



Wootton & St Helen Without
NEIGHBOURHOOD PLAN
our community, our future, our plan

Wootton and St Helen Without Neighbourhood Plan 2018-2031



July 2018

Prepared by the Wootton and St Helen Without
Neighbourhood Plan Steering Group





Contents

Glossary	4
Foreword	5
Introduction	7
Context	7
Challenges	15
Process.....	19
From Vision to Policies.....	21
Vision.....	21
Objectives.....	21
Policies.....	25
Schedule of Policies.....	29
Spatial Strategy	35
Infrastructure Needs	41
Design Guide.....	49
Implementation	53
Delivery.....	53
Monitoring.....	53
Review	54
Plans for policies	57
Strategic Green Gaps.....	57
Local Green Spaces	63
Strategic Vistas.....	76
Garden Village Buffers.....	90
Heritage Assets	92
References.....	95
Acknowledgements	97

Glossary

BME	Black and Minority Ethnic
DA	Designated Area for a neighbourhood plan
DB	Dalton Barracks
DCLG	Department for Communities and Local Government
GB	Green Belt
GP	General Practitioner
HDA	Hankinson Duckett Associates
HRA	Habitats Regulations Assessment
LA	Local authority (also LPA)
LP	Local Plan
LPP1	Local Plan Part 1
LPP2	Local Plan Part 2
LPA	Local Planning Authority (e.g. Oxford City Council, VWHDC)
MHCLG	Ministry of Housing, Communities and Local Government
MoD	Ministry of Defence
NERC	Natural Environment and Rural Communities
NP	Neighbourhood (Development) Plan
NPPF	National Planning Policy Framework
NPSG	Neighbourhood Plan Steering Group
OCSI	Oxford Consultants for Social Inclusion
PC	Parish Council
PRoW	Public Right of Way
SAC	Special Area for Conservation
SEA	Strategic Environmental Assessment
SHW	St Helen Without
SHWPC	St Helen Without Parish Council
SSSI	Site of Special Scientific Interest
TDRC	Thomas Design Regeneration and Consultation Ltd
VWHDC	Vale of White Horse District Council
WADS	Wootton and Dry Sandford
WPC	Wootton Parish Council
WSHWNP	Wootton and St Helen Without Neighbourhood Plan



Foreword

This Neighbourhood Plan is our opportunity to influence which type of development takes place and where, within our local area. We have listened to local views, aspirations and concerns through a year-long consultation process and have drawn upon an array of evidence in drafting the plan, including reports produced for the development of the Local Plan, independent social inclusion reports for our area, and specific reports that we have commissioned to explore significant issues. We used our early consultation exercises to help us produce the household questionnaire, which was delivered to every household in the Spring of 2018, and we held a public event to test the potential policies, where there was either incomplete or insufficiently clear evidence on which to establish a policy. This document details the planning policies that we have drafted in response to this evidence and consultation feedback.

this plan has been developed by members of the public who are residents of the parishes of Wootton and St Helen Without

We did receive some sceptical comments among the questionnaire responses, suggesting that it “will be used by the councils to justify building houses all over our green and pleasant land”. We can assure you that this plan has been developed by members of the public who are residents of the parishes of Wootton and St Helen Without, and that neither District nor County Councils have any access to the questionnaire data. The Parish Councils of Wootton and St Helen Without have given their full backing to this Neighbourhood Plan as a means of addressing, as fully as possible, the concerns, hopes and expectations of their residents. This plan takes seriously all the consultation responses received, and we hope that it can achieve the following:

- 1. Protection of the rural character of the area and the discrete nature of our settlements.**
This is enshrined in our *Spatial Strategy* (page 35), which seeks to protect the rural setting and character of each of our settlements.
- 2. Provision of more appropriate and timely infrastructure than would otherwise occur.**
This is detailed in our *Infrastructure Needs* policies (page 41), which address the timing of infrastructure delivery, specific anticipated threats to existing infrastructure (e.g. our roads), and the infrastructure needs of specific sections of our communities.
- 3. Delivery of development that ‘fits in with’ our area’s character and communities.**
This is specified in our *Design Guide* (page 49), which requires development to reflect the historic and rural setting of the area, encourages design standards that are higher than the minimum required nationally, and identifies heritage assets that are locally important and worthy of protection.

