each receiving 17 per cent of the county total, and West Oxfordshire receiving 15 per cent.

6.64 Core Policy 27 supports new tourism related development, including hotels and guest houses. Development should be of an appropriate scale and character in relation to the location. Proposals for tourism related development within the Oxford Green Belt or the North Wessex Downs AONB will need to be in accordance with the relevant local plan policies for these areas.

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Core Policy 27: Tourism Related Development

The council encourages new tourism related development for leisure and business purposes. Tourism proposals will be supported as follows:

- i. within the built-up areas of the Market Towns and Local Service Centres, larger scale tourism developments including conference facilities, museums, heritage centres, hotels, guest houses and associated tourist facilities
- ii. within the built-up areas of the Larger and Smaller Villages, smaller and proportionately scaled tourism developments that are in keeping with the character of the settlement, including museums, heritage centres, hotels, guest houses, self-catering accommodation and associated tourist facilities
- iii. at Milton Park and Harwell Oxford, ancillary business hotel and conference facilities, and
- iv. on service areas on the main transport corridors, hotel accommodation for travellers.

Outside the above locations, small-scale tourism development including farm diversification will be supported provided that proposals are in keeping with the scale and character of the locality. Larger developments will only be supported exceptionally, for example to re-use a historic building, or to proportionally support or enhance enjoyment of a significant and established tourist attraction where this cannot reasonably be achieved from a town or village location.

Retail and main town centre uses

6.65 The Vale has good local shopping provision in the Market Towns and Local Service Centres. One of the Strategic Objectives of this local plan is to maintain and enhance the vitality and viability of the existing centres in these settlements. Core Policy 28 indicates that new retail development will be directed towards these existing centres.

6.66 There are specific proposals for the redevelopment of the Abbey Shopping Centre and Charter Area in Abingdon on Thames, and the Botley Central Area including the West Way centre and Elms Parade. Appropriate redevelopment of these areas is supported by Core Policies 7 and 8 of the Oxford Fringe and Abingdon on Thames Sub-Area Strategy.

6.67 Primary and secondary retail frontages are defined for Abingdon on Thames and Wantage in the Local Plan 2011, which also defines town centre areas in Abingdon on Thames, Wantage and Faringdon, and local shopping centres in Abingdon on Thames, Botley, Faringdon, Grove and Wantage. These designations and their associated policies will continue to apply until they are reviewed through the Local Plan 2029 Part 2 or a Neighbourhood Development Plan. In Botley, the local shopping centre is included within the Botley Central Area, and any proposals will therefore be determined in accordance with Core Policy 8.

6.68 The main retail warehouse provision in the Vale is at Fairacres Retail Park in Abingdon on Thames, the Limborough Road/Kings Park area in Wantage, and Seacourt Retail Park in Botley. The Fairacres Retail Park accommodates a high proportion of the total comparison retail floorspace in the district. Any proposals for retail warehouse development or redevelopment will need to follow the approach set out in Core Policy 28.

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6.69 As well as the shopping centres at the Market Towns and Local Service Centres, there are also smaller shopping centres in the larger villages of Kennington, Kingston Bagpuize, Shrivenham, Watchfield, and Wootton, and at Harwell Oxford Campus. Core Policy 28 supports the provision of retail development at these settlements, and also other larger and smaller villages, where this meets the needs of the local community.

6.70 The ‘main town centre uses’ referred to in the policy are those set out in the National Planning Policy Framework, and include retail, leisure, entertainment facilities, more intensive sport and recreation uses, offices, and arts, culture and tourism development⁽⁹⁸⁾. Local plan policies that may support main town centre uses in other locations include Core Policy 8 (Botley central area), Core Policy 24 (new employment development on unallocated sites) and Core Policy 27 (tourism related development).

6.71 The National Planning Policy Framework sets a default threshold of 2,500 sq.m gross floorspace, above which all proposals for retail, leisure and office development outside town centres, and which are not in accordance with an up-to-date Local Plan, should be accompanied by an impact assessment⁽⁹⁹⁾. The Framework indicates that this default will apply where there is no locally set threshold. We consider that a 2,500 sq.m gross threshold is inappropriate in the Vale, as this scale of development would represent a significant proportion of the overall retail need in the area. Development smaller than 2,500 sq.m gross could have a significant adverse impact on the smaller town centres. Core Policy 28 therefore sets local floorspace thresholds, based on recommendations in the 2013 Retail and Town Centre Study. Any proposals which exceed the local floorspace thresholds will need to be accompanied by an impact assessment based on a methodology and assumptions which have been agreed with the Council in advance.

6.72 In addition to supporting appropriate proposals for new retail and other main town centres uses, it will also be important to protect the Vale’s existing local facilities and services. The current Local Plan 2011 includes policies CF1 (protection of existing services and facilities), CF5 (public houses outside the five main towns) and S14 (loss of village and other local shops). These policies will continue to be saved, and will be used alongside the Local Plan 2029 Part 1 until such time as they are replaced or updated in the Local Plan 2029 Part 2 or a Neighbourhood Development Plan.

98 Annex 2 of the National Planning Policy Framework, Communities and Local Government, March 2012

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

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Core Policy 28: Retailing and other Main Town Centre Uses

The Market Towns and Local Service Centres defined in the settlement hierarchy are the preferred locations for larger scale development or redevelopment for retailing and other main town centre uses.

For activities in Use Class A first consideration should be given to opportunities in the primary and secondary shopping frontages where designated in the Local Plan 2011 and the redevelopment sites identified in Core Policies 7 and 8 for the Charter area of Abingdon on Thames and the Botley Central Area. For other town centre uses first consideration should be given to opportunities within the designated town centre areas that are well linked to the retail core by foot, including identified redevelopment sites, before more peripheral locations are considered.

Proposals for new retail development or changes of use to retail or other main town centre uses will be supported elsewhere as follows:

- i. for development primarily intended to serve the day to day needs of the local community, within the Larger and Smaller Villages, and in the local shopping centres located within Abingdon on Thames, Faringdon, Grove and Wantage, as defined in the 2011 Local Plan
- ii. ancillary and proportionate food, drink and convenience retailing within and primarily servicing the users of designated employment areas, and
- iii. offices in employment locations where office use is identified elsewhere in this plan to be appropriate.

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

The local floorspace thresholds for impact assessment are as follows:

- iv. 1,000 sq m gross retail floorspace for development likely to have an impact on Abingdon on Thames or Wantage town centres, and
- v. 500 sq m gross retail floorspace elsewhere in the district.

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Supporting sustainable transport and accessibility

Introduction

6.73 Encouraging sustainable modes of transport and reducing the need to travel are key features of our vision and objectives set out in Chapter 3.

6.74 Our approach to transport seeks to encourage sustainable modes of transport and a reduction in the need to travel. However, our approach also recognises that the rural nature of the district means that many residents will be dependent on car travel for some or all of their journeys, particularly in the more rural parts of the district.

6.75 This section includes policies that:

- seeks to support key improvements to the transport network
- seeks to minimise the impacts of new development on the transport network
- supports provision of sustainable transport measures to promote the use of public transport, cycling and walking
- encourages provision of traffic management measures and adequate car parking
- requires transport assessments and travel plans where appropriate, and
- promotes electronic communications, to help reduce the need to travel.

6.76 Our approach has been informed by national policy as well as the principles within Oxfordshire County Council's Local Transport Plan (LTP).

6.77 The main transport requirements of national policy are to reduce the need to travel, the need to promote sustainable modes of travel and improving accessibility. A key factor is therefore the location of all forms of development. Enabling sustainable travel will therefore be influenced by a number of policies within this plan.

6.78 The Local Transport Plan sets out the transport policies and provides area transport strategies for the county to 2030. It aims to deliver four local transport goals:

- supporting local economic growth
- making it easier to get around the county
- reducing the impact of transport on the environment, and
- promoting healthy, safe and sustainable travel.

6.79 The LTP includes area strategies for the county's major settlements and road improvements that are designed to enhance the capacity of the road network.

6.80 The Infrastructure Delivery Plans (IDP), of which drafts will be published on the 28 March, set out all the strategic transport measures that are planned or required to accommodate proposed development in this plan. The IDP is a live document which will be updated as further requirements emerge through the local plan and LTP process.

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The local and strategic transport network

6.81 Figure 6.1 shows the key movement corridors in the district. It clearly shows the A34 as the key strategic link running through the district and a countywide priority is making improvements to this trunk road. This is a priority reflected in the LTP and the Oxfordshire Local Investment Plan produced by the Oxfordshire Spatial Planning Infrastructure Partnership. It is also a priority of the Local Economic Partnership.

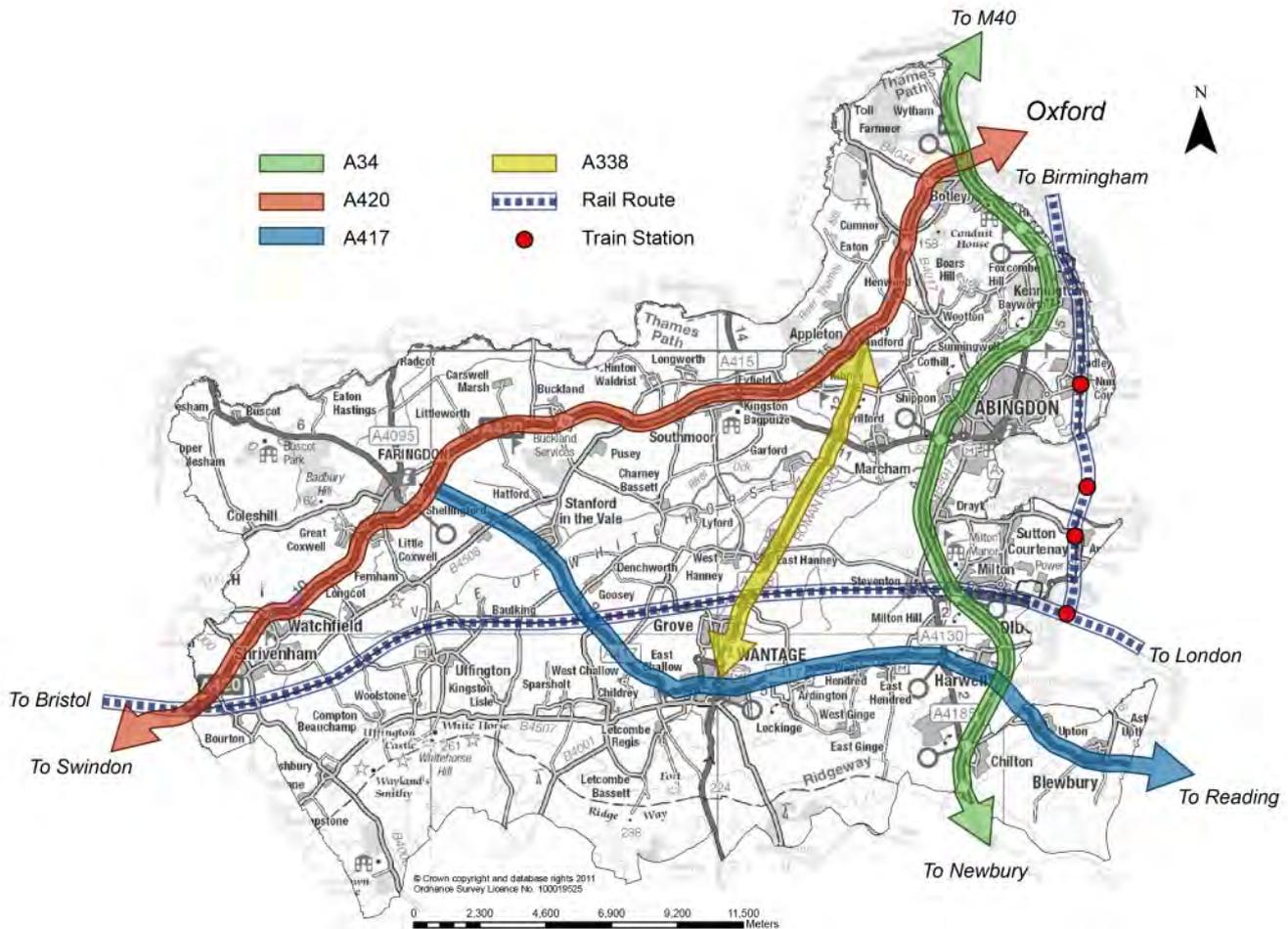


Figure 6.1 :Key transport movement corridors within the Vale of White Horse

6.82 A district wide transport assessment has been conducted to assess the impacts of our Spatial Strategy on the strategic and local transport network. This was prepared in consultation with Oxfordshire County Council. The initial outputs from this assessment has identified that the impact of the proposed level of growth and the spatial approach to how it is distributed, is acceptable subject to the implementation of the infrastructure improvements outlined in this plan, and local improvements to be considered on an individual site basis.

6.83 The assessment does acknowledge that the delivery of new housing through this strategy will place increased pressure on the road network at certain locations within the district. Transport Assessments, to accompany planning applications for new development, will determine the precise nature of the impacts on local road sections. Mitigation measures will be required to address any impacts identified. Where off-site mitigation is identified, the developments that result in the need for the mitigation will be required to make financial contributions through the appropriate mechanism.

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These include, for example, Section 106 or Section 278 agreements or potentially Community Infrastructure Levy (CIL) contributions.

6.84 Where new development would undermine the efficient, effective or safe operation of the highway, the identified impacts will need to be remedied. As required by national policy a Transport Assessment and Travel Plan will be required for development proposals that generate significant amounts of movement. These should accord with the Oxfordshire County Council's requirements.

6.85 Major changes to the transport network within the Vale are focused around the strategic growth within Science Vale UK. This is consistent with the Spatial Strategy that focuses growth within the Science Vale UK area in the South East Vale Sub-Area. Our strategy will significantly improve the employment and other services on offer within Science Vale UK. This approach is also consistent with the adopted South Oxfordshire District Council Core Strategy⁽¹⁰⁰⁾.

6.86 Owing to the strategic growth in the area, both in this district and South Oxfordshire, it has been identified that major improvements to the transport network are required. This is referred to as the Science Vale UK Integrated Transport Package. This package is explained in more detail in the sub-area strategy for South East Vale and in the Infrastructure Delivery Plans accompanying this plan.

6.87 The improvements within the package are required to mitigate the impact of the development in the area and secure improved links between homes and jobs. In addition, these improvements will make the area more accessible to those commuting to the Science Vale UK area and improve the economic viability of this key economic area.

6.88 Improving accessibility to the strategic road network, in particular the A34, is therefore an important part of the transport improvements. This includes improving accessibility to the A34 and addressing some of the capacity issues between Hinksey Hill and Milton Interchange (within the Vale). Some improvements have already been implemented at Milton Interchange to improve the network and further improvements including lengthening the slip roads and developing a 'hamburger' style (through and around) roundabout are being progressed.

Public transport, cycling and walking

6.89 The rural nature of the district means that many residents will be dependent on car travel for some or all of their journeys. We will encourage improvements to travel choices in rural areas, whilst accepting that there is unlikely to be a single approach for delivering the flexible and responsive transport services required, to meet the diverse needs of rural communities.

6.90 New development will need to be designed to positively promote the use of public transport, walking, cycling and efficient car use. Travel Plans will be required to encourage these forms of travel. The Travel Plans should set out a package of measures and initiatives with the aim of reducing the number of car journeys made by people travelling to and from the site by providing greater choice.

6.91 Ensuring that new development is located in areas accessible by walking, cycling and public transport will not in itself ensure that these forms of travel are fully promoted. New provision will also need to be made, where appropriate, with particular measures put in place to ensure that their use is encouraged.

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6.92 Securing improvements to the accessibility of key employment locations by public transport is also a key aim of both the Vales Sustainable Community Strategy⁽¹⁰¹⁾ and the County's LTP. The small size of many of the rural communities and the dispersed nature of some settlements means that the provision of a readily accessible and frequent bus service for every settlement is neither practical nor a viable solution.

6.93 The diagram below shows the proposed new bus routes within the district. In recognition of the difficulty of serving rural areas by conventional bus services we will promote rural initiatives including community based schemes and the wider use of specialised transport.

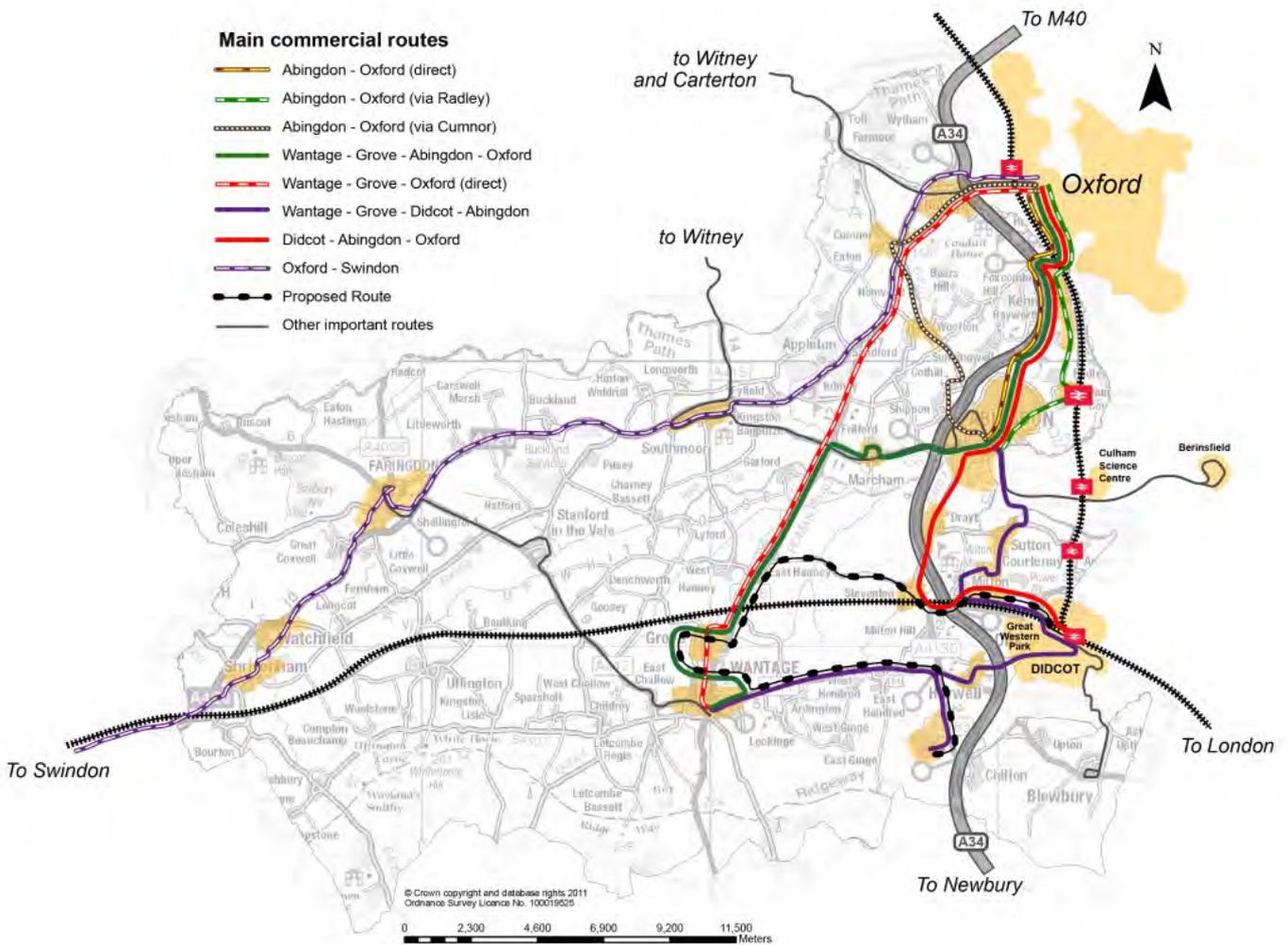


Figure 6.2 : Map showing the existing and proposed bus routes within the district

101 Vale Strategy for Sustainable Communities 2008-2016, available at: <http://www.whitehorsedc.gov.uk/about-us/how-we-work/partnerships/vale-community-strategy>

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6.94 Cycling and walking have the potential to replace car use for short trips and to form part of a longer journey by public transport. In addition, cycling and walking can also be recreational activities. Whether used as a means of transport or a leisure activity, there are benefits to health in travelling by these means.

6.95 We will therefore seek, in partnership with Oxfordshire County Council and other stakeholders, to promote cycling and walking through improving the existing network, providing new routes both generally and in association with new development and providing information on the routes and other measures to promote these forms of travel.

Car parking

6.96 The approach to car parking needs to recognise the rural nature of the district and the dependence on the car for many journeys. The Oxfordshire County Council car parking standards will be applied across the district. These standards take account of the objective to increase the use of sustainable modes of travel in the context of available alternatives. These standards are reviewed regularly to take account of local issues.

6.97 As well as applying parking standards to new developments the council will also need to ensure that parking in the Market Town and Local Service Centres is adequate and providing and managing public car parks will also be important.

Electronic communications

6.98 The internet provides an opportunity to reduce the need to travel. It increasingly means that location is less important for businesses and enables increased home-working. The plan therefore recognises the role of the internet and seeks to promote it as a means of reducing the need to travel and supporting the economy. It seeks to do this by ensuring new development has access to high speed broadband.

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Core Policy 29: Promoting Sustainable Transport and Accessibility

The council will work with Oxfordshire County Council and others to:

- i. actively seek to deliver the transport infrastructure and measures which improve movement in the Science Vale UK area as identified in the County Council's Local Transport Plan's (LTP), Science Vale UK Area Strategy and the Science Vale UK Integrated Transport Package, in partnership with South Oxfordshire District Council
- ii. actively seek to ensure that the impacts of new development on the strategic and local road network are adequately mitigated
- iii. support measures identified in Oxfordshire County Council's LTP including the relevant local area strategies for the district
- iv. support improvements for accessing Oxford
- v. ensure that transport improvements are designed to minimise effects on the amenities of the surrounding area
- vi. encourage the use of sustainable modes of transport and support measures that enable a modal shift to public transport, cycling and walking in the district
- vii. promote and support improvements to the transport network that increase safety, improve air quality and/or make our towns and villages more attractive
- viii. ensure adequate parking is delivered on new developments in accordance with Oxfordshire County Council's published standards
- ix. all developments that generate significant amounts of movement must be supported by an appropriate transport assessment or statement and travel plan that is agreed by Oxfordshire County Council, and
- x. promote electronic communications allowing businesses and residents to operate throughout the district and to provide services and information that reduce the need to travel.

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Protecting the environment and responding to climate change

Introduction

6.99 Protecting the environment and responding to climate change are key considerations in planning for the future of the Vale. They have played an important role in locating the proposed strategic growth set out in Chapter 4. The policies in this section set out how we will seek to respond to climate change and protect the Vale's historic, built, and natural environment.

6.100 This section includes policies that:

- set out the sustainable construction requirements for residential and non-residential development including climate change adaptation, Code for Sustainable Homes and BREEAM
- encourage renewable energy generation
- seek to make the best use of natural resources
- protect the Vale's distinct landscape against inappropriate development
- seek a net gain in green infrastructure
- protect biodiversity and seek opportunities for biodiversity gain
- ensure that development is of high quality design and is appropriate for its context
- sustain and enhance the historic environment, and
- protect the historic line of the Wiltshire and Berkshire Canal.

Responding to climate change

6.101 Responding to climate change is one of the Strategic Objectives of the Local Plan and has influenced the locational strategy for development and many of its policies. Through the planning process the council is seeking to achieve a low carbon Vale by:

- locating housing development close to jobs and services to minimise the need to travel
- making sure there is good access by public transport, cycling and walking so as to reduce the need to travel by car
- improving the energy efficiency of new and existing buildings
- promoting the development and use of decentralised renewable and low carbon energy, and
- promoting improved broadband coverage to reduce the need to travel.

6.102 The council is also seeking to minimise disruption caused by extreme weather conditions by:

- ensuring new development incorporates features that make it resilient to more intense rainfall and higher temperatures
- ensuring new developments incorporate best practice in water saving measures
- ensuring new developments are consistent with wider sustainability objectives, locating most new development where there is a low risk of flooding ensuring new development does not increase the risk of flooding elsewhere. This can be achieved by incorporating sustainable drainage measures and reducing the surface water run off to below greenfield rates and increasing flood storage capacity, and
- safeguarding land for a major new reservoir.

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6.103 Climate change and the importance of controlling emissions, for both the environment and the economy, are now well understood by the Government and by the development industry. However, despite the international actions being taken to address the effects of climate change, some change is now inevitable⁽¹⁰²⁾ ⁽¹⁰³⁾. It is therefore important that all new development, including where appropriate changes in use, incorporate techniques to withstand changing weather conditions over the expected lifespan of the building and the space around it.

6.104 In designing the built environment to adapt to climate change, location plays an important role and, as with other design features, there is often need to weigh different criteria against each other. Nevertheless, we expect climate change adaptation measures to be integrated where possible. Developers should explain their approach in the Design and Access Statement submitted with planning applications. Further information on climate change adaptation measures can be found in the Vale of White Horse District Council Sustainable Design and Construction SPD⁽¹⁰⁴⁾ and in Climate Change Adaptation By Design: A Guide for Sustainable Communities⁽¹⁰⁵⁾.

6.105 Changes to Part L of the Building Regulations will be introduced in April 2013 so that all new buildings will have to meet a certain standard of energy efficiency roughly equal to Code for Sustainable Homes Level 4. By 2016, Part L of the Building Regulations will require the energy efficiency level of residential buildings to be zero carbon (roughly equivalent to Code Level 5). Non-residential buildings will need to meet equivalent standards by 2019.