We would like to thank everyone who has taken part in our consultation activities and who has responded to our questionnaire. We hope that we have done justice to the breadth and depth of concerns raised in the planning policies proposed in this document, but it is worth bearing in mind that there are certain things that a Neighbourhood Plan must, and cannot, do, such as:

- We must (and do) conform broadly with the Local Plan 2031 and demonstrate how we contribute to sustainable development.
- We must (and do) support the strategic objectives of the Local Plan 2031, such as the major development planned for Dalton Barracks / Abingdon Airfield up to 2031.
- We cannot refuse development allocated to our area. We therefore must (and do) accept

the 1,200 dwellings allocated to Dalton Barracks / Abingdon Airfield up to 2031.

- We cannot demand higher than minimum national standards for aspects such as sustainable design; we can only (and do) encourage higher than minimum standards.

However, this does not mean that our Neighbourhood Plan is merely a puppet for the District Council. While we must conform with and support the strategic objectives of the Local Plan 2031, we are not obliged to conform with non-strategic aspects of the Local Plan. There are two primary issues on which we differ from the stated view of the District Council in the Local Plan:

1. **Green Belt.** The Local Plan 2031 proposes to remove land at Shippon, Dalton Barracks and Abingdon Airfield from the Green Belt to develop housing on the site to help to meet Oxford's unmet housing need. Consultation on both the Local Plan and this Neighbourhood Plan has consistently and robustly (although not exclusively) opposed the deletion of land from the Green Belt. While LPP2 suggests that the removal of land from the Green Belt is a strategic objective, our view is that the strategic objective is rather the delivery of 1,200 dwellings up to 2031, consistent with Paragraph 20 of the National Planning Policy Framework (2018) which explicitly identifies housing as a strategic development need that neighbourhood plans must support. We consider changing the Green Belt as simply a means to that end; the removal of land from the Green Belt is not itself a strategic objective and it is therefore legitimate for us to disagree with VWHDC on this issue. The removal of land from the Green Belt is not a strategic objective, nor is it necessary to deliver the strategic housing objective on that site. We therefore support the strategic objective of developing the site but oppose the deletion of land from the Green Belt to achieve this as it is not strategic, not necessary and not what our communities want.
2. **Garden Village.** The Local Plan 2031 proposes that this garden village will incorporate the village of Shippon. Consultation responses on both the Local Plan and the development of

this Neighbourhood Plan have consistently and robustly (although not exclusively) opposed the merging of the new garden village with Shippon or any other settlement. The Neighbourhood Plan considers that any incorporation of an existing settlement into a proposed garden village contravenes full garden village principles, which specify that garden villages should be separate from any existing settlements. We therefore support the strategic objective of developing a garden village but we expect garden village principles to be applied to the site in full, rather than only partially.

Consequently, while there are constraints on what a Neighbourhood Plan can do, there are also significant opportunities for a Neighbourhood Plan to make a difference on issues that are locally important. The key to a successful Neighbourhood Plan is therefore to focus on those aspects that we can address and to draw on the policies and objectives of the Local Plan with which it must conform to support local agendas and aspirations as far as possible. We hope that the planning policies that we propose fulfil this brief.

This document lays out the context for this Neighbourhood Plan in terms of how it relates to the Local Plan for the District as a whole, the character of our area and the pressures that we face over the coming years, and the process through which this plan has been developed. It also specifies how our Neighbourhood Plan contributes to sustainable development, details the planning policies through which we hope to achieve the aims outlined above, and identifies several community concerns and projects that cannot be addressed through planning policies but that have been forwarded to our Parish Councils for further consideration and action. Finally, it outlines arrangements for the implementation and monitoring of the Neighbourhood Plan policies and for the periodic review of the plan to ensure that it remains current and relevant for the future.