6.106 Work is being undertaken by the Zero Carbon Hub to define the term 'zero carbon' and how it could be achieved.⁽¹⁰⁶⁾ Current thinking is that, to comply with 2016 Building Regulations, new zero carbon homes will have to meet on-site requirements for Carbon Compliance. This could include improving the energy efficiency of the building fabric, the performance of heating, cooling and lighting systems and the use of low and zero carbon technologies. However, as it is often not possible to make the necessary carbon savings on site, a system of 'Allowable Solutions' is being prepared by the Government that will allow developers to make a contribution to off-site works. The Vale of White Horse District Council will support Allowable Solutions as published by the Government and, if necessary, will publish Vale specific Allowable Solutions in The Local Plan 2029 Part 2.

102 Defra (2012) The UK Climate Change Risk Assessment 2012 Evidence Report

103 Town and Country Planning Association et al 2007, 'Climate Change Adaptation by Design: A Guide for Sustainable Communities', p2

104 <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/supplementary->

105 Town and Country Planning Association et al 2007

106 <http://www.zerocarbonhub.org/>

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6.107 Alongside the Government proposals to raise standards for energy efficiency of buildings, there are other important standards to consider when examining the sustainability of buildings. These are encompassed by the Code for Sustainable Homes (the Code) and by Building Research Establishment Environmental Assessment Method (BREEAM) for non residential buildings. The Code is the national standard for the sustainable design and construction of new homes. It aims to reduce our carbon emissions and create homes that are more sustainable. It covers nine categories of sustainable design, which are:

- energy and carbon dioxide emissions
- water
- materials
- surface water run-off
- waste
- pollution
- health and well-being
- management, and
- ecology.

6.108 In meeting code levels certain criteria within these categories are mandatory, such as water use in the 'Water' category and management of surface water run-off from developments in the 'Surface Water Run-off' category. There are also non-mandatory elements that can contribute to gaining enough credits overall to meet a certain code level⁽¹⁰⁷⁾.

6.109 Meeting criteria in the 'Water' and 'Surface Water Run-off' categories are particularly important in the Vale of White Horse District. This is because the area is extremely water stressed⁽¹⁰⁸⁾. Part G of the Building Regulations currently requires water efficiency equivalent to Code Level 2. The council will use the standards set by the Code for Sustainable Homes and BREEAM to require higher water efficiency standards from development by encouraging the use of rainwater harvesting and grey water.

107 For further information on the Code for Sustainable Homes see <http://www.planningportal.gov.uk/buildingregulations/greenerbuildings/sustainablehomes/>

108 Water Resources – Current State and Future Pressures, Environment Agency 2008

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Core Policy 30: Sustainable Design and Construction

All new development, including building conversions, refurbishments and extensions, will be required to incorporate climate change adaptation and design measures to combat the effects of changing weather patterns. Wherever practicable the following measures should be used, and their application to the development outlined in the Design and Access Statement:

- i. planting, shading and advanced glazing systems to reduce solar heat gain
- ii. materials to prevent penetration of heat, including use of cool building materials and green roofs and walls
- iii. increasing natural ventilation and removing heat using fresh air
- iv. orientating windows of habitable rooms within 30 degrees of south and utilising southern slopes, and
- v. locating windows at heights that maximise heating from lower sun angles during the winter.

All new residential development will meet a minimum standard of Code for Sustainable Homes Level 4 in full. Achieving higher Code levels in the 'Water' and 'Surface Water Run-off' categories will be particularly encouraged.

All new non residential development will meet the BREEAM 'Very Good' standard.

The council will expect the policy requirements to be met unless it can be demonstrated that it would be unviable to do so or where historic assets would be affected. A sensitive approach will need to be taken to safeguard the special character of the heritage assets e.g. in a conservation area.

Renewable energy

6.110 Renewable energy generation in the district is currently falling and will continue to do so over the coming years. This is because the main source of renewable energy in the district is landfill gas. Output of landfill gas is expected to fall in line with the requirements of the EU Landfill Directive to reduce the amount of municipal biodegradable waste sent to landfill. The second largest supplier of renewable energy in the district is the biomass element of Didcot A Power Station, which is to be decommissioned from 2013.

6.111 The Government has set a target of 15 per cent of the UK's energy to come from renewable sources by 2020⁽¹⁰⁹⁾. To enable the Vale to find sources of renewable energy and to contribute towards the governments target, the council will support schemes for renewable energy where they are suitable in all other respects.

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Core Policy 31: Renewable Energy

The council encourages schemes for renewable and low carbon energy generation. Planning applications for renewable and low carbon energy generation will be supported where they do not unacceptably impact on:

- i. landscape, both designated AONB and locally valued
- ii. biodiversity including protected habitats and species and Conservation Target Areas
- iii. historic environment both designated and non designated assets
- iv. the visual amenity and openness of the Green Belt
- v. local residential amenity, and
- vi. traffic generation.

Flood risk

6.112 The district will follow guidance in the National Planning Policy Framework and its accompanying technical guide with regard to the sequential and exception tests in considering flood risk. The council's Strategic Flood Risk Assessment (SFRA) provides information on the various different types of flooding across the district. Applicants should review this to ensure that the development appropriately takes into account all potential aspects of flooding. The council will not allow development in flood zones 2 or 3 if there are reasonably available sites in flood zone 1.

6.113 Core Policy 32 seeks to ensure that development provides appropriate measures for the management of surface water as an essential element of reducing future flood risk to both the site and its surroundings. Sustainable drainage methods, such as green roofs, ponds and permeable surfaces, should be incorporated where technically possible. Applicants should also ensure that the drainage elements of new development are designed to the principles set out in the Flood and Water Management Act 2010⁽¹¹⁰⁾ and associated relevant design standards. Further information on SuDS can be found in the SFRA⁽¹¹¹⁾.

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

111 www.whitehorsedc.gov.uk/evidence

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Core Policy 32: Flood Risk

With regard to flood risk, the sequential approach will be strictly applied across the district, in accordance with national guidance. Development within areas of flood risk from any source of flooding, including areas with a history of groundwater or surface water flooding, will only be accepted if it is demonstrated that it is appropriate at that location, and that there are no suitable and available alternative sites at a lower flood risk. Planning permission will not be granted for any development in the functional floodplain (Flood Zone 3b) except water-compatible uses and essential infrastructure.

For all developments over 1 hectare and/or development in any area of flood risk from rivers (Flood Zone 2 or above) or other sources, developers must carry out a full Flood Risk Assessment (FRA) demonstrating that the proposed development will not increase flood risk.

Unless it is shown not to be feasible, all developments will be expected to incorporate sustainable drainage systems or techniques to limit surface water runoff from new development, and reduce the existing rate of run-off.

Water

6.114 The Water Framework Directive⁽¹¹²⁾ requires that there is no deterioration in the status of water bodies and that they all achieve good ecological status by 2027. The Thames River Basin Management Plan⁽¹¹³⁾ sets out actions to help meet this obligation. Policies on Green Infrastructure, biodiversity and sustainable construction will assist in achieving this objective by ensuring that surface water run-off is appropriately controlled. Saved Local Plan Policy DC12 – Water Quality and Resources will also ensure that development does not adversely affect water quality. The Framework advises that to prevent unacceptable risks from pollution, it should be ensured that development is appropriate for its location. This has been a guiding principle in proposing strategic allocations in this plan. Planning applications will be expected to abide by this principle and other guidance set out in the Framework.

Air quality

6.115 The Environment Agency protects and improves the quality of water, land and air. However, there may be cases where planning permission will be refused even though the proposed development is acceptable to the Environment Agency. This may occur, for example, in designated air quality management areas, such as central Abingdon on Thames and part of Botley close to the A34, where air pollution exceeds acceptable levels. Core Policy 33 requires that development proposals cause no deterioration, and where possible, achieve improvements in water and air quality. Saved Local Plan Policies DC9 – The Impact of Development on Neighbouring Uses and DC10 – The Effect of Neighbouring or Previous Uses on New Development will also continue to be applied until they are replaced in the LPP2. Development will be expected to meet with the guidance set out in the Framework regarding air, land and water quality.

112 <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32000L0060:EN:NOT>

113 <http://www.environment-agency.gov.uk/research/planning/125035.aspx>

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Waste and minerals

6.116 Oxfordshire County Council's draft Waste and Minerals Core Strategy⁽¹¹⁴⁾ will safeguard mineral resources, aggregates, rail depots and sites for waste management. These areas will be marked on the Adopted Policies Map for reference. Should the district receive a planning application in any of these areas, the county council will be consulted on the development. Applicants are advised to review the Waste and Minerals Core Strategy prior to making an application.

6.117 Waste management at site level is important in encouraging reduction, re-use and recycling of waste during and after construction. To ensure that waste storage facilities are properly integrated saved Local Plan Policy DC7 – Waste Collection and Recycling will continue to apply. Further information on how to achieve suitable design of household waste facilities is available in the Residential Design Guide SPD and in the Sustainable Design and Construction SPD⁽¹¹⁵⁾.

Core Policy 33: Natural Resources

All development proposals will be required to make provision for the efficient use of natural resources, including:

- i. making adequate provision for the recycling of waste
- ii. using recycled and energy efficient materials
- iii. minimising waste
- iv. maximising passive solar heating, lighting, natural ventilation, energy and water efficiency and reuse of materials
- v. causing no deterioration and, where possible, achieving improvements in water and air quality
- vi. ensuring that the land is of a suitable quality for development and that remediation of contaminated land is undertaken where necessary, and
- vii. re-using previously developed land provided it is not of high environmental value.

Landscape

6.118 The Vale of White Horse occupies an attractive part of the Upper Thames Valley. From south to north it ranges from the rolling sweep of the chalk downs (designated as part of the North Wessex Downs Area of Outstanding Natural Beauty (AONB)), across the wide vistas of the lowland clay vale, then rising to the limestone Corallian ridge, before dropping to the floodplain of the River Thames.

6.119 Government policy gives great weight to conserving landscape and scenic beauty in the AONB. It further states that major developments should not take place in the AONB, other than in exceptional circumstances that are in the public interest. Applications for such developments will be subject to a rigorous consideration of the need for the development, the scope for developing elsewhere, and any detrimental effect on the environment, the landscape and recreational opportunities, and the extent to which adverse effects could be moderated or mitigated.

114 <http://www.oxfordshire.gov.uk/cms/content/minerals-and-waste-core-strategy>

115 <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/supplementary->

Chapter 6: District Wide Policies

6.120 National guidance states that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes⁽¹¹⁶⁾. Outside of the North Wessex Downs AONB are the North Corallian Ridge and the Lowland Vale. These are both locally valued landscapes identified in the Local Plan 2011, where they had been based on a Landscape Strategy. It is important to protect and, where possible, enhance the quality and character of these landscapes. This will be achieved by preventing visually prominent or unsympathetic development and, where development is considered to be acceptable, ensuring it is built to a high standard of layout and design with appropriate materials and complementary planting.

6.121 The mix of high ground and water meadows in the north eastern part of the Vale provide unique vantage points for long distance views of, and are particularly important to, the landscape setting of the historic City of Oxford. It will be important to ensure that any development does not harm the setting of the University of Oxford, including the wooded hills that form backdrops to famous panoramas of Oxford's towers and spires.

6.122 In assessing development proposals, landscape, its quality and characteristics, will be considered using the following resources:

- Vale of White Horse Landscape Strategy 2006⁽¹¹⁷⁾. This document divides the district into four landscape character areas and gives information about the defining characteristics of each
- Vale of White Horse Landscape Assessment of land on the edge of the Vale's main towns 2008⁽¹¹⁸⁾. This study looks at the land surrounding Botley, Abingdon-on-Thames, Wantage and Grove and Faringdon
- the Oxfordshire Wildlife and Landscape Study (OWLS)⁽¹¹⁹⁾. Produced by Oxfordshire County Council, this provides more detailed information on the landscape types to be found across the district as well as the biodiversity resource. It identifies the 'forces for change' in a particular location and includes landscape/biodiversity strategies that set guidelines for how developments can contribute towards landscape character
- documents produced by the North Wessex Downs Area of Outstanding Natural Beauty Board such as the AONB Landscape Character Assessment⁽¹²⁰⁾ and Management Plan⁽¹²¹⁾. These give specific information relating to the AONB, and
- Vale of White Horse Residential Design Guide SPD 2009⁽¹²²⁾. This document provides information on the landscape types according to the geology of the area and its built characteristics.

6.123 The council will examine the necessity for a district wide landscape character assessment to support the Local Plan 2029 Part 2.

116 National Planning Policy Framework para 109, bullet point 1

117 <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-plan/supplementary-planning-guidance>

118 <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/core-strategy/landscape-assessment%20>

119 <http://owls.oxfordshire.gov.uk/wps/wcm/connect/occ/OWLS/Home/>

120 [http://www.northwessexdowns.org.uk/wba/nwd-aonb/NWDWebsiteV3.nsf/\\$LUall/599D1D35AAF1F1838025789900534013?OpenDocument](http://www.northwessexdowns.org.uk/wba/nwd-aonb/NWDWebsiteV3.nsf/$LUall/599D1D35AAF1F1838025789900534013?OpenDocument)

121 [http://www.northwessexdowns.org.uk/wba/nwd-aonb/NWDWebsiteV3.nsf/\\$LUContent/4.4?OpenDocument](http://www.northwessexdowns.org.uk/wba/nwd-aonb/NWDWebsiteV3.nsf/$LUContent/4.4?OpenDocument)

122 <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/supplementar-2>

Chapter 6: District Wide Policies

Core Policy 34: Landscape

The Vale's distinct landscape character and key features will be protected against inappropriate development and where possible enhanced.

High priority will be given to conservation and enhancement of the natural beauty of the North Wessex Downs AONB and planning decisions will have regard to its setting. Proposals that support the economy and social well being of communities located in the AONB, including affordable housing schemes, will be encouraged provided they do not conflict with the aims of conservation and enhancement.

Locally valued landscape and its features will be protected, maintained and where possible, enhanced, in particular:

- i. features such as trees, hedgerows, woodland, field boundaries, watercourses and water bodies
- ii. the landscape setting of settlements
- iii. topographical features
- iv. features of cultural and historic value
- v. important views and visually sensitive skylines, and
- vi. tranquillity and the need to protect against intrusion from light pollution, noise, and motion.

Where development is acceptable in principle, measures will be sought to integrate it into the landscape character of the area. Proposals will need to demonstrate how they have responded the above aspects of landscape character.

As well as documents produced by the council, development proposals should have regard to the information and advice contained in the Oxfordshire Wildlife and Landscape Study (OWLS) and the North Wessex Downs AONB Landscape Character Assessment and Management Plan.

6.124 The Local Plan 2029 Part 2 document will include policies relating to the Great Western Community Forest in the western part of the Vale. Local Plan Policy NE12 – Great Western Community Forest will continue to be applied until it is updated or replaced in the LPP2.

Chapter 6: District Wide Policies

Green Infrastructure

6.125 Green infrastructure includes sites protected for their importance to wildlife or the environment, nature reserves, green spaces and green way linkages. It provides a network of multi-functional green space both urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. Natural England guidance states that everyone should have access to 'Nature Nearby'⁽¹²³⁾. Green space standards by contrast relate primarily to urban areas and are focused on provision of more formal recreation and play spaces.

6.126 Green infrastructure should be both natural and accessible to the public. In this context, natural refers to places where human control and activities are not intensive so that a feeling of naturalness is allowed to predominate⁽¹²⁴⁾. Such networks need to be planned and managed to deliver the widest range of linked environmental and social benefits including conserving and enhancing biodiversity, health and well being, economic recovery, preventing flooding and improving our resilience to climate change.

6.127 The council has produced a Green Infrastructure Audit⁽¹²⁵⁾ that identifies the main green infrastructure assets within the Vale and assesses the provision against nationally accepted standards for the provision of green infrastructure. The Audit identifies scope for improvement in the provision of Green Infrastructure around our main growth centres up to 2029.

6.128 We are currently working with a partnership that include all of the Oxfordshire district councils, Oxfordshire County Council, the statutory agencies, Non Government Organisations and local interest groups to develop a county-wide Green Infrastructure Strategy that will identify the main priorities, policies and standards for the delivery of new green infrastructure assets to meet the identified needs.

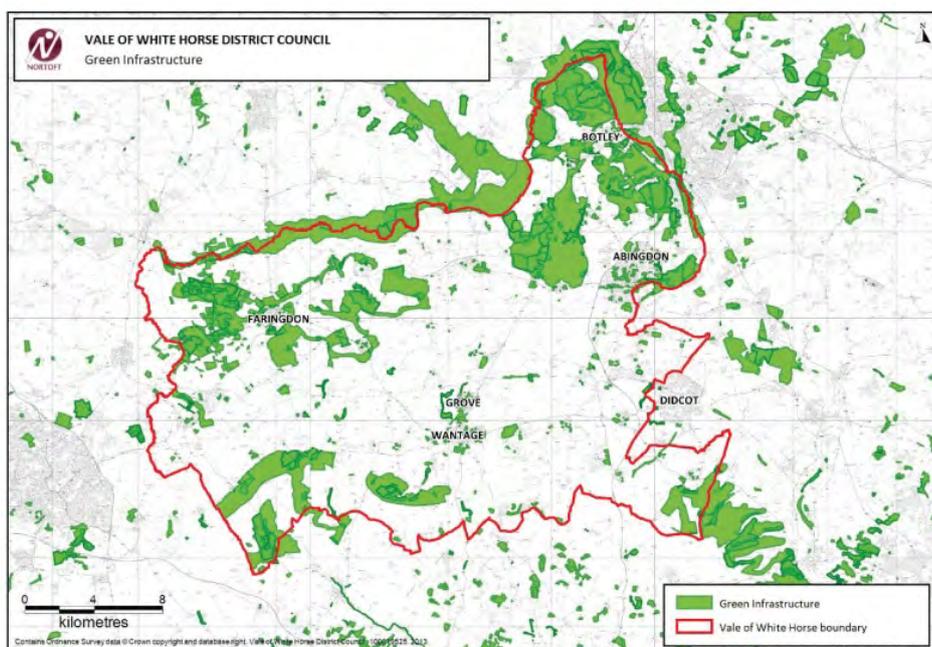


Figure 6.3 :Green Infrastructure in the Vale of White Horse

123 'Nature Nearby – Accessible Natural Greenspace Guidance', Natural England 2010

124 'Nature Nearby – Accessible Natural Greenspace Guidance', Natural England 2010

125 www.whitehorsedc.gov.uk/evidence.

Chapter 6: District Wide Policies

Core Policy 35: Green Infrastructure

A net gain in green infrastructure, including biodiversity, will be sought either through on site provision or off-site contributions and the targeted use of other funding sources.

Proposals for new development must be accompanied by a statement demonstrating that they have taken into account the relationship of the proposed development to existing green infrastructure and how this will be retained and enhanced. Where appropriate, proposals will be required to contribute to the delivery of new green infrastructure and/or the improvement of existing assets including Conservation Target Areas in accordance with the standards in the forthcoming Oxfordshire Green Infrastructure Strategy.

A net loss of green infrastructure, including biodiversity, through development proposals will be resisted.

Biodiversity

6.129 The district contains a rich variety of semi-natural habitats including woodlands, hedgerows, rivers, streams, and meadows. Together they help secure the survival of many species. There are a number of important nature conservation sites, which are protected at international, national and local level. These include:

- International:
 - 2 Special Areas of Conservation (SAC)
- National:
 - 1 National Nature Reserve
 - 23 Sites of Special Scientific Interest (SSSI)
- Local:
 - 84 Local Wildlife Sites *
 - 5 Local Nature Reserves
 - 9 Geologically Important Sites

* A current list of Local Wildlife Sites is available on the Thames Valley Environmental Records Centre website. The list changes over time.

Chapter 6: District Wide Policies

6.130 In addition to these sites there are numerous important natural habitats, including ancient woodlands and habitats of principal importance for the purpose of conserving biodiversity (under Section 41 of the Natural Environment and Rural Communities Act). There are also a wide variety of legally protected and priority species resident throughout the Vale.

6.131 We have identified and mapped the main components of our main ecological networks at a county scale and we have developed the Conservation Target Areas approach as a way of strategically focussing scarce resources to the benefit of the natural environment. The Conservation Target Areas are strategic areas that promote the preservation, restoration and re-creation of priority habitats and populations of priority species. The Conservation Target Areas are one of the key elements of our approach to the provision of a coherent Green Infrastructure Network as outlined in Core Policy 35 above.

6.132 The council will take a priority based approach to development involving biodiversity. Developers are first expected to avoid harm to biodiversity and then mitigate against any harm, for instance by relocating habitats on site and as a last resort, to compensate for harm caused, for instance by providing other types of habitat instead.



Figure 6.3 : Conservation Target Areas in the Vale of White Horse District

Chapter 6: District Wide Policies

Core Policy 36: Conservation and Improvement of Biodiversity

Opportunities for biodiversity gain, including the connection of sites, large-scale habitat restoration, enhancement and habitat re-creation will be sought, with a primary focus on delivery in the Conservation Target Areas.

If significant harm to biodiversity resulting from a development cannot be avoided, adequately mitigated or, as a last resort, compensated for, then planning permission will be refused.

The highest level of protection will be given to sites and species of international nature conservation importance (Special Areas of Conservation and European Protected Species).

Damage to nationally important Sites of Special Scientific Interest, Local Wildlife Sites, Local Nature Reserves, Priority Habitats, Ancient Woodland Protected or Priority Species and Locally Important Geological sites must be avoided unless the importance of the development outweighs the harm and the loss can be mitigated to achieve a net gain in biodiversity.

Design

6.133 The Government attaches great importance to the design of the built environment⁽¹²⁶⁾. Good design is a key aspect of sustainable development, is indivisible from good planning, 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. Design quality and the historic environment are linked because the historic environment often portrays characteristics we associate with high standards of design quality. This is the basis of the council's Residential Design Guide SPD⁽¹²⁷⁾, which seeks to:

- provide an analysis of the historic variations that exist in the geology, landscapes, settlements and buildings of the District, in order to provide a sound foundation for design guidance that respects these variations
- describe strategies for how new development can best respond to these contexts, and
- provide detailed guidance on a range of design issues related to new development.

6.134 All development proposals must have regard to any relevant SPD, such as the Residential Design Guide 2009, the Abbey Shopping Centre and Charter Area SPD and the forthcoming Harcourt Hill Masterplan and to Core Policy 37. Regard should also be had to the council's Leisure and Sports Facilities Strategy and the Open Space, Sport and Recreation Future Provision SPD with regard to ensuring that leisure standards are met.

126 NPPF, para 56

127 <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/supplementar-2>

Chapter 6: District Wide Policies

Core Policy 37: Design

All proposals for new development will be expected to be of high quality design, such that the layout, scale, mass, height, detailing, materials, landscaping and relationship to context make a positive contribution to the character of the locality.

All new development schemes should also:

- i. connect to the surrounding area and existing development
- ii. relate well to existing and proposed facilities
- iii. have access to public transport where possible
- iv. have locally inspired or otherwise distinctive character
- v. sensitively incorporate any existing distinctive features on site, such as landscape or structures, as well as having a suitable level of new landscaping
- vi. ensure that buildings and streets are well defined with landscaping and buildings that relate well to the street
- vii. be legible and easy to move through
- viii. encourage low vehicle speeds and allows streets to function as social spaces
- ix. have a sufficient level of well-integrated parking
- x. have clearly defined public and private spaces
- xi. include sufficient external space for bins, recycling and bicycles
- xii. ensure that public and communal spaces are overlooked in the interest of community safety, and
- xiii. be compatible with urban design principles, including Secured by Design and Active Design principles.

Development will be expected to follow the design principles set out in relevant SPD and National Guidance.

The historic environment

6.135 One of the great assets of the Vale is its rich and varied built heritage, which contributes much to the distinctive character and cherished identity of the district's towns, villages and countryside. The district displays a subtle range of building types and materials reflecting the underlying geology. The numerous features of architectural or historic interest add quality to the lives of residents and visitors and lend support to the district's economic, social and cultural well being. The importance of the heritage is recognised by the designation of 52 conservation areas, over 2000 listed buildings, 8 historic parks and gardens and 68 scheduled ancient monuments.

6.136 The Vale has a long history of settlement and an important archaeological heritage, with remains dating from prehistoric times. There are 68 scheduled ancient monuments including ancient hill forts, burial mounds, field systems, historic tracks and ancient settlements. The white horse itself is a chalk figure thought to date from the late Bronze Age. The range of scheduled ancient monuments represents only a proportion of the archaeological record, and therefore many other remains have no statutory protection. Development will not be permitted that puts at risk designated and important non-designated archaeological assets.

Chapter 6: District Wide Policies

6.136 The Historic Environment Record, which is currently maintained by Oxfordshire County Council, shows where there are known archaeological sites and monuments within the county. In these areas and other areas of established archaeological interest, applicants may be required to undertake a desk based archaeological assessment and archaeological field evaluation. Further investigation may be required through a condition, which may include any appropriate mitigation, post excavation analysis and publication in a suitable repository.

6.137 Designated heritage assets are of national importance. At the national level there is a presumption that such assets will be protected and enhanced in a manner that is appropriate to their significance, and also enjoyed for the quality of life they bring to current and future generations. Conserving heritage assets in a manner appropriate to their significance is one of the core principles of plan-making and decision taking outlined in national guidance⁽¹²⁸⁾. This applies to both designated and non designated⁽¹²⁹⁾ assets. Weight should be given to the conservation of the asset, and its setting, proportionate to the significance of the asset. In determining planning applications, the council will be guided by the relevant paragraphs in the Framework. Applicants should ensure that they have fulfilled the requirements set out in the Framework and explain this process in a Heritage or Design and Access Statement.

6.138 The significance of non designated assets will continue to be judged on a case by case basis. A set of criteria for identifying non designated assets may be provided in Local Plan 2029 Part 2 or in a Supplementary Planning Document. The assets identified through this process would then form a local list of non designated assets that would be updated through the development management process.