Introduction

Welcome to the Wootton and St Helen Without Neighbourhood Plan. Neighbourhood Plans enable local people to have more influence over the type of development that happens within their area and, once 'made' (adopted), they become a formal part of the planning framework with the same legal status as a Local Plan (MHCLG, 2018), which directs development across a local authority area. This document details the planning policies that we (the Neighbourhood Plan Steering Group) propose for our area, in response to what our communities have told us about what is important about our area that needs protecting, and what local issues need addressing.

there are several important aspects of development that Neighbourhood Plans can influence

During the community consultation on what the Neighbourhood Plan should cover, a few residents asked "what's the point?" or commented that our efforts "won't make any difference". It is true that there are some things that a Neighbourhood Plan cannot do (such as install traffic calming measures or require higher than national standards on issues such as renewable energy) and other things that a Neighbourhood Plan must do (including contributing to sustainable development and supporting the strategic objectives within the Local Plan). However, there are several important aspects of development that neighbourhood plans can influence, including the location of development, the protection of locally important green spaces and heritage, and the design of any new development in the area. As areas with a Neighbourhood Plan receive more of the funding generated through development - which can be used to tackle local issues - than areas without a plan, there are also financial benefits to having a Neighbourhood Plan. Despite the

constraints upon what a Neighbourhood Plan can achieve, we firmly believe that our area and communities face a much brighter future with a Neighbourhood Plan.

As a planning document, the Neighbourhood Plan is concerned with land use, and it is the land use policies that we have developed (laid out in the Schedule of Policies) that will become a formal part of the planning framework. Issues raised by local residents that are not related to planning have helped us to develop a number of community projects (outlined on p54), which could be financed through the enhanced funding generated by having a Neighbourhood Plan. This introductory chapter provides the background for the rest of the document, outlining the nature and character of our area and the challenges that we will face over the coming years, summarising the process through which this plan has been developed, and outlining the next steps in the development of the plan and the delivery of its objectives.

Context

The Parish Councils of Wootton and St Helen Without have collaborated to produce this joint Neighbourhood Plan to cover the two parishes. The parishes share a common heritage dating back to medieval times when much of the land was owned by Abingdon Abbey and when they provided fertile farming land between Abingdon and Oxford:

- Wootton and Boars Hill were dependent upon Cumnor until the nineteenth century when the parish of Wootton was formed. Wootton (Anglo Saxon for township in the wood) was historically a prosperous agricultural community but its economic activities diversified with the establishment of industry locally (the Amey Group and Werrell Hauliers) and in Oxford (the car industry) and the opening of Abingdon Airfield.

Boars Hill is home to Youlbury Scout Camp and Foxcombe Hall, and although it is known for its views over the 'Dreaming Spires' of Oxford, the planting of trees and erection of fences and walls with progressive house building from the late nineteenth century drastically reduced the accessibility of these views.

- Shippon was first mentioned in the Domesday book of 1086 and its historic core in Barrow Road still accommodates almshouses, pub, church, pump and vicarage. Like Wootton, Shippon was a farming area and as such it suffered from the Agricultural Depression of the 1870s, although the construction of the airfield brought new residents, development and activities. After almost 60 years as an RAF station, the base was taken over by the Army in 1992 and although it is anticipated that the Army will leave Dalton Barracks in the coming years, the presence of the military base is a major influence on the character of Shippon, with over half of dwellings in the village providing homes for service personnel and with visually striking military signage and built form.

- Dry Sandford gets its name from an Anglo Saxon charter reference to Sandy Ford near the Mill House, and the Manor of Sandford remained under the control of Abingdon Abbey until the dissolution of 1538. Church Lane connects the older and newer parts of the village and although Sandford Mill closed in 1926 and the quarry is no longer in use, the latter is now a nature reserve.
- The small settlement of Cothill was fully incorporated into the parish of St Helen Without following the 2013/14 Community Governance Review, and its former vicarage – Cothill House – is now a preparatory school.
- Whitecross is a linear hamlet on the B4017 and exhibits a range of land uses from residential and agricultural to retail and industry. At the top of Whitecross is the former Waterworks site, which once supplied Abingdon with water from the bottom of Fox Lane, giving the junction of the B4017, Honeybottom Lane and Fox Lane the local name of 'Waterworks Crossing'.