Core Policy 38: The Historic Environment

Development should sustain and enhance the historic environment, both above and below ground, and not detract from the significance of heritage assets or their settings. Development should make a positive contribution to the local character and distinctiveness of the historic environment using the Residential Design Guide SPD, as well as other relevant SPDs, as a basis for information on character areas, types and materials. Development involving loss or damage to designated heritage assets and their settings will be resisted.

Non designated assets will be assessed on a case by case basis and will be conserved taking into account the scale of any harm or loss and the significance of the asset.

128 National Planning Policy Framework para 17

129 For definition of non designated asset see Glossary

Chapter 6: District Wide Policies

Wiltshire and Berkshire Canal

6.139 Restoration of the Wiltshire and Berkshire Canal route to a navigable state would benefit local recreational facilities and tourism by providing cycleways and routes for walkers along the restored towpath. It could also support environmental benefits by restoring wildlife habitats. The Wiltshire & Berkshire canal route extends from Melksham in Wiltshire, through Swindon and on towards Abingdon-on-Thames where it meets with the River Thames. There is a branch (the North Wiltshire Canal) from Swindon to the Thames & Severn Canal near Cricklade. The Wiltshire, Swindon & Oxfordshire Canal Partnership has produced a delivery strategy to fully restore the canal.⁽¹³⁰⁾ The aim is to restore the canal route to a navigable state.

Core Policy 39: The Wiltshire & Berkshire Canal

The council will continue to safeguard a continuous route for restoration of the Wiltshire & Berkshire Canal using the historic line and the diversion south of Abingdon-on-Thames to be identified on the Adopted Policies Map.

The council will support schemes for restoration of the canal in line with the delivery plan identified in the Wiltshire Swindon & Oxfordshire Canal Partnership Strategy by:

- i. ensuring that development protects the integrity of the canal 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 will be permitted that are 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.

Proposals for the reinstatement of the canal along these historic alignments 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.

Chapter 6: District Wide Policies

Leisure

6.140 In planning for development, regard must be had to the council's Leisure and Sports Facilities Strategy and the Open Space, Sport and Recreation Future Provision SPD. In doing so, development will be expected to make appropriate provision for open space and recreational facilities as outlined in these documents. This will ensure that communities have access to high quality open spaces and opportunities for sport and recreation, which makes an important contribution to their health and well-being. These documents will be reviewed and updated when appropriate.

6.141 Existing leisure facilities will be protected in line with saved policies in the Local Plan 2011, until such time as they are replaced by Local Plan 2029 Part 2. Existing leisure facilities includes Public Rights of Way, as shown on the Oxfordshire County Council definitive map⁽¹³¹⁾, and long-distance recreational paths such as The Ridgeway, the Thames Path and the d'Arcy Dalton Way.

Chapter 7: Implementing the Plan

Chapter 7: Implementing the Plan

In the final version of the Local Plan 2029 Part 1, this chapter will include a detailed monitoring framework to set out how we will ensure the plan policies will delivered. This will set out:

- what will be delivered by each policy
- targets to monitor progress towards achieving our Strategic Objectives, and
- what action we will take if the policies do not deliver in accordance with the targets.

The implementation of the plan will be reported against the targets through the Authorities Monitoring Report.

In this consultation document we have briefly outlined our general approach.

Chapter 7: Implementing the Plan

Introduction

7.1 Monitoring the local plan policies is important to ensure they are effectively being delivered and to meet the requirements of national planning policy. The final version of the Local Plan 2029 Part 1 will include a detailed monitoring framework setting out how this requirement will be met.

Delivery and Contingency

7.2 We will continue to work jointly with stakeholders to deliver local plan objectives. However, the local plan needs to be resilient to changing circumstances and so we have included a delivery and contingency policy to explain the next steps if parts of the plan do not deliver in accordance with the targets to be outlined in the monitoring framework. In particular, if an allocated site does not come forward as expected.

Core Policy 40: Delivery and Contingency

If policies are not delivered in accordance with the monitoring framework the contingency measures will apply.

If the Authority's Monitoring Report shows that allocated development sites and/or development to be brought forward through neighbourhood plans are not coming forward in a timely manner, we will consider:

- i. seeking alternative sources of funding if lack of infrastructure is delaying development, to bring delivery back on track
- ii. investigate mechanisms to accelerate delivery on other permitted or allocated sites
- iii. identifying alternative deliverable site(s) that are in general accordance with the spatial strategy of this plan, through the Local Plan 2029 Part 2 or other appropriate mechanism; and if required, and
- iv. through a full or partial review of the local plan.

7.3 Additional detail will be set out in the final version of the Local Plan 2029 Part 1.

Appendix A: Strategic Site Development Templates

Appendix A: Strategic Site Development Templates

List of Strategic Sites

Harwell Oxford Campus, Harwell

Crab Hill, Wantage

Monks Farm, Grove

Land South of Park Road, Faringdon

Valley Park, Harwell Parish, West of Didcot

Appendix A: Strategic Site Development Templates

- A layout that maximises the potential for sustainable journeys within the neighbourhood on foot and by bicycle, with a legible hierarchy of routes.
- Public open space to form a well connected network of green areas suitable for formal and informal recreation.
- Buildings should be predominantly 2 storey with potential for 3 storey along Curie Avenue.
- The site offers a unique opportunity for innovative modern housing design in a parkland setting.

Environmental Health

- Sewage treatment works on site to be decommissioned.
- Remedial works for contamination required, particularly in relation to groundwater within the south east of the site.

Landscape considerations

- The site lies within the North Wessex Downs Area of Outstanding Natural Beauty (AONB). A comprehensive landscape scheme will therefore be required to minimise impact on the AONB.
- Existing trees and hedgerows to be retained where possible.

Ecology

- The site should be subject to habitat and species surveys carried out in accordance with the Guidelines for Ecological Impact Assessment produced by the Institute of Ecology and Environmental Management and relevant best practise guidance.
- Important ecological assets should be retained where possible. If loss is unavoidable then appropriate mitigation or compensation measures should be provided. Proposals for the provision of a campus-wide mitigation strategy will be required and a suitable receptor site/ nature reserve identified.

Access and Highways

- Contributions towards the SVUK strategic transport infrastructure package.
- A network of footpaths and cycle ways giving access from the new homes to the internal green spaces and the countryside and from the site to the adjoining external network.
- Provide footpath and cycle ways giving access from homes to onsite community facilities, employment and recreational facilities and improved pedestrian and cycle links to Chilton Primary School.
- Curie Avenue and the internal roads within the new development will be required to be constructed to Oxfordshire County Council adoptable road standards.

Social and Community

- Contributions toward expansion of Chilton Primary School.
- Contributions toward expansion of Great Western Park Secondary School.
- Enhancements to existing centre on Currie Avenue or provision of new community centre to make site more sustainable.
- Improvement of existing services and facilities on the campus including a larger food store for residents and employees.
- Public open space and recreational facilities to be provided on site in accordance with requirements of the IDP.

Urban Design Principles

- Layout of development that enables a high degree of integration and connectivity between employment, facilities and housing.
- Careful consideration of street frontages to ensure an appropriate building line and incorporation of active frontages.

Appendix A: Strategic Site Development Templates

- Provide a net gain in biodiversity as a result of the development, for example by incorporating new natural habitats into development and designing buildings with integral bat boxes and bird nesting opportunities.
- Provide contributions towards the identified Green Infrastructure deficit in the area surrounding Harwell.

Flood Risk and Drainage

The following suggestions are made in relation to drainage:

- The site has four green areas that lend themselves to flood storage, depending on the site general levels, with a possible overflow to any drainage on the Icknield Way.
- Recommend a porous pavement system rather than soakaways as the underlying chalk geology means that they would require more intensive maintenance.
- If soakaways are not effective, the layout of the development lends itself to easy adoption of the drainage by the SUDs Approving Body (SAB) under The Flood and Water Management Act 2010.

Archaeological Interest

- Trial trenches required in areas not previously investigated for archaeological interest.

Implementation

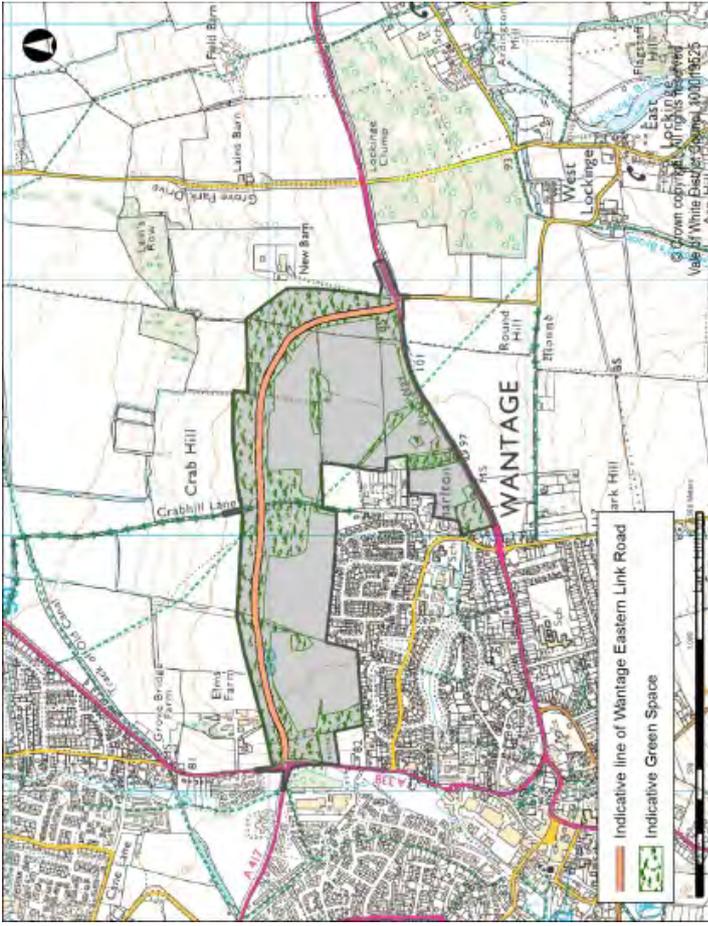
This development template highlights some of the key requirements to site development at the time of writing and does not preclude other requirements coming forward at a later date. The Infrastructure Delivery Plan (IDP) is a live document that will capture this detail and should be read in conjunction with this template. Where there is conflict, the IDP will be taken to provide the most up to date evidence. Development must comply with all relevant

policies in the Development Plan.

Oxfordshire County Council has responsibility for some of the infrastructure or services identified, such as schools and transport. Detailed requirements for these elements will need to be developed and agreed with the county council.

Appendix A: Strategic Site Development Templates

Crab Hill, Wantage



Subject to viability testing, development of the site will be required to provide infrastructure to mitigate the impact of growth. Further detail can be found in the Infrastructure Delivery Plan (IDP).

Physical Requirements

- Developer to liaise with gas provider to ensure that off-site works to facilitate a new gas supply are carried out if needed.
- Developer to liaise with electricity provider to ensure any necessary upstream reinforcement work is carried out.
- Upgrade to sewer network to enable connection to sewage treatment works. A Drainage Strategy is required with submission of a planning application.
- Developer to liaise with Thames Water to ensure upgrading to sewage treatment works is carried out as necessary.
- Developer to liaise with Thames Water to ensure adequate water resource is available. Local upgrade to water network is likely to be needed.
- Sustainable urban drainage (SUDs) methods should be used to drain the surface water from the development.

Access and Highways

- Provision of the eastern and western extents of the WELR at the A417 and A338 for direct access. The full WELR needs to be delivered supported by other developer contributions within the Wantage and Grove area.
- Contributions towards SVUK strategic transport infrastructure package.
- A network of footpaths and cycle ways within the site giving access from the new homes to the internal green spaces and the countryside and from the site to the adjoining external network.
- A network of safe and attractive footpaths and cycle tracks on the site that will connect to Wantage town centre and other

Key Objectives

- To deliver up to 1500 homes with associated services and facilities.
- To provide a new primary school
- Provision of land for the Wantage Eastern Link Road (WELR) linking A417 and A338.
- To deliver a high quality, sustainable and mixed use urban extension, providing 40% affordable housing and a suitable mix of housing in line with Policies 18 and 21.
- To ensure that the development is integrated with Wantage and residents can access existing facilities in the town.
- To contribute to balanced employment and housing growth in SVUK.

Appendix A: Strategic Site Development Templates

- areas where infrastructure and services are located, including to the secondary schools.
- Existing public footpaths and byways to be retained or appropriately diverted unless otherwise specifically agreed.
- Appropriate treatment of Byway Open to All Traffic (BOAT) to be agreed with Oxfordshire County Council.

Social and Community

- Provision of a primary school in a suitable location within the site, on at least 2.22ha of land.
- Contributions towards a new secondary school at Grove Airfield.
- Contributions to improvements to, or replacement, of the Wantage Leisure Centre.
- Public open space and recreational facilities to be provided on site in accordance with requirements of the IDP.

Urban Design Principles

- Layout of development that enables a high degree of integration and connectivity between new and existing communities.
- A layout that maximises the potential for sustainable journeys within the neighbourhood on foot or by bicycle, with a legible hierarchy of routes.
- Public open space to form a well connected network of green areas suitable for formal and informal recreation.
- Primary school to be suitably located to ensure accessibility to all of the community.
- A maximum building height of 3 storeys limited to areas of greater density, such as the neighbourhood centre, or to create landmark features or points of interest to provide legibility and generate variety. Development densities should reflect the local context and generally be lower towards the outer limits

of the site to help create a successful transition to the countryside.

Environmental Health

- Noise mitigation measures required along the edge of the site where it adjoins the A417 and the WELR.
- Remediation of any contamination from the electricity sub-station on the site and telecoms mast north of the site required.
- An electromagnetic field survey of the telecoms mast on site is required.

Landscape considerations

- This is a prominent site with the AONB to its south and the northern boundary of the development located on a plateau with extensive views to the north.
- The landscape design needs to consider the views into and out of the development, screening and or framing of views to reduce the impact on this sensitive landscape.
- Shelter belt planting should be used to reduce impact of developing the site.
- Existing trees, woodland and hedges to be retained where possible, particularly those around the edges of the site.

Ecology

- The site should be subject to habitat and species surveys carried out in accordance with the Guidelines for Ecological Impact Assessment produced by the Institute of Ecology and Environmental Management and relevant best practise guidance.
- Important ecological assets should be retained where possible, if loss is unavoidable then appropriate mitigation or compensation measures should be provided.

Appendix A: Strategic Site Development Templates

- Provide a net gain in biodiversity as a result of the development, for example, by incorporating new natural habitats into development and designing buildings with integral bat boxes and bird nesting opportunities.
- Provide contributions towards the identified Green Infrastructure deficit in the area surrounding Wantage.

Archaeological Interest

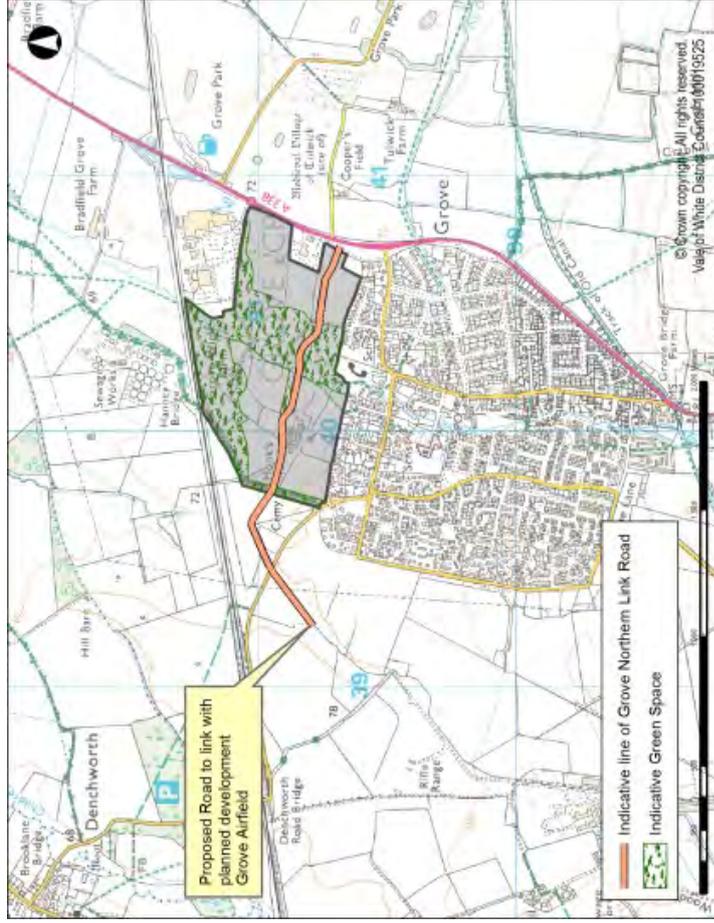
- An archaeological evaluation of the site will need to be undertaken and its recommendations implemented.

Implementation

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Monks Farm, Grove



Subject to viability testing, development of the site will be required to provide infrastructure to mitigate the impact of growth. Further detail can be found in the Infrastructure Delivery Plan (IDP).

Physical Requirements

- Developer to liaise with gas provider to ensure that off-site works to facilitate a new gas supply are carried out if needed.
- Developer to liaise with electricity provider to ensure any necessary upstream reinforcement work is carried out if needed.
- Upgrade to sewer network to enable connection to sewage treatment works. A Drainage Strategy is required with submission of a planning application.
- Developer to liaise with Thames Water to ensure upgrading to sewage treatment works is carried out as necessary.
- Developer to liaise with Thames Water to ensure adequate water resource is available. Local upgrade to water network is likely to be needed.
- Sustainable Urban Drainage (SUDs) methods should be used to drain the surface water from the development.

Access and Highways

- Delivery of suitable site access arrangements that enable Monks Farm to satisfactorily connect to the A338.
- Contributions towards the SVUK strategic transport infrastructure package.
- A network of footpaths and cycle ways giving access from the new homes to the internal green spaces and the countryside and from the site to the adjoining external network.
- A network of safe and attractive footpaths and cycle tracks on the site that will connect to Grove village centre.
- Existing public footpaths and byways to be retained or appropriately diverted.

Key Objectives

- To deliver around 750 homes and circa 6ha of employment
- To provide land for a new primary school on site.
- To provide land for the Grove Northern Link Road (GNLR) required for access to Grove Airfield development.
- To deliver a high quality, sustainable and mixed use urban extension, providing 40% affordable housing and a suitable mix of housing in line with Policies 18 and 21.
- To ensure that the development is integrated with Grove and residents can access existing facilities in the village.
- To contribute to balanced employment and housing growth in SVUK.

Appendix A: Strategic Site Development Templates

Social and Community

- Provision of a primary school located in a suitable location within the site, on at least 2.22ha of land.
 - Contributions towards a new secondary school at Grove Airfield.
 - Contributions to improvements to, or replacement of, the Wantage Leisure Centre.
 - Public open space and recreational facilities to be provided on site in accordance with requirements of the IDP.
- ### Urban Design Principles
- Layout of development that enables a high degree of integration and connectivity between new and existing communities.
 - Careful consideration of street frontages to ensure an appropriate building line and incorporation of active frontages, particularly along the GNLR.
 - A layout that maximises the potential for sustainable journeys within the neighbourhood, with a legible hierarchy of routes.
 - Public open space to form a well connected network of green areas suitable for formal and informal recreation.
 - Primary school and community centre to be suitably located to ensure accessibility to all of the community.
 - Primarily 2 storey development, some 2 ½ storey might be acceptable as urban design 'features'.
 - 'Undevelopable' land around Letcombe Brook and in noise and odour buffers should not be counted towards recreational space.

Environmental Health

- A noise buffer will be required along the boundary with the railway line.

- An odour buffer will be required around the sewage works to the north of the site. Development is not to take place in the odour buffer.
- Consideration of noise impact of William's F1 site and garage adjacent to the site.

Landscape considerations

- Trees and hedgerows should be retained if they are in good condition and make a positive contribution to the landscape.
- Trees along western verge to be retained as far as possible.
- The Letcombe Brook and its flood plain is a positive asset within the landscape and care should be taken with the siting of any development along its boundary.

Ecology

- Crossings over the brook are to be kept to a maximum number of 3 to reduce impact on ecology.
- Design of the main road bridge over the Letcombe Brook will need careful thought to ensure that the bridge does not compromise the functioning of the ecological corridor.
- The site should be subject to habitat and species surveys carried out in accordance with the Guidelines for Ecological Impact Assessment produced by the Institute of Ecology and Environmental Management and relevant best practise guidance.
- Important ecological assets should be retained where possible. If loss is unavoidable then appropriate mitigation or compensation measures should be provided.
- Provide a net gain in biodiversity as a result of the development, for example by incorporating new natural habitats into development and designing buildings with integral bat boxes and bird nesting opportunities.

Appendix A: Strategic Site Development Templates

- Provide contributions towards redressing the identified Green Infrastructure deficit in the area surrounding Wantage and Grove.
 - Enhancements to the Letcombe Brook and its corridor should include restoration of the channel and surrounding habitats.
- Flooding**
- No development within Letcombe Brook corridor and flood zones (other than GNLR road).
 - Run off less than Greenfield run-off rates for surface water for the development is to be discussed and agreed with the council's ecologist, flood engineer and the Environment Agency.
 - An assessment of the impacts of foul water discharge into the Letcombe Brook from Wantage Sewerage Treatment Works should be completed. Some mitigation of flows from the sewerage works can be made by a reduction in the surface water runoff. If appropriate, mitigation or compensation measures should be provided to offset any negative impacts on the Brook.

Historical and Archaeological Interest

- A Heritage Statement will need to be submitted to show how the listed buildings on Monks Farm and Grove Wick Farm, and their setting, have been sensitively considered.
- An archaeological evaluation of the site will need to be undertaken (including possible trenching) and its recommendations implemented.

Implementation

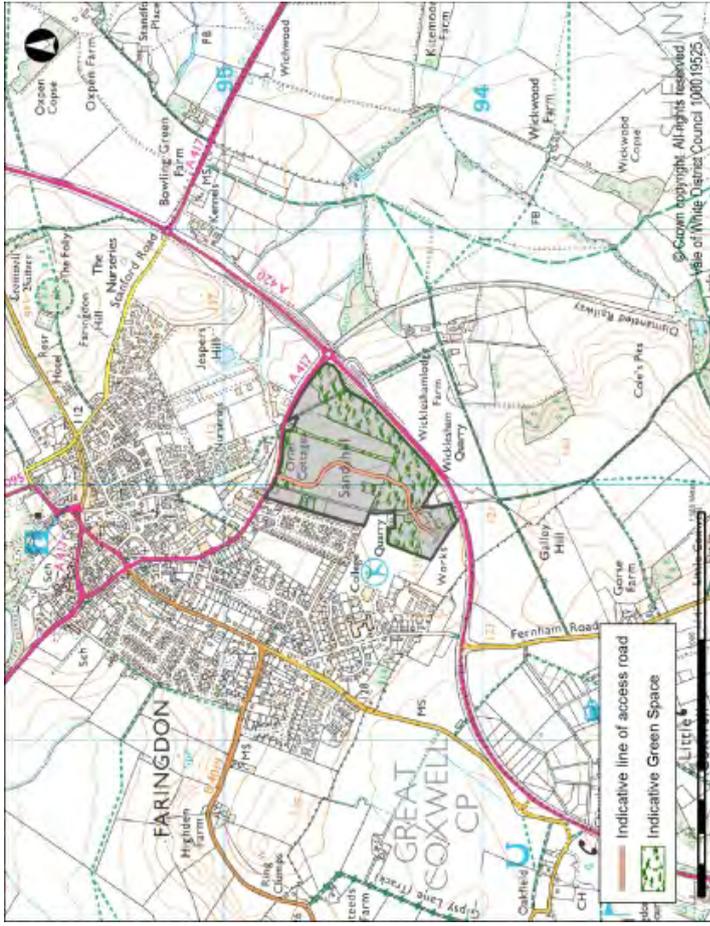
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this detail and should be read in conjunction with this template. Where there is conflict, the IDP will be taken to provide the most up to date evidence. Development must comply with all relevant policies in the Development Plan.

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Appendix A: Strategic Site Development Templates

Land South of Park Road, Faringdon



Key Objectives

- To deliver around 350 homes and up to 3ha of business development compatible with neighbouring uses.
- To provide for a new primary school on site.
- To deliver a high quality, sustainable and mixed use urban extension, providing 40% affordable housing and a suitable mix of housing in line with Policies 18 and 21.
- To ensure that the development integrates with the existing development in Faringdon whilst minimising the impact of the development on the town's landscape setting.
- Subject to viability testing, development of the site will be required to provide infrastructure to mitigate the impact of growth. Further detail can be found in the Infrastructure

Delivery Plan (IDP).

Physical Requirements

- Developer to liaise with gas provider to ensure that off-site works to facilitate a new gas supply are carried out if needed.
- Developer to liaise with electricity provider to ensure any necessary upstream reinforcement work is carried out if needed.
- Upgrade to sewer network to enable connection to sewage treatment works. A Drainage Strategy is required with submission of a planning application.
- Developer to coordinate with Thames Water to ensure adequate water resource is available. Local upgrade to water network is likely to be needed.
- Sustainable Urban Drainage (SUDs) should be provided to drain the surface water from the development

Access and Highways

- Access improvements along Park Road.
- A network of footpaths and cycle ways giving access from the new homes to the internal green spaces and the countryside and from the site to the adjoining external network.
- A network of safe and attractive footpaths and cycle tracks on the site that will connect to Faringdon centre and other areas where infrastructure and services are located, including to the secondary school.
- Existing public footpaths and byways to be retained or appropriately diverted. Sandshill Lane to be retained if possible.
- A road to be provided through the site that is of a suitable standard to serve the employment development in south western corner.
- Contributions to bus services.