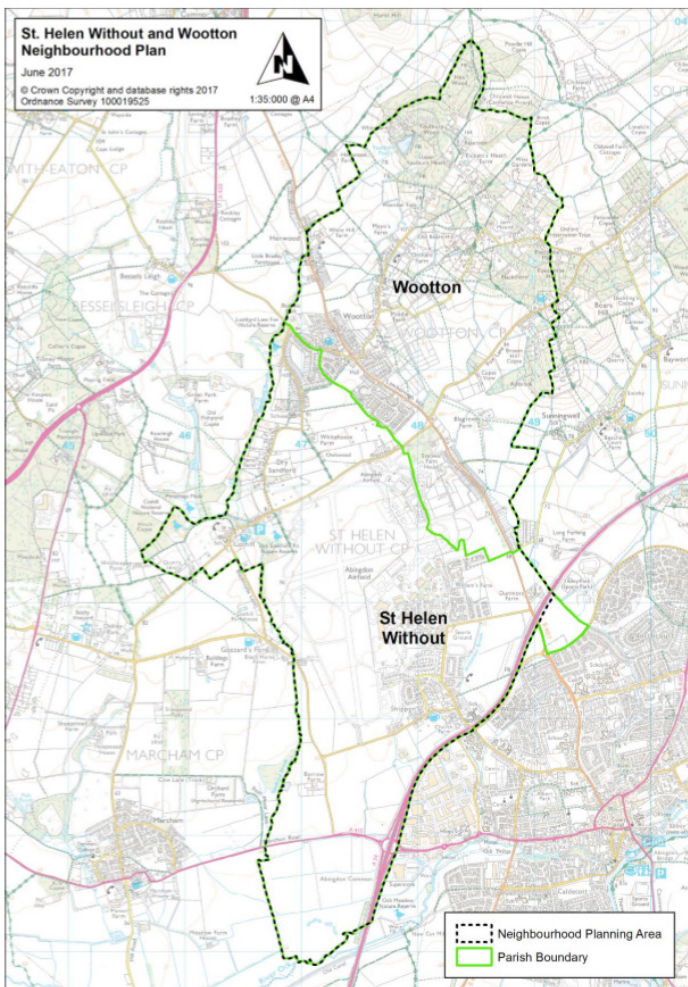


Figure 1: The Designated Area for our Neighbourhood Plan (source VWHDC, 2017)

In Figure 1, the light green markings indicate the boundaries of our two parishes, and the dark green dotted line indicates the boundary of our Designated Area. The Designated Area covers almost, but not quite, the whole of the two parishes.

The small area of St Helen Without that lies to the Abingdon side of the A34 has been excluded from our Designated Area because the site was allocated for housing within Part 1 of the Local Plan and the development planned for this area is anticipated to be functionally linked to Abingdon rather than to Wootton or Shippon.

The Green Belt designation today reflects and protects the former agricultural role of our settlements and contributes to the character of the area as open and rural with a series of small, separate, historic and distinctive settlements. Today, the parishes are centred on the settlements of Wootton and Shippon respectively, both of which have thriving communities based around their churches and retail, community and public house facilities, but both of which are also linked to larger surrounding towns. Located between Oxford and Abingdon, the parishes of Wootton and St Helen Without are well connected to, and reliant upon, each of these larger settlements for employment, retail, education, health and leisure purposes. Safe, convenient and efficient transport connections between our parishes and these settlements, as well as within the parishes themselves, both by car and by more sustainable means, are essential to ensuring a prosperous economy and a cohesive community. The anticipated disposal of Dalton Barracks and Abingdon Airfield by the MoD and subsequent development of a garden village are key issues for our area and this plan, bringing with it new opportunities for employment and recreation but also challenges in terms of transport impacts, and the preservation of openness and rural character.

Each Neighbourhood Plan covers a Designated Area. In our case, the parish boundaries and the boundary of the Designated Area are slightly different, as illustrated in Figure 1.