Appendix A: Strategic Site Development Templates

- This is a sensitive site and contributes to the landscape setting of Faringdon and The Folly, especially viewed from the A420 and the south east. Careful siting of the development and extensive landscaping would be required to mitigate the impact on the landscape.
- Regrade the Rogers Concrete site if possible to enable more of the site to be used for employment and to reduce visual impact of site from A420.

- Provision of a primary school in a suitable location within the site on at least 2.22ha of land.
- Contributions towards extension and/or improvements to Faringdon Community College.
- Public open space and recreational facilities to be provided on site in accordance with requirements of the IDP.

Social and Community

Ecology

- Incorporate measures to protect the SSSI on the edge of the site.
- Important ecological assets should be retained where possible, if loss is unavoidable then appropriate mitigation or compensation measures should be provided.
- Provide a net gain in biodiversity as a result of the development, for example by incorporating new natural habitats into the surrounding green spaces and designing buildings with integral bat boxes and bird nesting opportunities.
- Provide contributions towards redressing the identified Green Infrastructure deficit in the area surrounding Faringdon.

Urban Design Principles

- Layout of development that enables a high degree of integration and connectivity between new and existing communities.
- Careful consideration of street frontages to ensure an appropriate building line and incorporation of active frontages.
- A layout that maximises the potential for suitable journeys within the neighbourhood on foot and by bicycle, with a legible hierarchy of routes.
- Public open space to form a well connected network of green areas suitable for formal and informal recreation.
- Primary school to be located in a suitable position to allow for connectivity between it and Faringdon Community College.
- Buildings to be predominantly 2 storey, potentially with some 2 ½ storey along northern edge.

Archaeological Interest

- An archaeological field evaluation of the site has shown evidence suggesting activity between late 1st and early 4th centuries AD. Therefore a programme of archaeological work is recommended including:
 - Organising and implementing an archaeological investigation, to be undertaken prior to development commencing.
 - Prior to the commencement of the development and following the approval of the Written Scheme of Investigation, a staged programme of archaeological

Environmental Health

- A buffer to be provided along the eastern boundary of the site to mitigate against the noise from the A420, and to the south between the housing and the employment.
- Addressing any issues of contaminated land arising from quarrying.

Landscape considerations

Appendix A: Strategic Site Development Templates

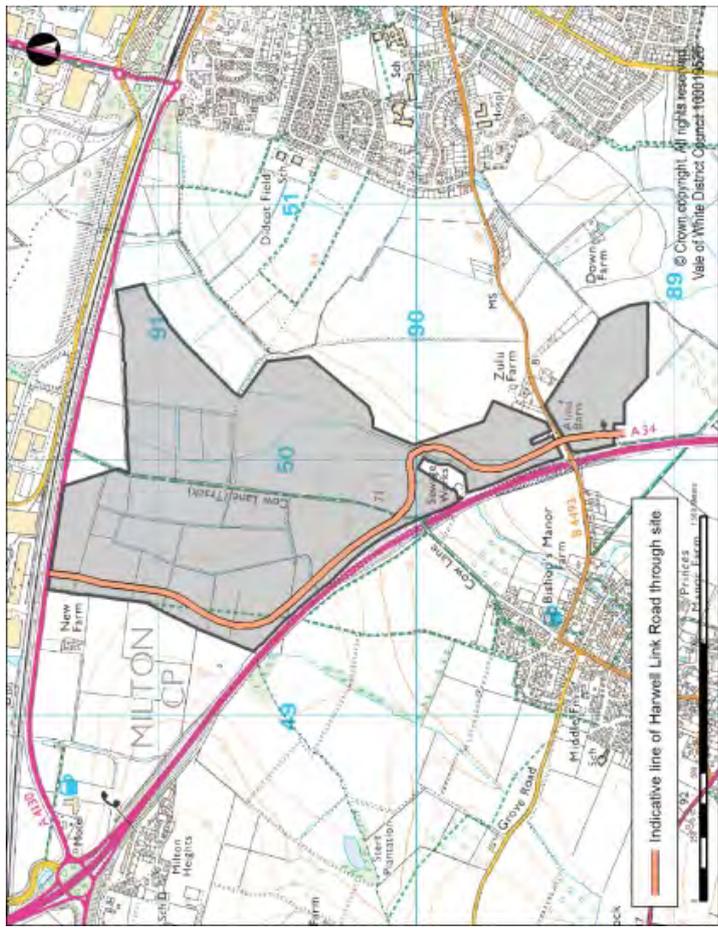
investigation should be carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work should include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which should be submitted to the Local Planning Authority.

Implementation

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Valley Park, Harwell Parish, East of the A34



Key Objectives

- To deliver up to 2150 homes
- To provide on site two new primary schools, a neighbourhood centre and the section of the proposed Harwell Link Road that falls within the site.
- To provide land and contributions towards a learning park and special needs school on site.
- To deliver a high quality, sustainable and mixed use urban extension, providing 40% affordable housing and a suitable mix of housing in line with Policies 18 and 21.

- To integrate the site with Great Western Park so that it forms a cohesive and permeable extension to Didcot.
- To contribute to balanced employment and housing growth in SVUK.

Subject to viability testing, development of the site will be required to provide infrastructure to mitigate the impact of growth. Further detail can be found in the Infrastructure Delivery Plan (IDP).

Physical Requirements

- Contributions to attenuation features for surface water draining into the sewers.
- Local water main connections will be required through developer negotiations.
- Contributions to new electrical substations.
- Contributions to a new gas supply.
- Sewage infrastructure required to be set out in Drainage Strategy submitted with an application. Sewer route through the site to be protected by an easement. To be connected to sewer treatment works located to the north of Great Western Park.

• Cable networks to be installed.

- Sustainable urban drainage (SUDs) methods should be used to drain the surface water from the development.

Access and Highways

- Provision of proposed Harwell Link Road where it falls within the Valley Park site.
- Contributions towards the SVUK strategic transport infrastructure package.
- A network of footpaths and cycle ways giving access from the new homes to the internal green spaces and the countryside and from the site to the adjoining network.

Appendix A: Strategic Site Development Templates

- A network of safe and attractive footpaths, cycle tracks, roads and bus routes on the site that will connect to:
 - Local services and facilities on the site
 - The secondary school and district centre at Great Western Park
 - The railway station
 - Didcot Town centre
 - Harwell Oxford Campus
 - Milton Park (via an improved footpath and cycle access under the railway Backhill Lane)
- Existing public footpath to be retained or appropriately diverted.
- A landscaped corridor along the northern edge of the site providing a footpath and cycleway from Great Western Park and the existing local centre to Milton Park, and a more attractive approach to the town from the A34.

Social and Community

- Provision of two primary schools on site in at least 2.22ha for each school.
- Provision of a neighbourhood centre to include local shops and other community facilities to serve the development (approx. 500sqm).
- Provision of a community centre (approx. 1400sqm)
- Contributions towards enlargement of secondary school at Great Western Park
- Land for 100 pupil special needs school. Contributions towards special needs school provision.
- Land for, and contributions towards, a learning park.
- Contributions towards leisure facilities, including a sports centre
- Public open space and recreational facilities to be provided on site in accordance with requirements of the IDP.

Urban Design Principles

- Site to be brought forward with a comprehensive masterplan showing phasing of development.
- Layout of development that enables a high degree of integration and connectivity between new and existing communities, particularly the Great Western Park development.
- Careful consideration of street frontages to ensure an appropriate building line and incorporation of active frontages.
- A layout that maximises the potential for sustainable journeys within the neighbourhood, on foot or by bicycle, with a legible hierarchy of routes.
- Public transport route through the site needs to be on an appropriate corridor and should avoid passing the front of the primary schools.
- Public open space to form a well connected network of green areas suitable for formal and informal recreation.
- Primary schools and neighbourhood centre to be centrally located to ensure accessibility to all of the community.
- No building over 2 ½ storeys

Environmental Health

- Mitigation or buffering if required between new link road and new housing.
- Remediation to take account of contaminated land following a detailed study.

Landscape considerations

- Careful treatment of boundary between the development areas and Harwell village so as to protect its separate identity.
- No development in flood zone 2 in the north of the site, other than flood resilient physical infrastructure.

Ecology

Appendix A: Strategic Site Development Templates

- Habitat and species surveys to be carried out in accordance with the Guidelines for Ecological Impact Assessment produced by the Institute of Ecology and Environmental Management and relevant best practise guidance.
- Important ecological assets should be retained where possible. If loss is unavoidable then appropriate mitigation or compensation measures should be provided. Proposals for the provision of a site wide mitigation strategy will be required and a suitable receptor site/ nature reserve identified.
- Provide a net gain in biodiversity as a result of the development by incorporating new natural habitats into development and designing buildings with integral bat boxes and bird nesting opportunities.
- Provide contributions towards redressing the identified Green Infrastructure deficit in the area surrounding Didcot.

Archaeological Interest

- An archaeological evaluation of the site will need to be undertaken and its recommendations implemented.

Implementation

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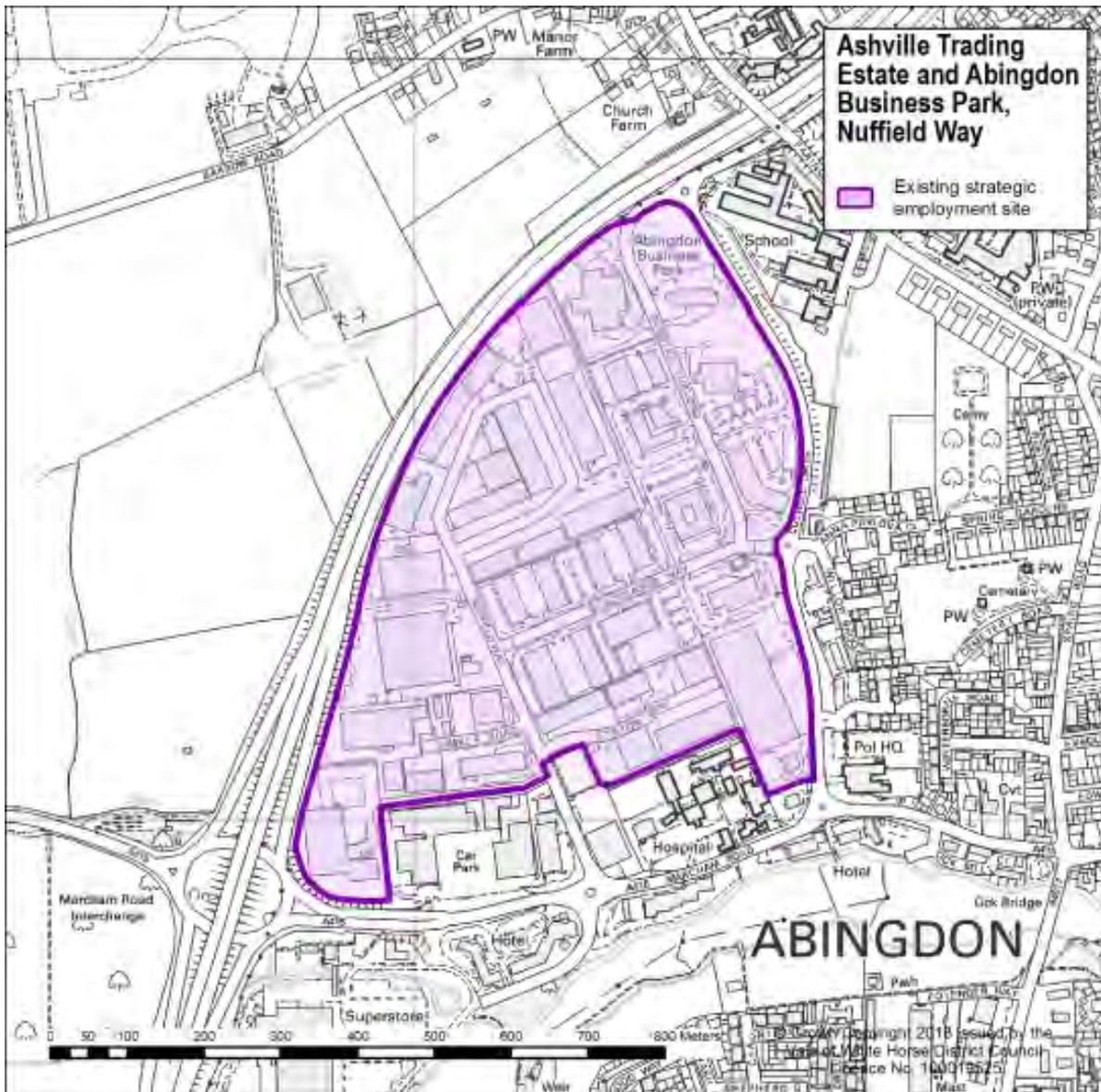
Appendix B: Existing Strategic Employment Sites

Appendix B: Existing Strategic Employment Sites

The maps below show the areas identified as existing strategic employment sites. These sites will be safeguarded for employment uses in accordance with Core Policy 25 (Change of use of existing employment land and premises).

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

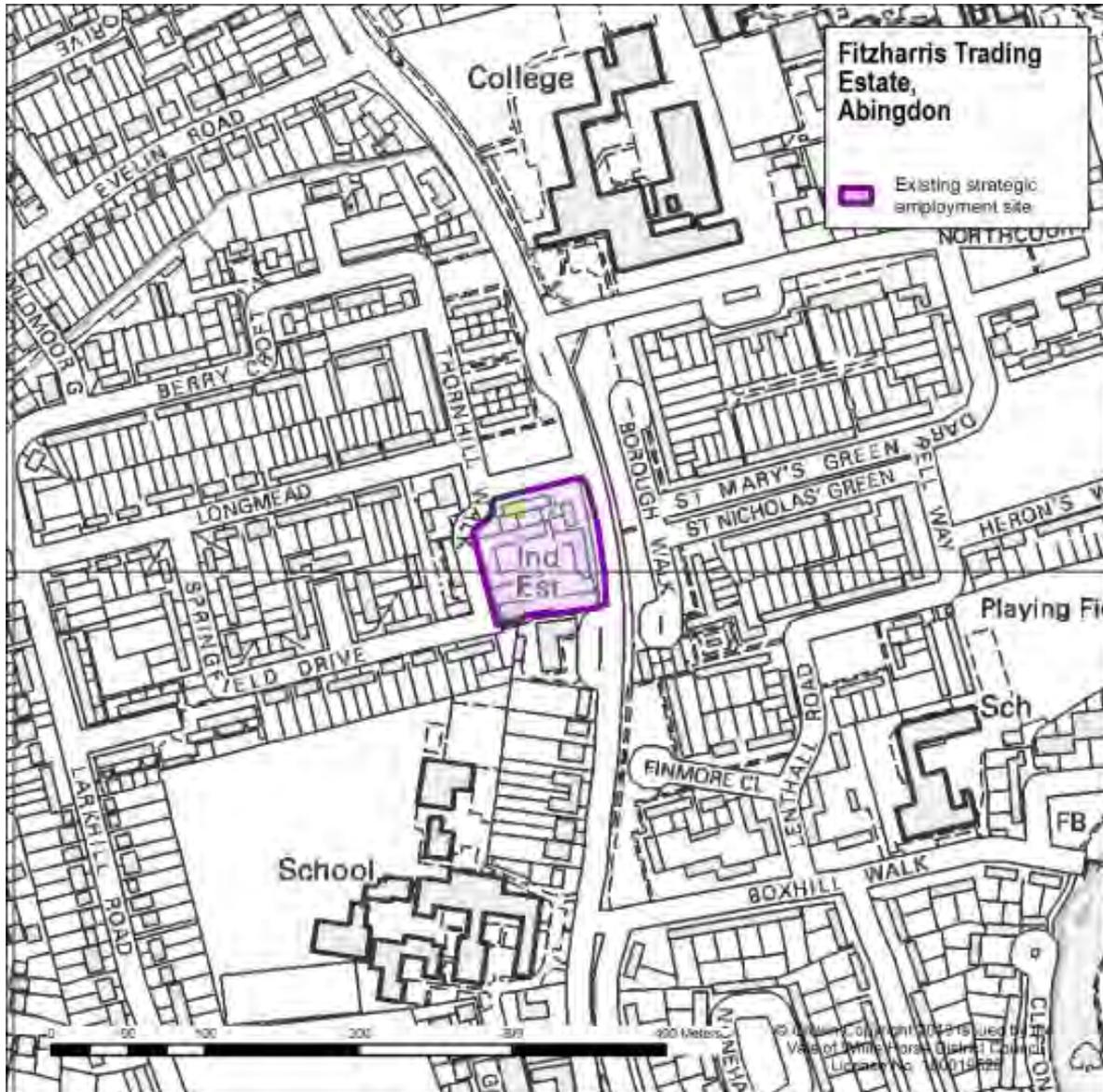
Abingdon on Thames



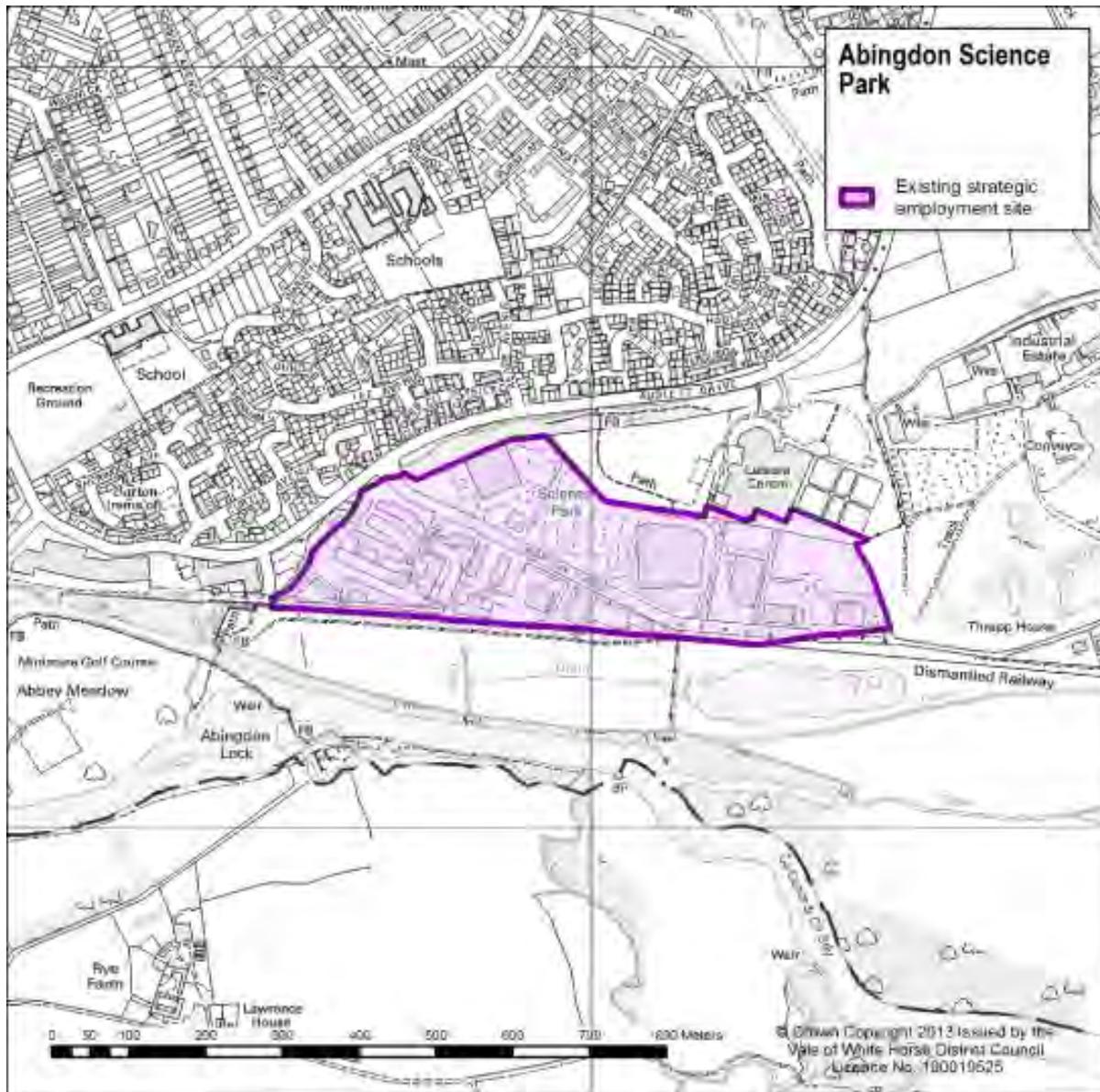
Appendix B: Existing Strategic Employment Sites



Appendix B: Existing Strategic Employment Sites



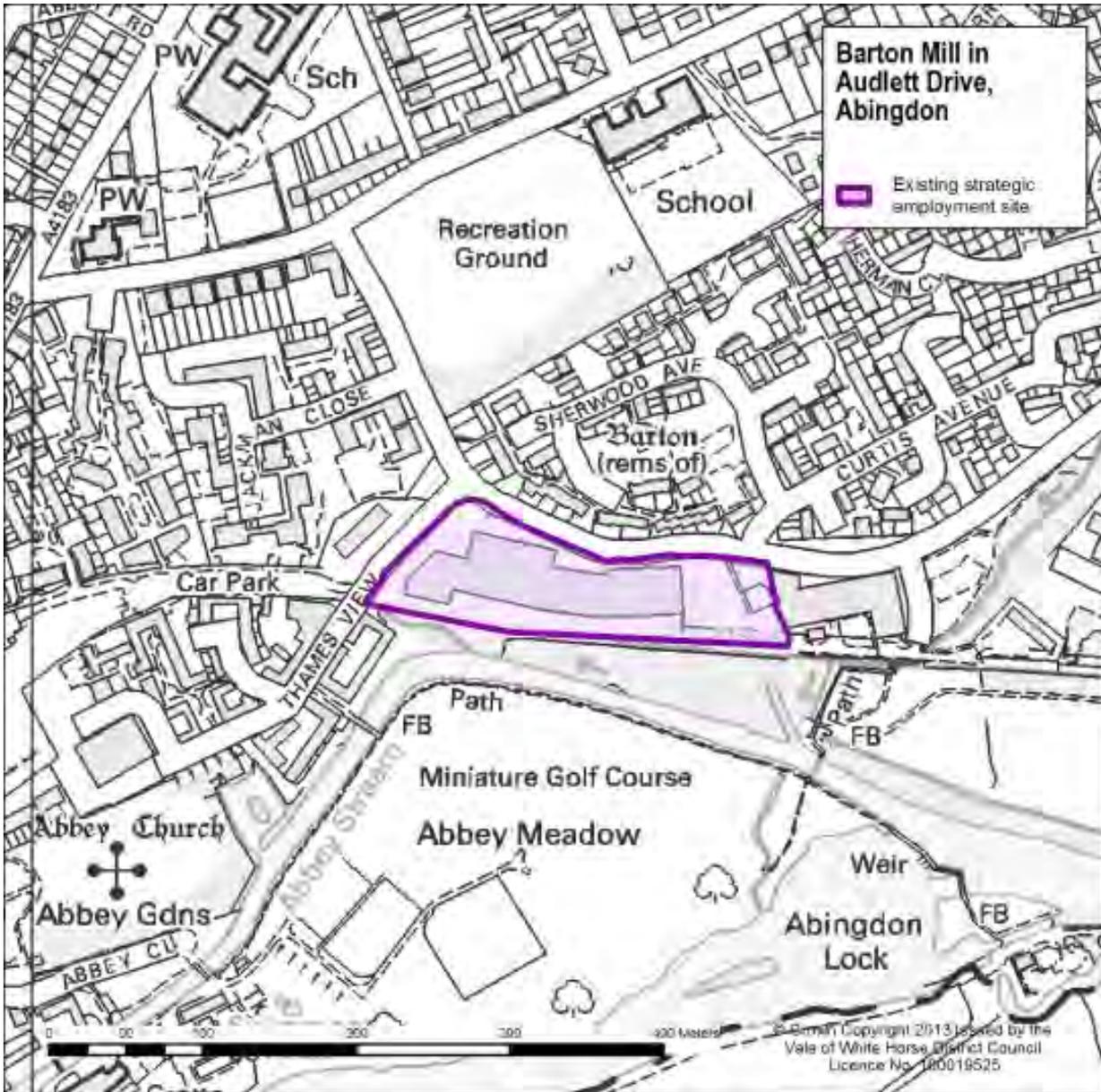
Appendix B: Existing Strategic Employment Sites



Appendix B: Existing Strategic Employment Sites

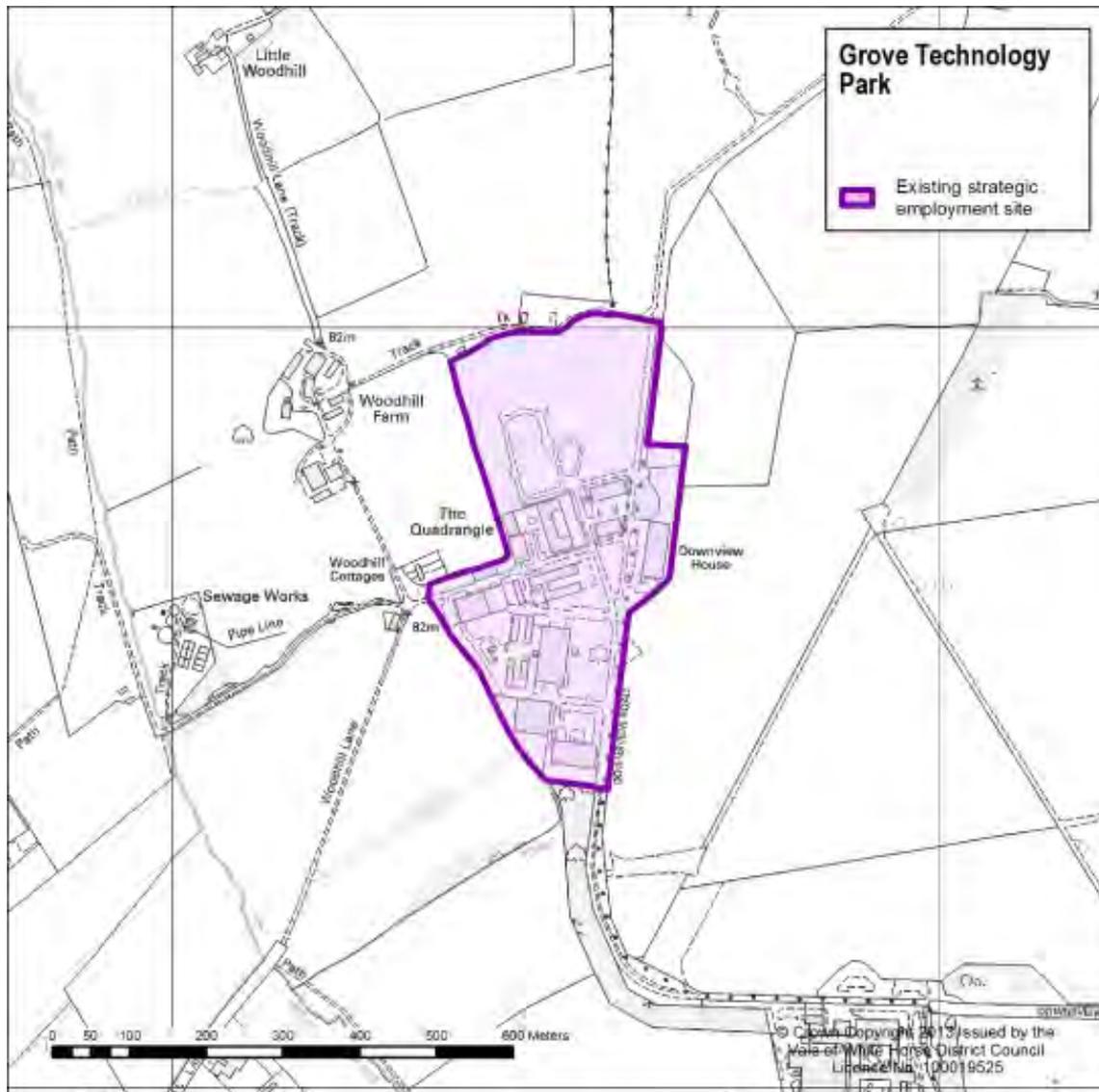


Appendix B: Existing Strategic Employment Sites

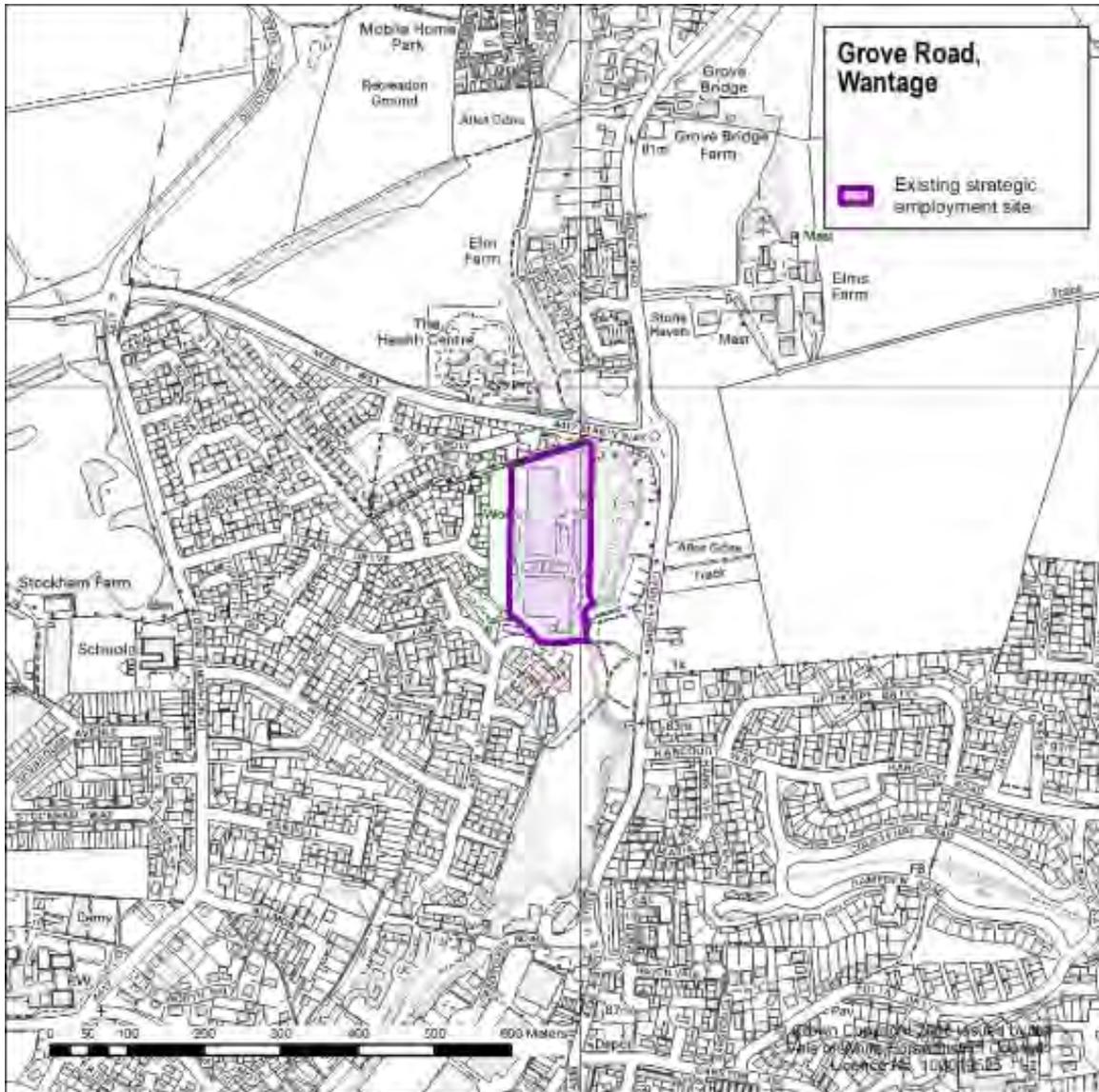


Appendix B: Existing Strategic Employment Sites

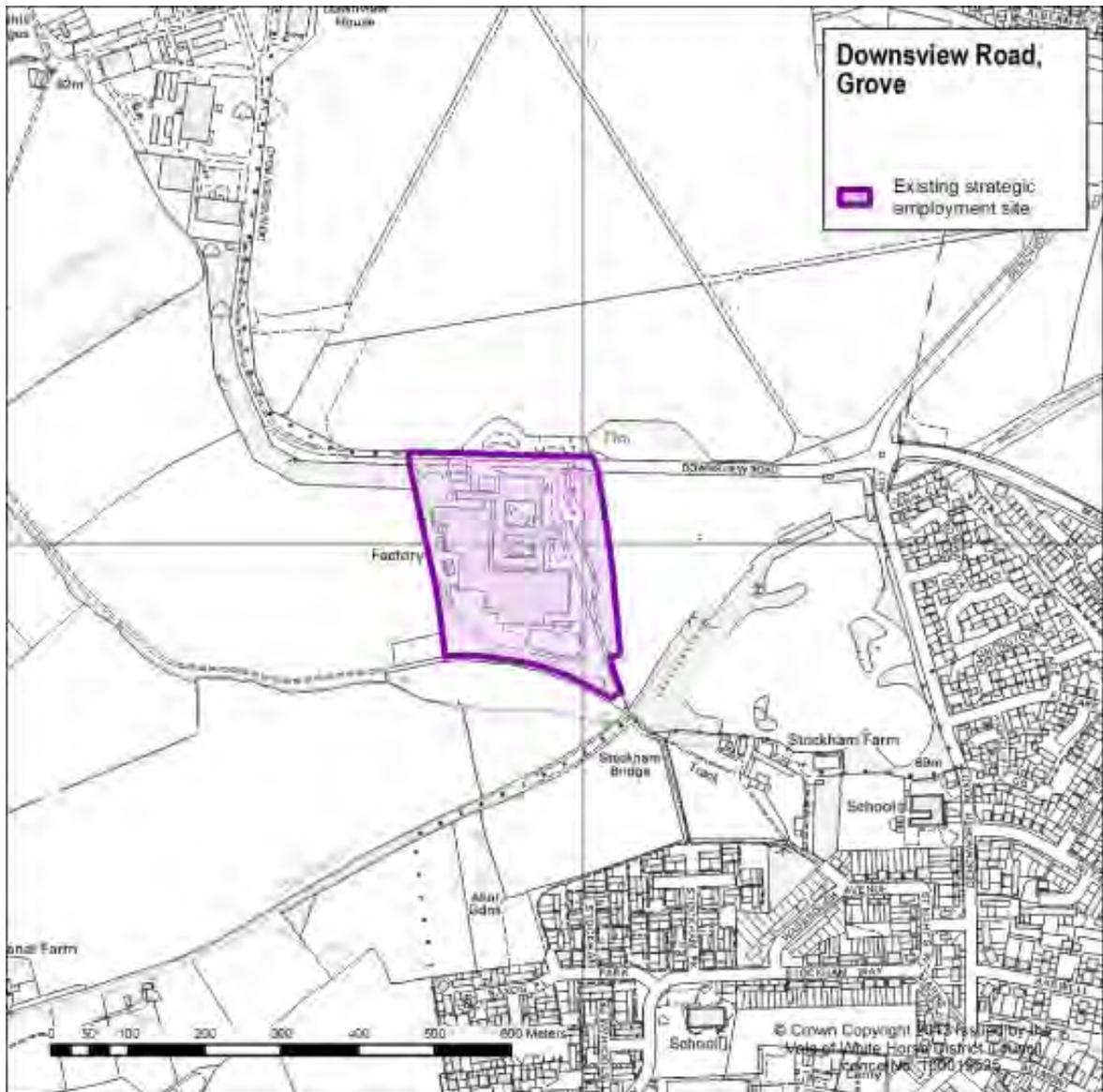
Wantage and Grove



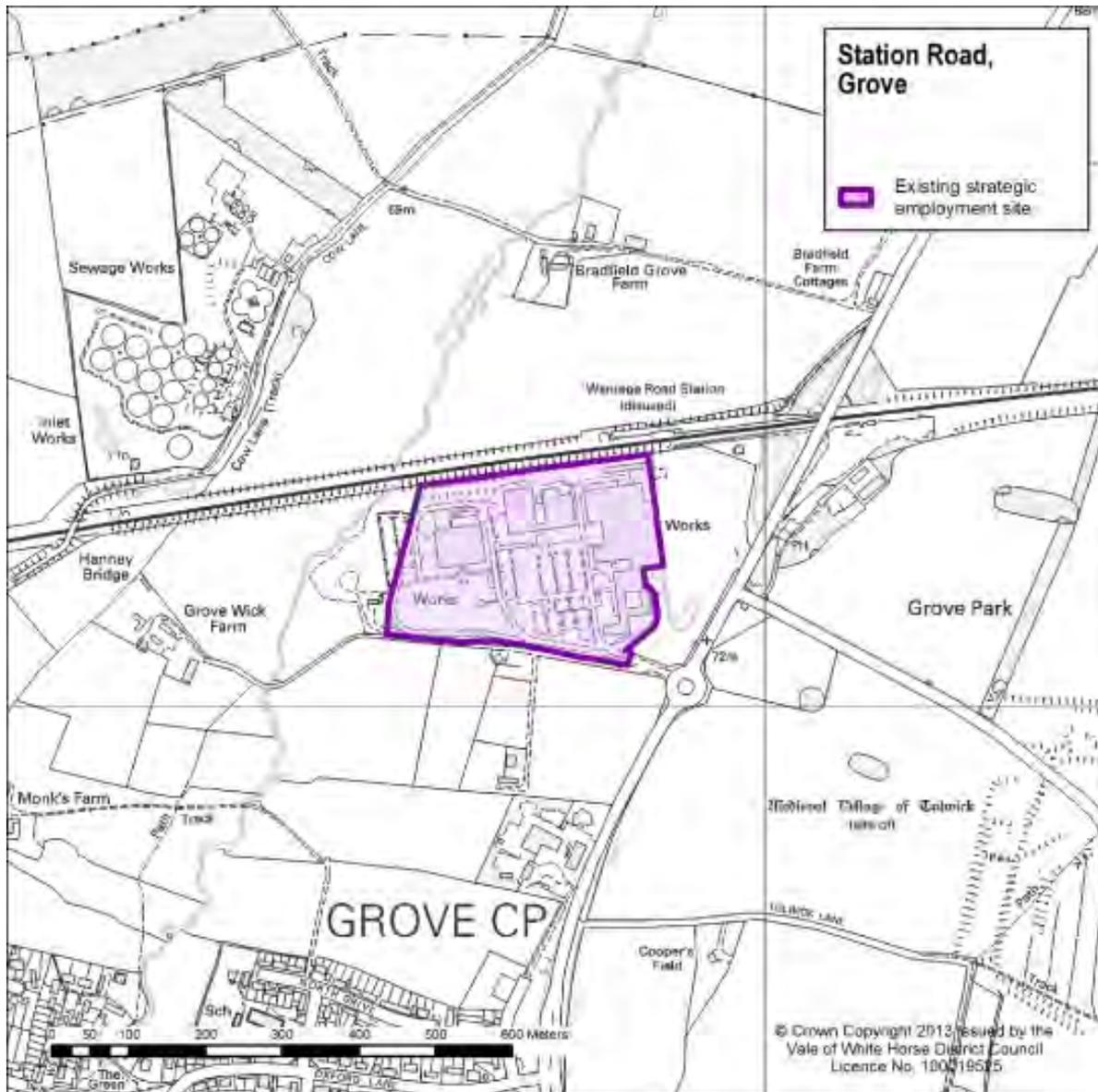
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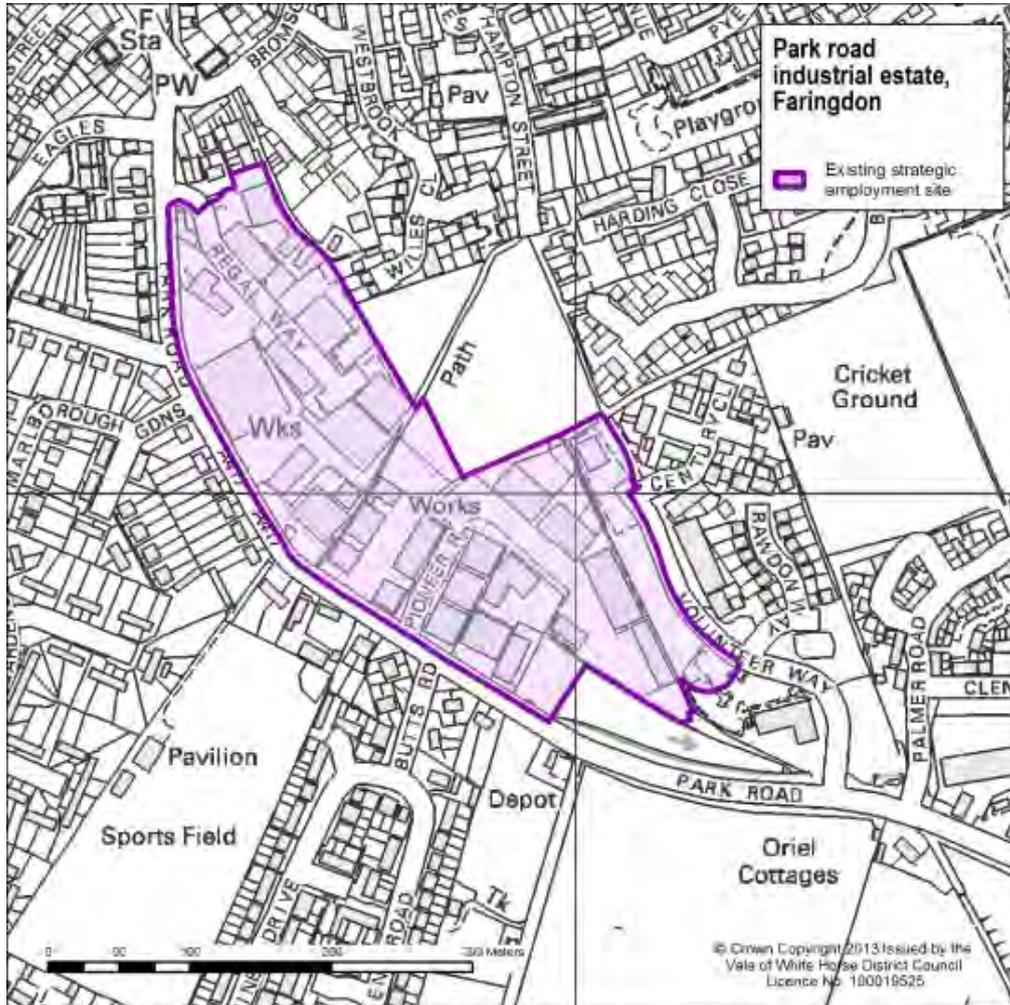


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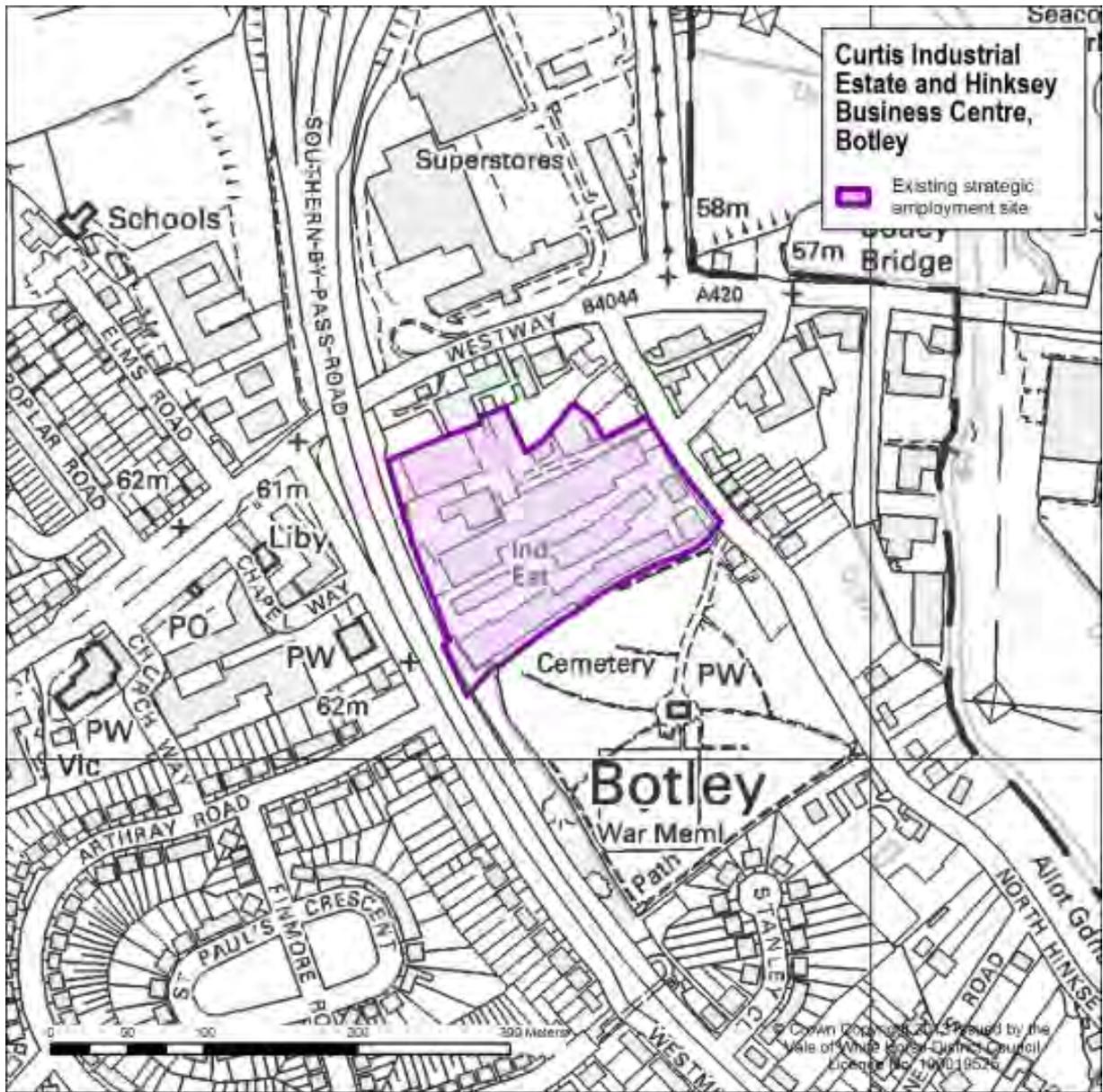
Appendix B: Existing Strategic Employment Sites