1. Landscape and environment

Most of the area is in the Green Belt, although the village of Wootton is not. Green Belt designation serves several purposes including preventing urban sprawl, preventing towns from merging with one other and preventing development from encroaching into the countryside. The Green Belt is highly valued locally for its protection of the rural and open character of the area and its protection of our small towns and villages as separate and unique settlements. 85% of questionnaire respondents considered the Green Belt to be important and considered it more important than outdoor leisure, green spaces and the natural environment. The strength of local feeling about the Green Belt is illustrated by these questionnaire comments:



Bridle path up to Boars Hill

“no need to encroach on open areas that are currently green belt”

“keep, maintain and protect the green belt”

“a green belt is there for a reason”

In terms of landscape type, a recent *Green Belt Study* (HDA, 2017) categorises the area as Corallian Limestone Ridge with Woodland, characterised by gently undulating terrain with expansive open views in places (such as from the Airfield to the South West and North East, and from Lamborough Hill towards Boars Hill) and a mixture of small wooded areas, scattered settlements and large arable fields. Boars Hill is the main landscape feature in the area and forms a visual barrier between the Designated Area and Oxford City.

There are two Sites of Special Scientific Interest within the Designated Area (Dry Sandford Pit and Cothill Fen), with Cothill Fen also being a Special Area of Conservation. There is also an area of Priority Habitat – Deciduous Woodland – along Sandford Brook, and some of the woodland at Boars Hill is designated as Ancient Woodland. More generally, the NP area has high biodiversity value, with parts of the area falling within the Oxford Heights West Conservation Target Area. The Natural Environment and Rural Communities (NERC) (Act 2006) lists 56 habitats and 943 species of principal importance at the national level. Within our Designated Area, habitats of principal importance include lowland heathland, lowland dry acid grassland, fen, lowland meadows, lowland calcareous grassland and lowland mixed deciduous woodland. Species of principal



importance include the skylark, common cuckoo, house and tree sparrow, hedgehog and natterjack toad.

On the Eastern and Western edges of the Designated Area, small areas of land are identified as Flood Risk Zones as the area is bounded by two watercourses. Properties within our area have been inundated during prolonged heavy rain over the past decade or so (e.g. within Whitecross), and the risk of flooding in a small number of sites is indicated by the flood alleviation works that have been completed since 2010, for example at Boars Hill, Cumnor Road (AECOM, 2018a).

2. Demographics

According to a *Local Insight Profile* (OCSI, 2017) 6,790 people are resident within the Designated Area, with an age profile similar to the national average. As indicated in Table 1, data on ethnicity and religion indicate that our area is less ethnically diverse than England nationally, except for those declaring their ethnicity as Black. Our area is also notable for the high proportion of its population living in communal establishments (e.g. retirement homes), with 11.1% of the

local population living in such establishments compared to 1.8% nationally. This difference is almost entirely due to the presence of the military establishment of Dalton Barracks.

The presence of Dalton Barracks might also account for the relatively high level of migration locally, as 14.9% of the population of our area had moved within a twelve-month period compared to 12.3% for England. The age distribution of migration is also notable as nearly twice as many individuals aged 15-24 moved out of the area as moved into the area. The same trend, although less marked, was noted for ages 45-64. However, there was greater in-migration than out-migration for age groups 1-14 and 25-44. These figures might reflect the coming and going of military personnel and their families but might also indicate the desirability of our area for young professionals working in Oxford or the Science Vale area around Didcot.

Compared to national data, the OCSI health indicators (using data from 2011-13) are favourable for our area, with slightly higher than average life expectancy, lower than average rates of binge drinking and smoking, and a lower incidence of cancer for most cancers than either the Oxfordshire or national average. In relation to children's health, the proportion of reception year children classified as obese (10.7%) is higher than both the county and national averages (6.7% for Oxfordshire and 9.3% for England), although this pattern is reversed for year six children and this lower local incidence of obesity holds for adults. Although the Designated Area is not considered to be deprived in terms of child wellbeing, the exception to this is the 'Environment' element of wellbeing. This refers to factors such as the amount and accessibility of local green space, distance to school and opportunities for independent mobility due to physical distance

Table 1: Comparison (%) of ethnicity and religion, NP area and national average (England)

Ethnic group	White British	BME	Asian	Black
NP area	84.8	15.2	3.3	5.1
England average	79.8	20.2	7.8	3.5
Religion	Christian	Buddhist	Hindu	Muslim
NP area	65.5	0.9	1.0	0.9
England average	59.4	0.5	1.5	5.0

or road safety issues (DCLG, 2009). In this respect 22% of children in our area are within the most deprived 20% of areas in the country, compared to 20.5% nationally.