Faringdon

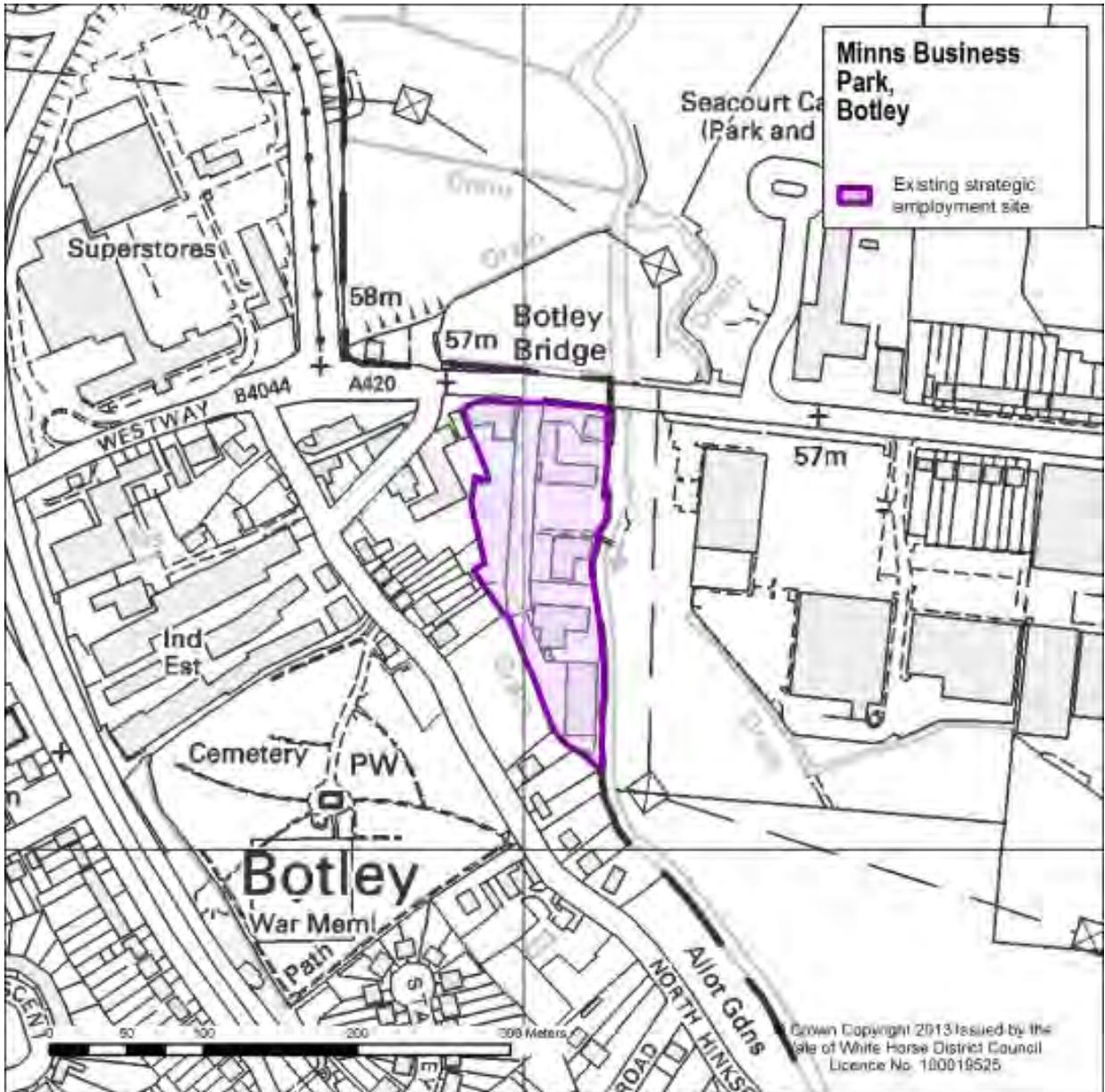


Appendix B: Existing Strategic Employment Sites

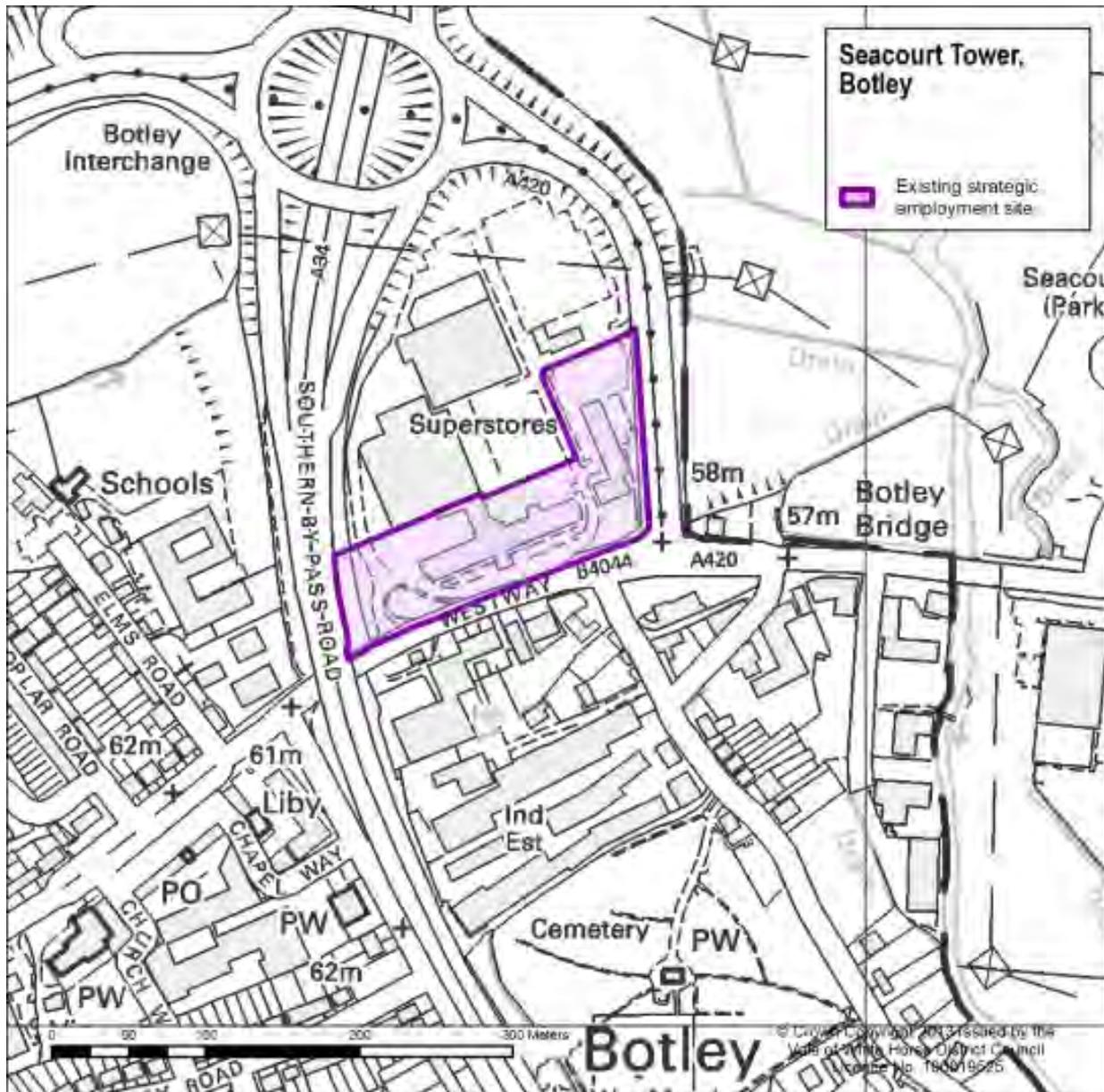
Botley



Appendix B: Existing Strategic Employment Sites



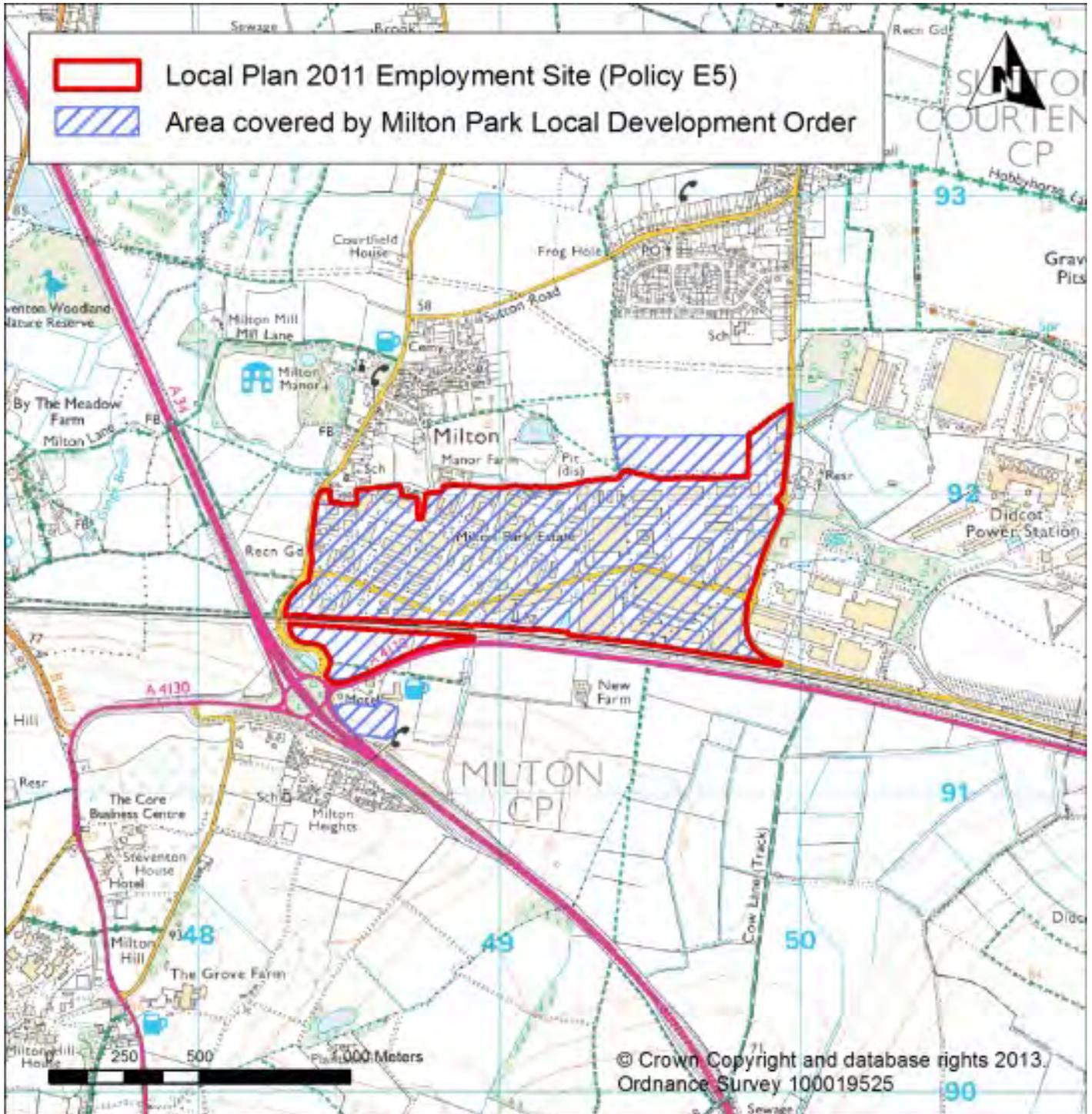
Appendix B: Existing Strategic Employment Sites



Appendix C: Site maps for Milton Park and Harwell Oxford

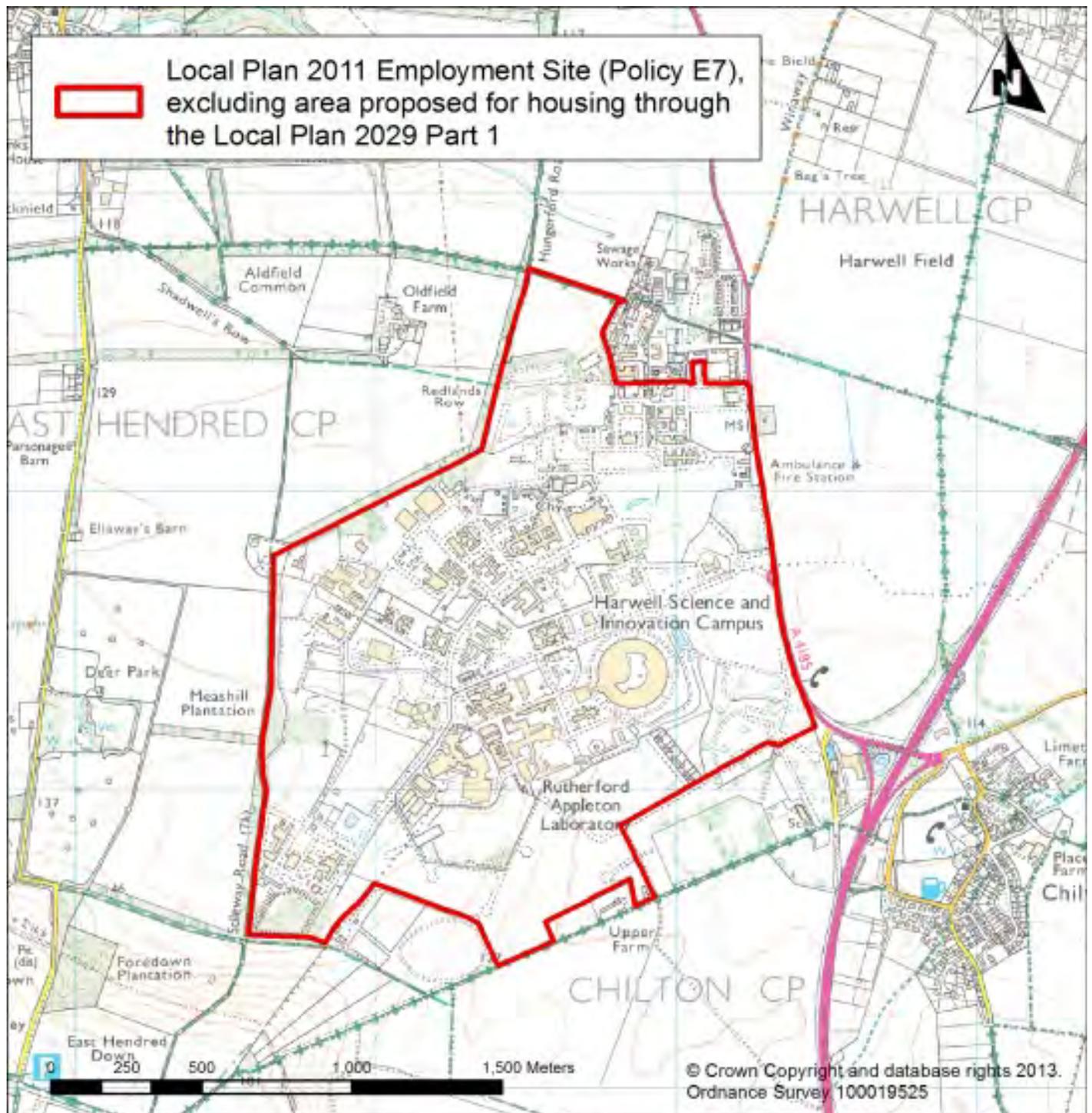
Appendix C: Site maps for Milton Park and Harwell Oxford

Milton Park



Appendix C: Site maps for Milton Park and Harwell Oxford

Harwell Oxford Campus



Appendix D: List of Rural Multi User Sites and Large Campus Style sites as identified in the Local Plan 2011

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Rural Multi-User Sites

Ardington:

Home Farm, and the Works and Bakers Yard

Challow:

W&G Estate

Radley Parish:

Sandford Lane Industrial Estate, Kennington

Kingston Bagpuize and Southmoor

Kingston Business Park

Stanford-in-the-Vale

White Horse Business Park

Steventon

Station Yard Industrial Estate

Watchfield

Shrivenham Hundred Business Park

Wootton

Wootton Business Park

Large Campus Style Sites

Milton Hill

Milton Hill Business and Technology Centre

Sutton Courtney

Amey*

Tubney Wood

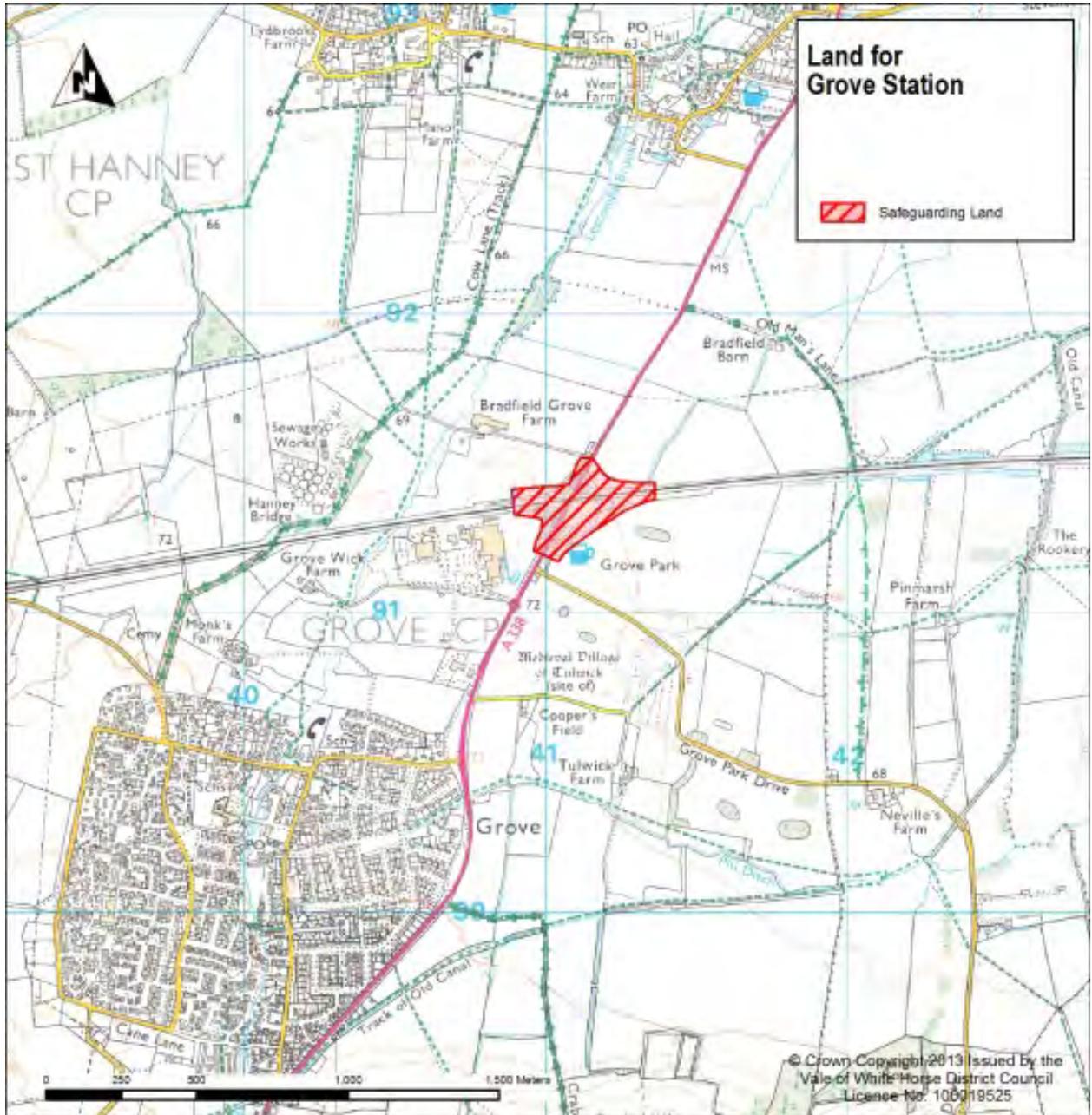
Oxford Instruments

*The Amey site in Sutton Courtney has outline planning permission for housing

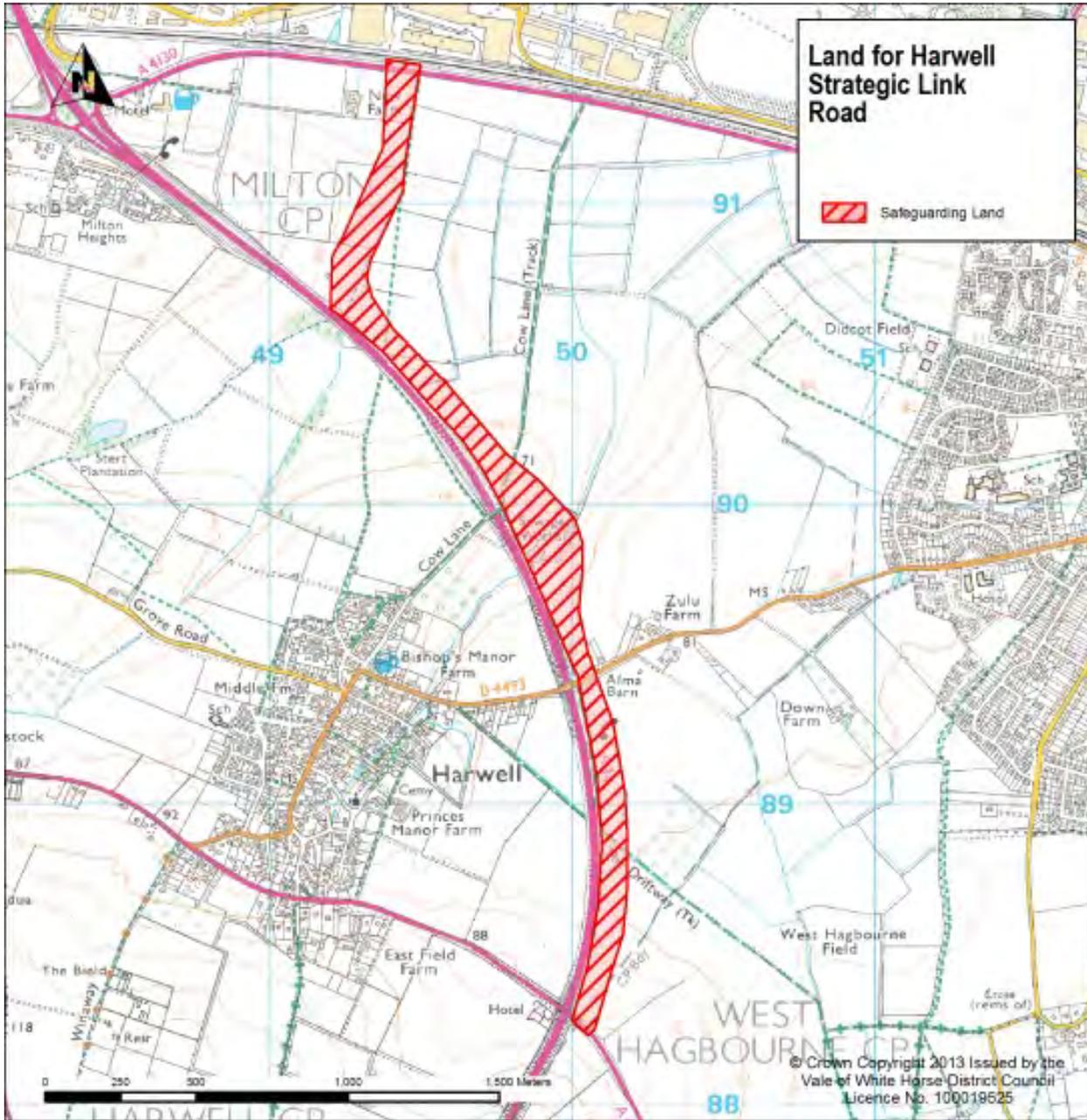
Appendix E: Land for Safeguarding for future transport schemes- maps

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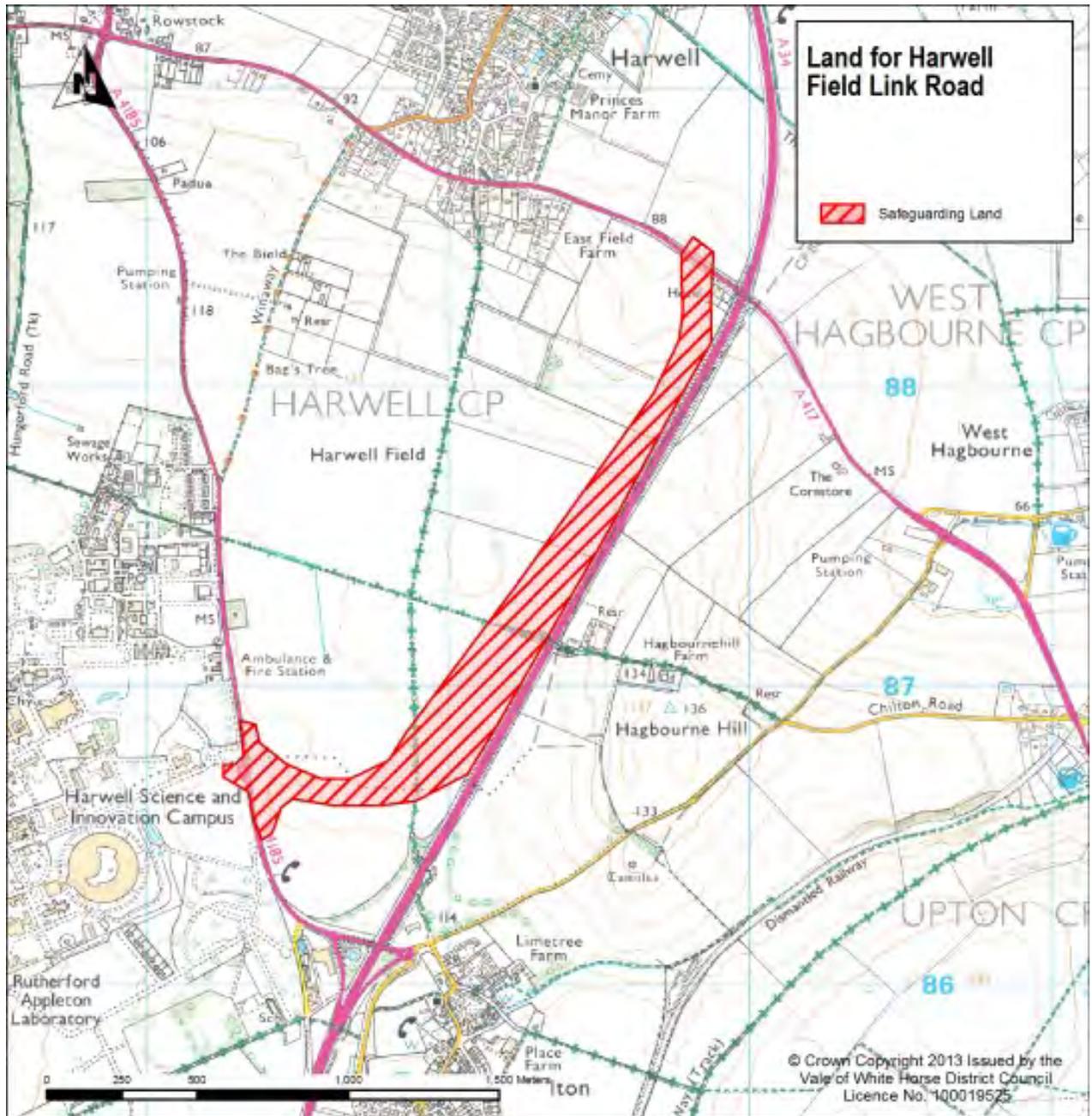
Maps showing safeguarding of land for transport schemes in the South East Vale Sub Area (Core Policy 15)



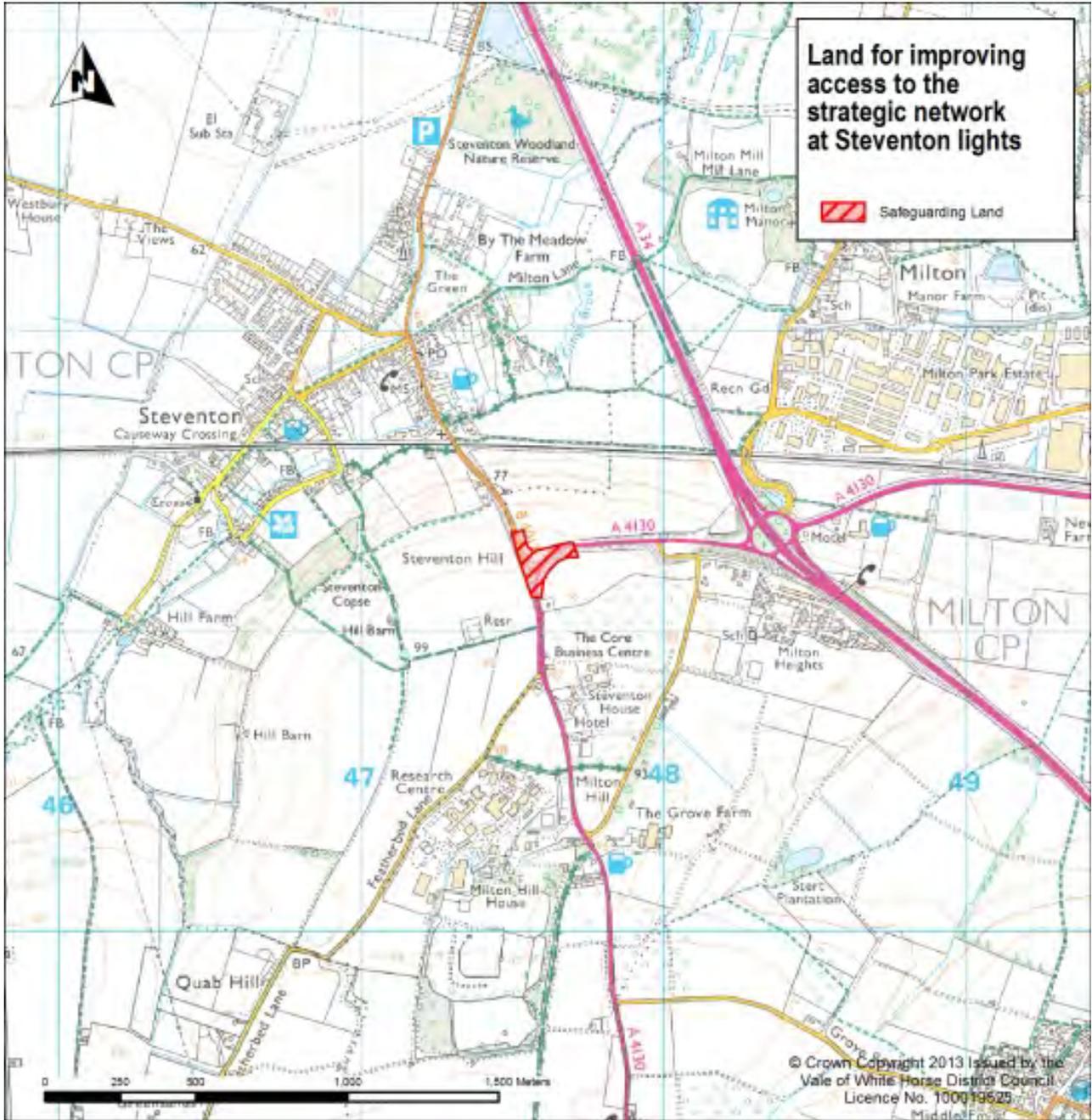
Appendix E: Land for Safeguarding for future transport schemes- maps



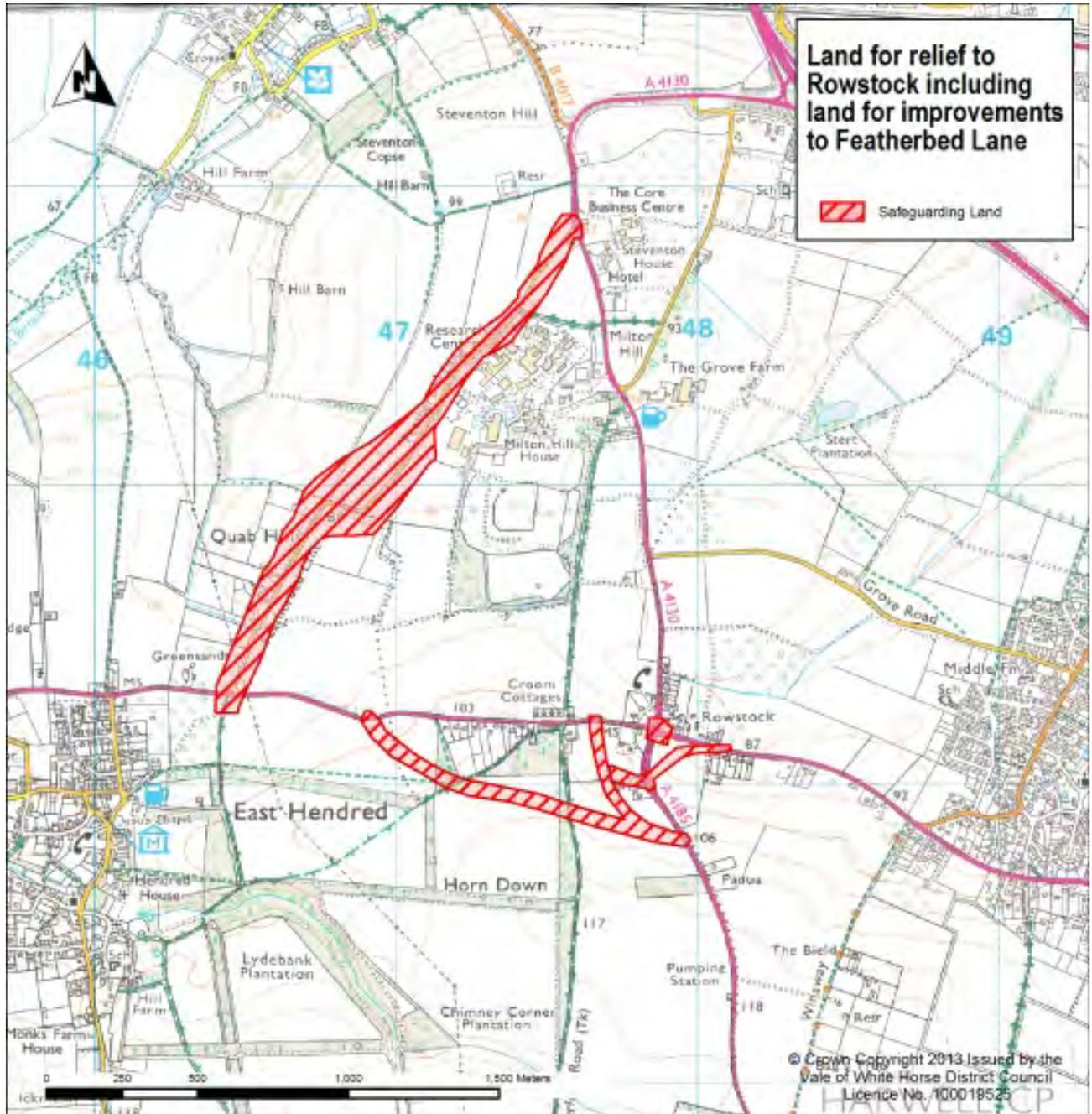
Appendix E: Land for Safeguarding for future transport schemes- maps



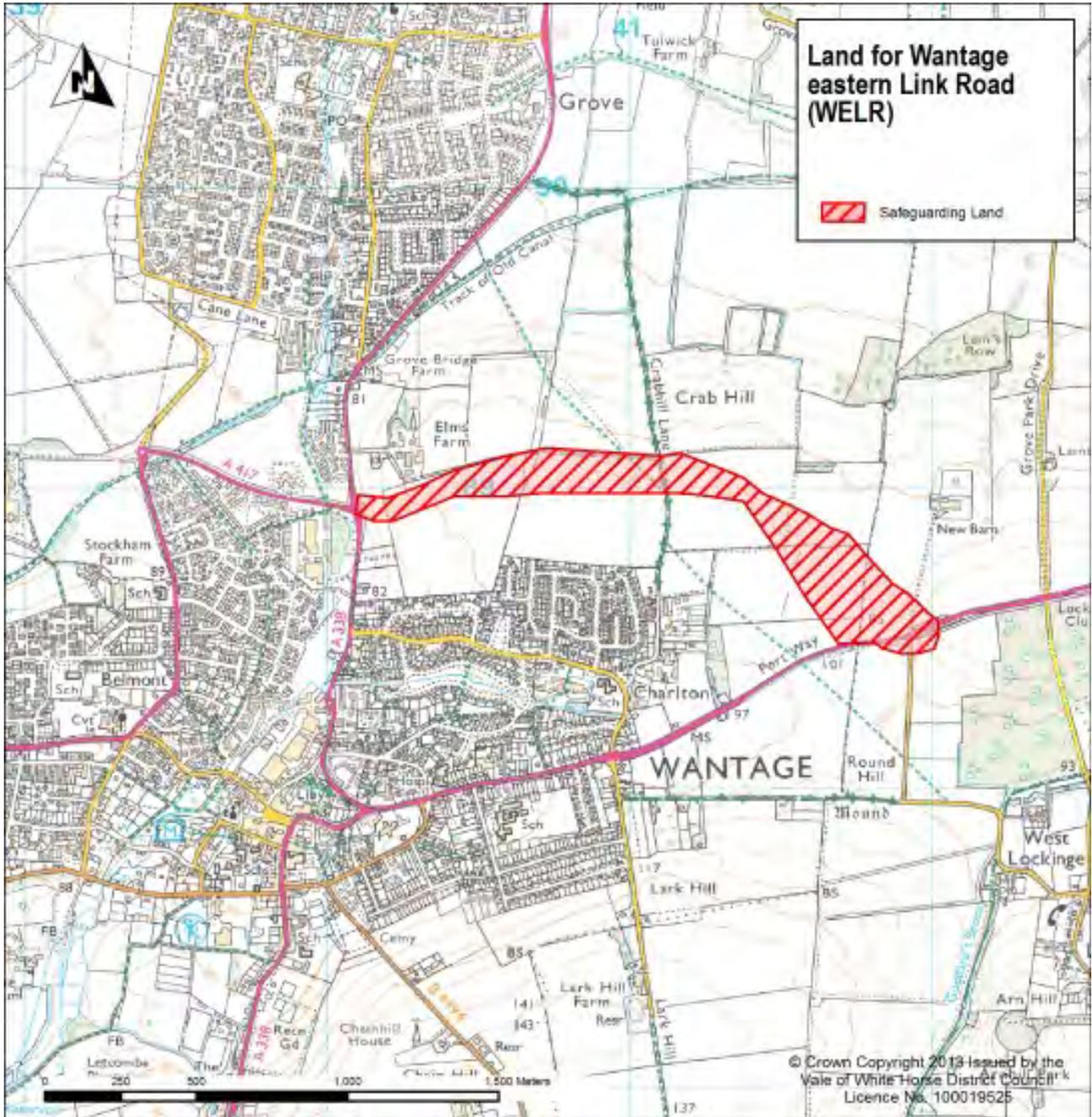
Appendix E: Land for Safeguarding for future transport schemes- maps



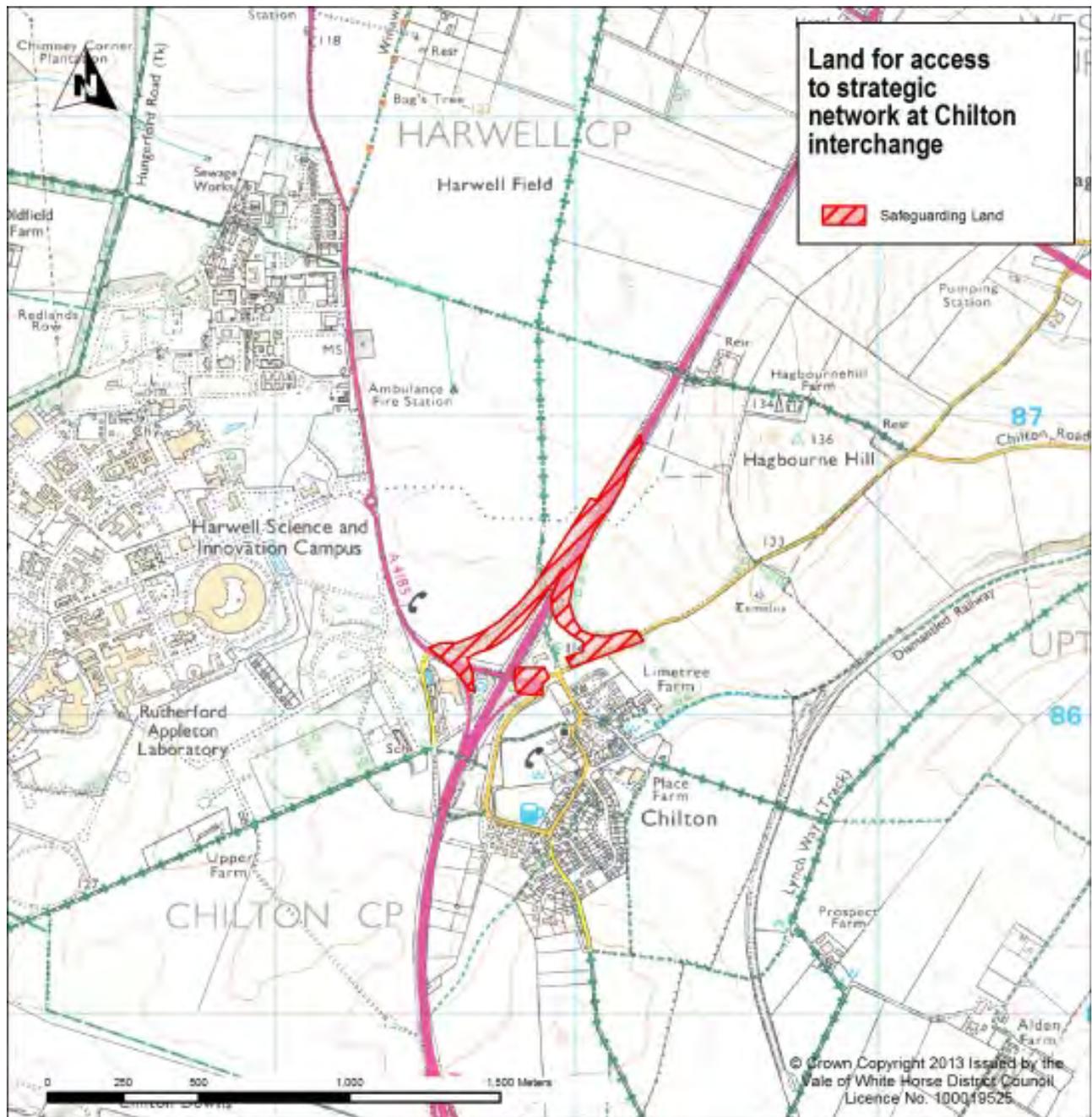
Appendix E: Land for Safeguarding for future transport schemes- maps



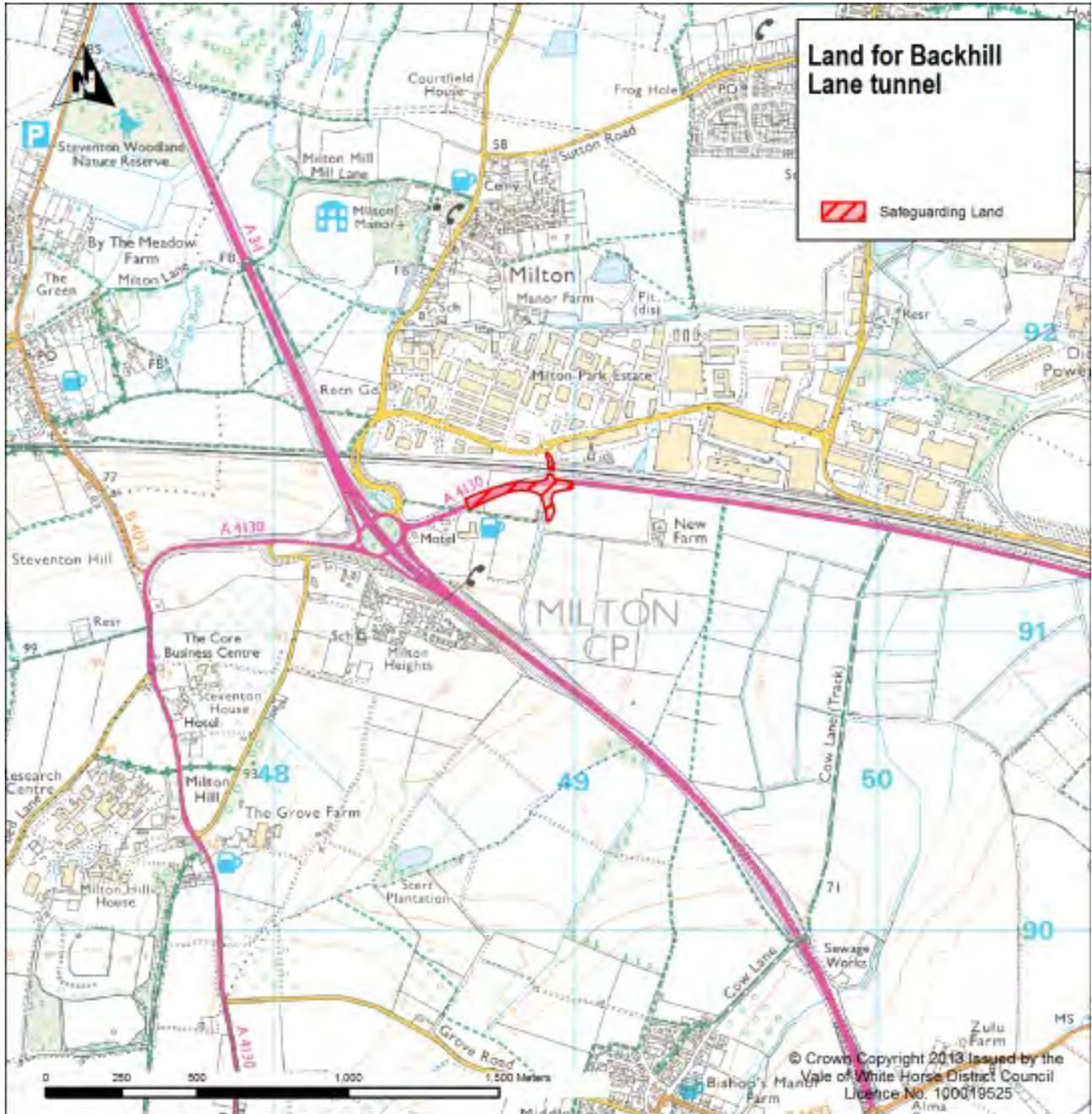
Appendix E: Land for Safeguarding for future transport schemes- maps



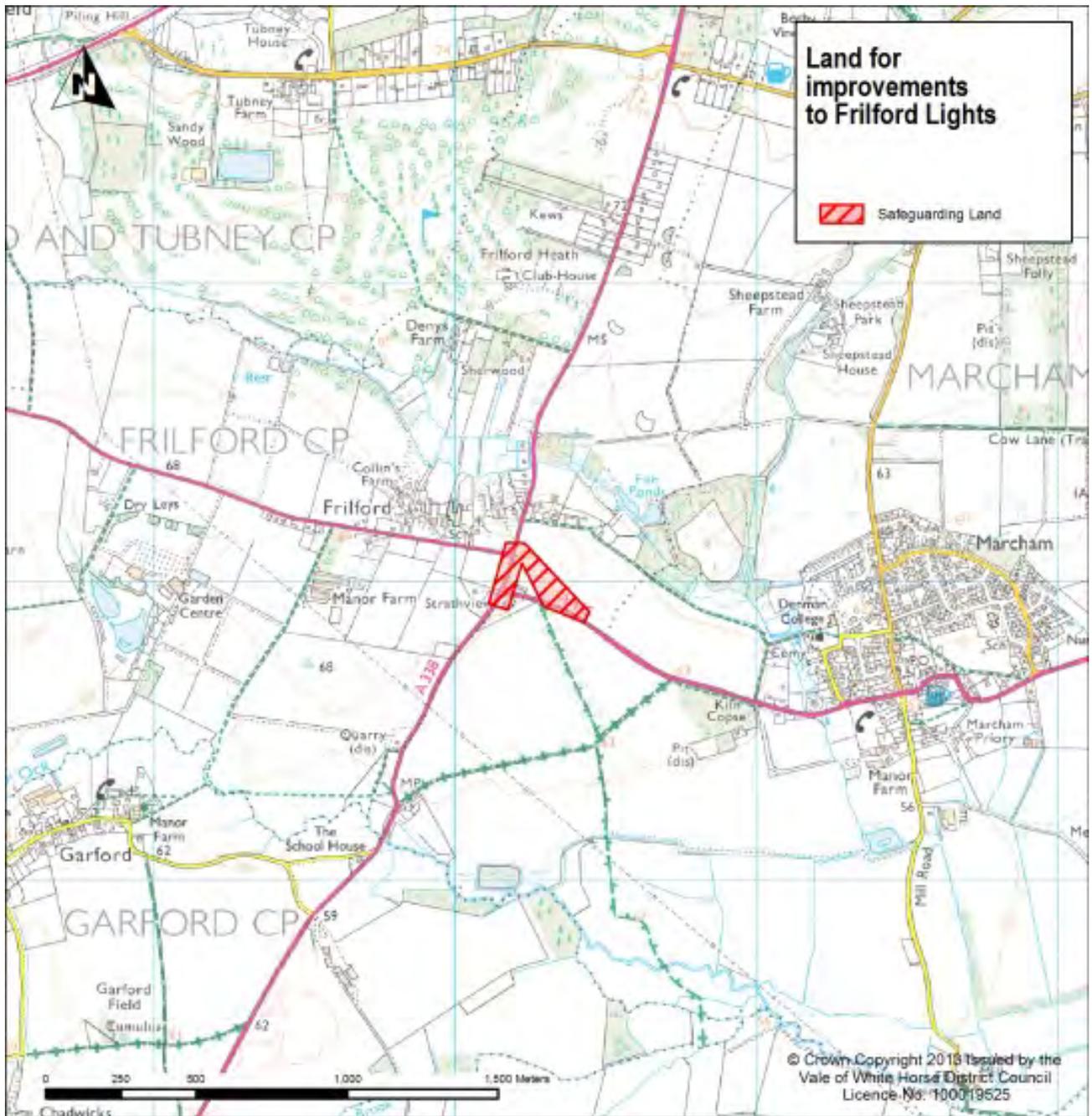
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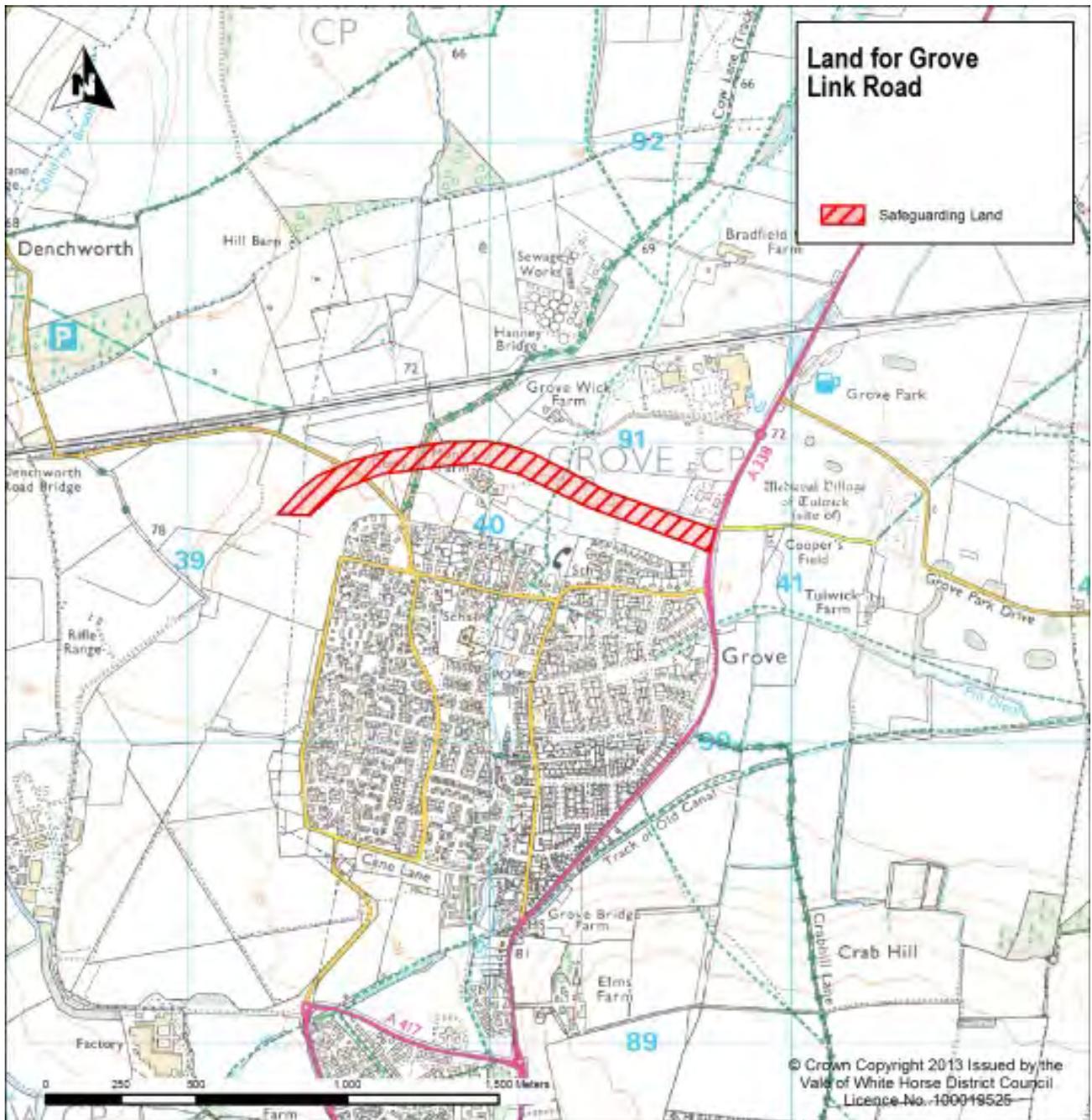
Appendix E: Land for Safeguarding for future transport schemes- maps