3. Economy and skills

The *Local Insight Profile* also indicates that the Designated Area is highly skilled and relatively affluent. Our area is characterised by a lower than average proportion of adults with no qualifications and a higher than average proportion of adults in full-time employment. This is backed up by the relatively low dependence locally on a range of welfare benefits compared to national levels.

The Designated Area has a diverse economy, ranging from farming through retail to light industry. Of the workforce jobs available in the Designated Area, the largest industry groups are education, construction, and hotel and catering. The employment sectors in which the greatest numbers of local people are employed are the public sector, retail and education, with employment strongly skewed towards managerial and especially professional roles (43.8% locally but 30.3% nationally) compared to administrative and trades occupations.

The skew towards professional roles is one indicator of relative affluence in our area. Data from 2013-14 indicate that the average weekly household income for our area was £960, compared to £680 for England (OCSI, 2017). This relative affluence is also indicated by the lower than national average rate of children living in poverty (5% locally compared to 19% nationally), and the higher than national average for households owning multiple cars, with 15.9% of households owning three or more cars in our area compared to 7.4% nationally. It is also supported by data on housing tenure (e.g. owned or rented), prices and values. An above average proportion

of homes in our area are owned (35.5% compared to 30.6% for England), while the proportion of the housing stock that is rented is lower in our area (20.8%) than nationally (34.1%). The average house price (based on 2015-16 data) locally was £590,111, compared to £305,858 nationally, and the price of all housing types was higher locally than nationally except for flats, which make up less than 3% of housing within our area. Finally, Council Tax price bands show a strong skew towards higher bands (higher property values) locally, as indicated in Table 2.



However, the general affluence of the area masks an important local issue. Although our area is not considered to be deprived in a general sense, the exception to this relates to 'barriers to housing and services', such as the physical proximity of services and affordability of housing (DCLG, 2015). In this domain, 76.7% of people within our area are within the most deprived 20% of areas in the country, compared to 21.2% of people nationally. This sizeable difference is indicative of the unaffordability and unavailability of appropriate housing for significant sections of our population, despite overall relative affluence. While the wealthy can benefit from property investment, development and speculation, those who are less well-off are unable to access affordable and appropriate housing, a potential cause of the net departure of younger adults.

Table 2: Comparison (%) of Council Tax price bands, NP area and national average (England)

Council Tax Band	Lowest bands (lowest prices)		Highest bands (highest prices)	
	A	B	G	H
NP area	2.1	9.1	12	4.1
England average	24.6	19.7	3.5	0.6

4. Infrastructure

In terms of transport infrastructure, the local road network is predominantly rural in nature, although the area is well connected to both the A34 via the Marcham, Hinksey Hill and Botley interchanges, and the A420 via Cumnor and Besselsleigh. Located between the A34 and Oxford City, and with house prices in Oxford being among the least affordable nationally, our area is subject to high levels of commuter traffic in addition to local traffic. The B4017 is the area's most significant road and is predominantly straight, resulting in problems of speeding and periodic police operations to tackle the issue. It also has two sets of staggered cross-roads with their associated dangers. Many local roads are rural in nature and are therefore often narrow, lacking in pavements, cycle paths and street lighting, and tricky to navigate due to surface water, obstacles, potholes or poor visibility around bends. Fox Lane is the steepest road in the area and is liable to flooding near the junction with the B4017. Part of Long Tow is also liable to flooding.