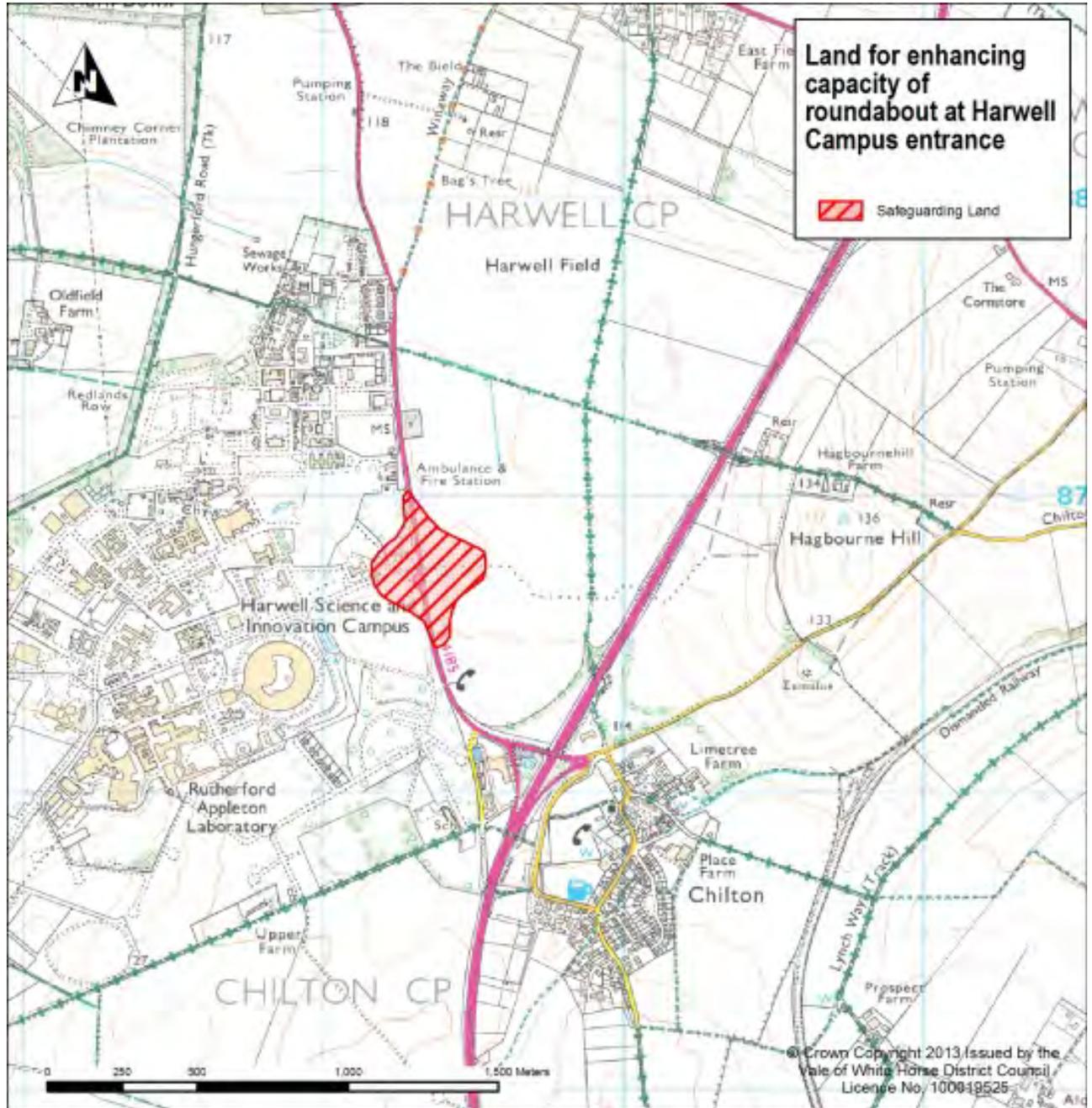
Appendix E: Land for Safeguarding for future transport schemes- maps



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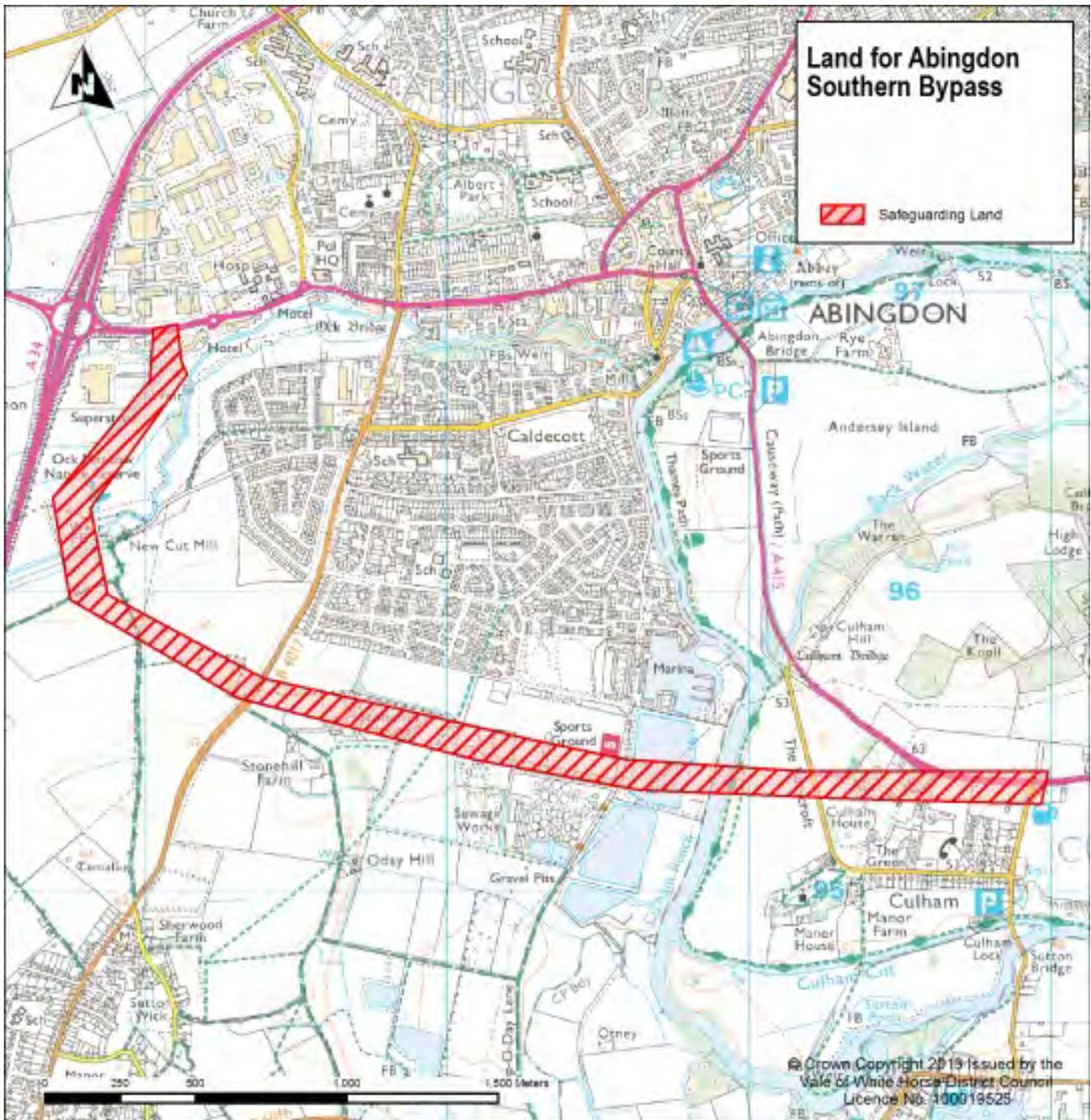


Appendix E: Land for Safeguarding for future transport schemes- maps



Appendix E: Land for Safeguarding for future transport schemes- maps

Maps showing safeguarding of land for transport schemes in Abingdon and Oxford Fringe Sub Area (Policy 11)



Appendix F: List of Saved Policies (Local Plan 2011)

Appendix F: List of Saved Policies (Local Plan 2011)

The Local Plan 2029 Part 1 will contain high level policies only. For this reason there will be a number of saved policies in the adopted Local Plan 2011 that will remain in place until they are reviewed as part of the Local Plan 2029 Part 2. The following list sets out the Vale Local Plan 2011 policies we propose to continue to save.

Chapter 3 Local Plan Strategy

GS3 Development in the Oxford Green Belt

GS6 Redevelopment of buildings outside settlements

GS7 Re-use of vernacular buildings outside settlements

GS8 Re-use of non vernacular buildings outside settlements

Chapter 4 General Policies for Development

DC3 Design against crime

DC4 Public art

DC5 Access

DC6 Landscaping

DC7 Waste collection and recycling

DC9 The impact of development on neighbouring uses

DC10 The effect of neighbouring or previous uses on new development

DC12 Water quality and resources

DC16 Illuminated advertisements

DC20 External lighting

Chapter 5 Transport

TR3 A34 related development

TR5 The national cycle network

TR6 Public car parking in the main settlements

TR7 Rail services – Grove Station

TR10 Lorries and roadside services

Chapter 6 Historic Environment

Appendix F: List of Saved Policies (Local Plan 2011)

HE1 Preservation and enhancement: implications for development

HE4 Development within setting of listed building

HE5 Development involving alterations to a listed building

HE7 Change of use of listed building

HE8 Historic parks and gardens

HE9 Archaeology

HE10 Archaeology

HE11 Archaeology

Chapter 7 Natural Environment

NE6 The North Wessex Downs Area of Outstanding Natural Beauty

NE7 The North Vale Corallian Ridge

NE8 The landscape setting of Oxford

NE9 The Lowland Vale

NE10 Urban fringes and countryside gaps

NE11 Areas for landscape enhancement

NE12 Great Western Community Forest

Chapter 8 Housing

H3 Housing sites in Botley

H5 Strategic housing site west of Grove

H7 Major development west of Didcot

H14 The sub-division of dwellings

H20 Accommodation for dependant relatives

H25 Garden extensions

Chapter 9 Community Services and Facilities

CF1 Protection of existing services and facilities

CF2 Provision of new community services and facilities

CF3 Cemetery provision in Faringdon

Appendix F: List of Saved Policies (Local Plan 2011)

CF4 Cemetery provision in Wantage

CF5 Public houses

Chapter 10 Leisure

L1 Playing space

L4 Allotments

L6 Major leisure and entertainment facilities

L7 Retention of small-scale local leisure facilities

L8 Provision of small-scale local leisure facilities

L9 The provision of countryside recreation facilities

L10 Safeguarding and improving public rights of way

L11 The Ridgeway

L12 The Thames Path

L13 Proposed Park at Folly Hill, Faringdon

L17 The River Thames

L18 Land South of the Abingdon Marina

Chapter 11 Economy

E1 Abingdon (specific allocations to be saved as identified in Core Policy 4; other allocations will not be saved)

E2 Botley Area (specific allocations to be saved as identified in the Core Policy 4; other allocations will not be saved)

E3 Faringdon (specific allocations to be saved as identified in Core Policy 4; other allocations will not be saved)

E4 Grove Technology Park

E5 Milton Park

E6 West of Didcot Power Station TBC

E7 Harwell Science and Innovation Campus

E8 Local Rural Sites

E11 Rural Multi-User Sites

Appendix F: List of Saved Policies (Local Plan 2011)

E12 Large Campus Style Sites

E13 Ancillary uses on key employment sites

E15 Steventon Storage Facility (former Home Office Stores Site, Steventon)

E16 New buildings required for agricultural purposes

E18 Farm shops

E19 Farm shops

E20 The keeping, rearing and training of horses

E21 Loss of facilities for the keeping, rearing and training of horses

Chapter 12 Shopping and town centre

S2 Primary shopping frontages and Abingdon and Wantage

S3 Secondary shopping frontages for Abingdon and Wantage

S4 Non retail uses in Abingdon and Wantage town centres

S5 Non retail uses in Faringdon Town Centre

S6 Upper floors in town centres

S8 The Limborough Road area, Wantage

S10 Ock Street, Abingdon

S11 Park Road, Faringdon

S12 Policies for local shopping centres

S13 Development of village shops

S14 Loss of village and other local shops

S15 Garages and garage shops

Chapter 13 Tourism

T2 Tourist facilities on existing sites

T4 Camping and caravanning

Glossary

| Term | Acronym | Explanation |
|---|--------------|--|
| Abingdon's Integrated Transport Strategy | AbITS | A 2001 area transport strategy for Abingdon-on-Thames, superseded by the third Oxfordshire County Council Local Transport Plan (LTP3 2011-2030). For more information please visit: http://www.oxfordshire.gov.uk/cms/content/abingdon-area-transport-strategy |
| Active Design | | Active Design is a set of design guidelines, outlined by Sport England, to promote opportunities for sport and physical activity in the design and layout of development. |
| Adopted Policies Map | | A map of the local planning authority's area which must be reproduced from, or based on, an Ordnance Survey map; include an explanation of any symbol or notation which it uses; and illustrate geographically the application of the policies in the adopted development plan. Where the adopted policies map consists of text and maps, the text prevails if the map and text conflict. |
| Adoption | | Formal approval by the Council of a DPD or SPD where upon it achieves its full weight. |
| Affordable Housing | | <p>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices.</p> <p>Affordable housing should include provisions to remain at an affordable price for future eligible households or for the subsidy to be recycled for alternative affordable housing provision.</p> <p>Social rented housing is owned by local authorities and private registered providers (as defined in section 80 of the Housing and Regeneration Act 2008), for which guideline target rents are determined through the national rent regime. It may also be owned by other persons and provided under equivalent rental arrangements to the above, as agreed with the local authority or with the Homes and Communities Agency.</p> <p>Affordable rented housing is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).</p> <p>Intermediate housing is homes for sale and rent provided at a cost above social rent, but below</p> |

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| | | market levels subject to the criteria in the Affordable Housing definition above. These can include shared equity (shared ownership and equity loans), other low cost homes for sale and intermediate rent, but not affordable rented housing. Homes that do not meet the above definition of affordable housing, such as “low cost market” housing, are not affordable housing for planning purposes. |
| Affordable Housing Viability Assessment | AHVA | An evidence base study that assesses the viability of different levels of affordable housing provision across the district. For more information please visit : http://www.whitehorsecc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/core-strategy-7 |
| Air Quality Management Area | AQMA | Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines. |
| Allowable Solutions | | System of off-site contributions to projects to enable developments to achieve Zero Carbon status. |
| Authority Monitoring Report | AMR | A report produced at least annually assessing <ul style="list-style-type: none"> • progress with the preparation the local plan and other policy documents against the timetable published in the Local Development Scheme, and • the extent to which adopted plan policies are being successfully implemented. |
| Area of Outstanding Natural Beauty | AONB | A national designation to conserve and enhance the natural beauty of the landscape. |
| B1, B2, B8 use classes | | Business uses as defined in the Town and Country Planning (Use Classes) Order 1987. B1 covers offices, research and development and light industrial. B2 covers general industrial. B8 covers Storage or distribution. |
| Building Research Establishment Environment Assessment Method | BREEAM | A widely used environmental assessment method for buildings. BREEAM assesses buildings against set criteria for sustainable building design, construction and operation, and provides an overall score. |

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| Carbon Compliance | The overall onsite contribution to zero carbon. |
| Climate Change Adaptation and mitigation | Climate change adaptation: Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities. Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions. |
| Code for Sustainable Homes | The Code Provides a comprehensive measure of sustainability of a new home by rating and certifying new homes against nine categories of sustainable design: energy/CO2, pollution, water, health and well-being, materials, management, surface water run-off, ecology and waste. |
| Community Infrastructure Levy | CIL A levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure. |
| Comparison Shopping | Retail items not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc). |
| Conservation Target Areas | CTA These are county-wide important areas of landscape that present the best opportunities for prioritising the conservation, enhancement and re-creation of designated sites and important habitats. |
| Consultation | A process by which people and organisations are asked their views about planning decisions, including the Local Plan. |
| Convenience Shopping | The provision of everyday essential items, such as food. |
| Core Strategy | Term no longer used to describe a Development Plan Document setting out the long-term spatial vision, strategic objectives and policies relating to future development of the district. This document would now be part of the Local Plan. In the case of the Vale, it is Local Plan 2029 Part 1. |
| Decentralised Energy | Local renewable energy and local low-carbon energy usually but not always on a relatively small scale encompassing a diverse range of technologies. |
| Deliverability | To be considered deliverable sites should be available now, offer a suitable location for development |

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| | | now and be achievable with a realistic prospect that housing will be delivered on the site within five years and, in particular, that the site is viable. |
| Development Plan | | This includes adopted Local Plans, neighbourhood plans and the London Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004 (Regional strategies remain part of the development plan until they are abolished by Order using powers taken in the Localism Act. It is the government's clear policy intention to revoke the regional strategies outside of London, subject to the outcome of the environmental assessments that are currently being undertaken.) |
| Development Plan Documents | (DPDs) | Documents that make up the Local Plan constitute Local Development Documents and have Development Plan status. DPDs must include the Local Plan and adopted Proposals Map. All DPDs are subject to public consultation and independent examination. |
| Enterprise Zone | | Areas around the country that support both new and expanding businesses by offering incentives through means such as business rates relief and simplified planning procedures. |
| Employment Land Review | ELR | An evidence base study to assess the quantity, quality and viability of the district's employment land supply and forecast the future demand for employment land over the next planning period. For more information please visit: www.whitehorsedc.gov.uk/evidence |
| Evidence Base | | Information gathered by a planning authority to support the Local Plan and other Development Plan Documents. |
| Exceptions site | | A site that would not otherwise be acceptable for housing development that is allowed on an exceptional basis to provide affordable housing for residents of or with a strong connection to the locality. |
| Exceptions Test | | The Exception Test provides a method of managing flood risk while still allowing necessary development to occur. The Exception Test is only appropriate for use when there are large areas in Flood Zones 2 and 3, where the Sequential Test alone cannot deliver acceptable sites, but where some continuing development is necessary for wider sustainable development reasons, taking into account the need to avoid social or economic blight. |
| Extra Care Housing | | Extra Care Housing is a type of self contained housing that offers care and support that falls |

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| | | somewhere between traditional sheltered housing and residential care. |
| Green Infrastructure | GI | Green infrastructure includes sites protected for their importance to wildlife or the environment, nature reserves, greenspaces and greenway linkages. Together they provide a network of green space both urban and rural, providing a wide range of environmental and quality of life benefits. |
| Grove Northern Link Road | GNLR | GNLR – Local road required to access development at Grove Airfield, to be located on Monk’s Farm site and land north of Grove Airfield. |
| Habitats Regulations Assessment | HRA | Used to assess the impacts of proposals and land-use plans against the conservation objectives of a European Protected site and to ascertain whether it would adversely affect the integrity of that site. |
| Heritage Asset | | A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage asset includes designated assets (such as Scheduled Ancient Monuments, Conservation Areas, Historic Parks and Gardens and Listed Buildings) and non designated assets (not designated as one of the above but of good local character or interest). |
| Housing Need | | The quantity of housing required for households who are unable to access suitable housing without financial assistance. |
| Housing Need Assessment | HNA | A district wide assessment of predominantly affordable housing need including a district wide housing needs survey. |
| Indices of Multiple Deprivation | IMD | An indicative measure of deprivation for small areas across England. |
| Infrastructure | | All the ancillary works and services that are necessary to support human activities, including roads, sewers, schools, hospitals, etc. |
| Infrastructure Delivery Plan | IDP | A live document that identifies future infrastructure identified by the Council and other service providers as being needed to support the delivery of the Local Plan. It explains what is required, its cost, how it will be provided and when. |
| Local Development Framework | LDF | This term has been replaced by the term ‘Local Plan’. It was used to describe a portfolio of Local Development Documents that provide a framework for delivering the spatial planning strategy for the area. It also contains a number of other documents, including the Authority Monitoring Report, |

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| | | and any 'saved' plans that affect the area. |
| Local Development Order | LDO | An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development. |
| Local Development Scheme | LDS | This sets out the timetable and work programme for the preparation of the local plan and other Local Development Documents. |
| Local Enterprise Partnership | LEP | A body, designated by the Secretary of State for Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area. |
| Localism Act 2011 (Need 2012 definition) | | The Localism Act introduced changes to the planning system (amongst other changes to local government) including making provision for the revocation of Regional Spatial Strategies, introducing the Duty to Cooperate and Neighbourhood Planning. |
| Local Plan | | The plan for the local area that sets out the long-term spatial vision and development framework for the district and strategic policies and proposals to deliver that vision. This replaces the Local Development Framework. |
| Local Plan Part 1 | LPP1 | This document contains long-term spatial vision and strategic policies that guide growth in the district. |
| Local Plan Part 2 | LPP2 | This document will contain the more detailed development management policies and site allocations for non-strategic sites. |
| Local Service Centre | | Well developed local centres with good retail, service and community facilities with good public transport links. |
| Local Transport Plan | LTP | For more information please visit: http://www.oxfordshire.gov.uk/cms/content/local-transport-plan-2011-2030 . |
| Major Development | | Definition as per Part 1, Section 2 of The Town and Country Planning (Development Management Procedure) (England) Order 2010. |
| National Planning Policy Framework | NPPF or The Framework | This sets out the Government's planning policies for England and how these are expected to be applied at a local level. |
| Neighbourhood | | A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area |

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| Plan | (made under the Planning and Compulsory Purchase Act 2004). |
| Older People | People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs. |
| Oxfordshire Local Investment Plan | For more information please visit: http://www.oxford.gov.uk/Direct/OxfordshireLocalInvestmentPlan.pdf |
| Planning & Compulsory Purchase Act 2004 | This Act updated the 1990 Town & Country Planning Act. The Planning and Compulsory Purchase Act 2004 introduced a new statutory system of regional and local planning and has since been amended by the Localism Act 2011. |
| Planning Policy Guidance | Produced by central Government setting out national planning guidance. These have been replaced by the Framework. |
| Planning Policy Statement | Produced by central Government setting out national planning guidance. These have been replaced by the Framework. |
| Preferred Options | This is a non-statutory stage of consultation of the Local Plan setting out the preferred options for growth in the area, based on the findings of previous consultation. The Vale has chosen to undertake a second iteration of Preferred Options consultation in early 2013. |
| Primary Care Trust | This covers all parts of England and takes control of local health care. |
| Regional Strategy | In the case of the Vale the Regional Strategy is the South East Plan. Prepared by the Regional Planning Body it sets out policies in relation to the development and use of land in the region. Regional Strategies are being abolished by the Secretary of State and will no longer form part of the Development Plan. |
| Registered Provider | Registered Providers are independent housing organisations registered with the Homes & Communities Agency under the Housing Act 1996. Most are housing associations, but there are also trusts, co-operatives and companies. |

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| Rural Exception Site | | Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable units without grant funding. |
| Science Vale UK | SVUK | An area of economic growth in southern central Oxfordshire that is defined by four points: Didcot (in South Oxfordshire), Harwell Campus, Milton Park and Grove (all in the Vale of White Horse District). |
| Section 106 agreement | | A legal agreement under section 106 of the 1990 Town and Country Planning Act. They are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. |
| Secured by Design | | Owned by the Association of Chief Police Officers, Secured by Design is the corporate title for a group of national police projects focusing on crime prevention of homes and commercial premises and promotes the use of security standards for a wide range of applications and products. |
| Sequential Test | | A planning principle that seeks to identify, allocate or develop certain types of location of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites. With regard to flood risk, it seeks to locate development in areas of lower flood risk (Flood Zone 1) before considering Flood Zones 2 or 3. |
| Settlement Hierarchy | | A way in which towns, villages and hamlets are categorised depending on their size and role. It can help make decisions about new development. |
| Strategic Flood Risk Assessment | SFRA | The purpose of the Strategic Flood Risk Assessment (SFRA) is to identify and analyse current and future broad scale flooding issues for key locations across the district. The Vale's SFRA has been prepared jointly with South Oxfordshire District Council. |
| Site of Special Scientific Interest | SSSI | Identified protected areas of nature conservation and scientific value identified by Natural England as being national (and sometimes international) importance. |
| Southern Central Oxfordshire | SCOTS | For more information please visit: |

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| Transport Study | | http://www.southoxon.gov.uk/services-and-advice/planning-and-building/planning-policy/evidence-studies/transport-strategy |
| Spatial Planning and Infrastructure Partnership | SPIP | A forum for liaison on spatial planning, economic development, housing, transport, and infrastructure issues. The partnership is made up of Leaders or Cabinet/ Executive Members from each of the local authorities and the other organisations. |
| Spatial Strategy | | The overview and overall approach to the provision of jobs, homes and infrastructure over the plan period. |
| Special Area of Conservation | SAC | An area designated to protect the habitats of threatened species of wildlife under EU Directive 92/43. |
| Stakeholders | | Groups, individuals or organisations that may be affected by, or have a key interest in, a development proposal or planning policy. They may often be experts in their field or represent the views of many people. |
| Statement of Community Involvement | SCI | The SCI sets out standards to be achieved by the local authority in relation to involving the community in the preparation, alteration and continuing review of all LDDs and in development Statement of Community Involvement (SCI) control decisions. It is subject to independent examination. In respect of every LDD the local planning authority is required to publish a statement showing how it complied with the SCI. |
| Strategic Environmental Assessment | SEA | An assessment of the environmental effects of policies, plans and programmes, required by European legislation, which will be part of the public consultation on the policies. |
| Strategic Housing Land Availability Assessment | SHLAA | An assessment of the land capacity across the District with the potential for housing. |
| Strategic Housing Market | SHMA | An assessment of existing and future housing need and demand within a defined housing market area, focusing on all aspects of the housing market. More details are available in paragraph 159 of |

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| Assessment | | the NPPF. |
| Strategic Site | | A broad location considered as having potential for significant development that contributes to achieving the spatial vision of an area. In the context of the Vale Local Plan 2029, it refers to sites of 200+ dwellings. |
| Supplementary Planning Document | SPD | Documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan. |
| Sustainability Appraisal | SA | The process of assessing the economic, social and environmental effects of a proposed plan. This process implements the requirements of the SEA Directive. Required to be undertaken for all DPDs. |
| Sustainable Community Strategy | (SCS) | A strategy produced by a Local Strategic Partnership that sets the vision for an area and states the key issues where the partnership feels it can add value. |
| Sustainable Development | | A widely used definition drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". The NPPF taken as a whole constitutes the Government's view of what sustainable development in England means in practice for the planning system. |
| Sustainable Drainage Systems | SUDs | SUDs seek to manage surface water as close to the source as possible, mimicking surface water flows arising from a site prior to the proposed development. Typically SUDs involve a move away from piped systems to softer engineering solutions inspired by natural drainage processes. |
| Sustainable Transport Modes | | Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport. |
| SVUK Integrated Transport Package | | Transport related measures to facilitate growth in the SVUK. |
| Transport Assessment | TA | A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development. |

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| Transport Statement | | A simplified version of a transport assessment where it is agreed the transport issues arising out of development proposals are limited and a full transport assessment is not required. |
| Travel Plan | | A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. |
| Viability | | The potential to exist successfully or survive. |
| Vitality | | The liveliness and energy of a place or area reflected in the level and variety of activities taking place. |
| Wantage Eastern Link Road | WELR | Strategic highway connecting the A417 and A338 to be located on/adjacent to the Crab Hill site. |