Signpost at Cothill

to travel to Abingdon to access similar provision. To see a family doctor, residents also now need to travel beyond their local area, to either Abingdon or Botley. For those travelling to Botley this can involve a 30-minute bus journey each way and with only one or two buses an hour these are unlikely to be at times that are convenient for the appointment. Similarly, accessibility to certain services is lower than the national average. Despite having a Post Office within our area, the average road distance to access a Post Office is still slightly higher than the national average and the same applies to GP surgeries and secondary schools. When considering travel by foot or public transport, primary schools and hospitals are slightly less accessible locally than the national average (OCSI, 2017). While the high level of car ownership locally might suggest that these distances are of limited impact, for residents whose vehicular mobility is limited these distances are more challenging.

Our area is also characterised by low Broadband speeds, with 71.3% of postcodes in our area having broadband speeds that are classified as low compared to 41% for England, while the actual speed is only about a quarter of the national average (OCSI, 2017). With business and communication increasingly conducted online, areas such as ours are at increasing risk of disadvantage.

5. Character and communities

Early consultation indicated that the character of our area is important to local people, so an independent Character Assessment was commissioned to describe this character and how it varies across our area. Thomas Design

cycling and walking are popular for travel and recreation, although the provision and quality of foot and cycle paths is patchy

The Designated Area is served by the no.4 and 4B bus service between Oxford and Abingdon. After considerable effort, this service currently runs twice an hour, with one route running through Shippon, and the other running up the Wootton Road past Abingdon College.

Cycling and walking are popular locally both for travel and recreational purposes, although the provision and quality of foot and cycle paths is patchy. Horse riding is also popular, making use of the bridleways that cross the Designated Area but, as with public rights of way (PRoW) these routes are not extensive.

In terms of other infrastructure, Wootton still has a Post Office but it recently lost both its Children's Centre and its medical facility. Although the relative affluence of our area might suggest that a Children's Centre is not an essential service, it did provide important and welcome support for young children and their families, who now need

Regeneration and Consultation Ltd (TDR) undertook this work (TDR, 2018) and considered factors such as land use, movement and townscape. The overall character of the area is described as a variety of historic rural settlements with pockets of 20th century development, which are relatively unchanged since their initial development.

“The parishes comprise a rich mix of historic rural settlements, significant areas of early and mid- 20th century development, wide open landscape plains, secluded wooded hillsides, and protected landscape corridors along local watercourses.”

Twelve Character Areas were identified across our area, which cluster into four groups:

1. **Historic rural settlements:** Cothill, Dry Sandford (South), Wootton (East), Shippon, Old Boars Hill, Foxcombe Hill
2. **20th century growth areas:** Dry Sandford (North), Wootton (West), the Wootton-Cumnor Road corridor, Boars Hill-Ridgeway
3. **Open countryside:** Gozzards Ford and Marcham Road
4. **Dominated by a major user:** Dalton Barracks and Abingdon Airfield

While some of this terminology might feel unfamiliar, for example Dry Sandford North and South or the Wootton-Cumnor Road Corridor (which we would normally refer to in shorter sections such as Lamborough Hill or Whitecross, or in its entirety as the B4017), the significance of these distinctions lies not in the terminology but in the identification of key factors that make up the unique character of our settlements and of key pressures that undermine that character.

The relatively unchanged nature of our settlements gives a strong sense of local history, while the sense of community that unites residents between areas that are characterised differently (such as in Dry Sandford) indicates a successful integration of old and new as a common feature across our Designated Area. However, the Character Assessment also identified settlements within our area that are already experiencing a challenge to their historic rural character, most notably:



Barrow Road, Shippon



20th Century housing, Wootton



Open countryside, Gozzards Ford



Abingdon Airfield, view from Gozzards Ford

- Shippon, which was described as showing a “mismatch between human-scaled historic rural character, and the increasingly suburban and urban uses that attract considerable amounts of traffic and surround it, and which are now compromising its sense of place”.
- Cothill, which was noted for its expansive views and snatched glimpses of surrounding countryside, but which was also witnessed to be suffering from the pressure of traffic, that is increasingly dividing and dominating the hamlet.
- The Wootton-Cumnor Road Corridor, which was described as having a direct visual relationship with both higher grounds and the flat plains within which it sits, but for which the sense of place is already being dominated by traffic movement.



Wootton St Peter's, Wootton Village

their use as community facilities. There will also be opportunities to enhance local recognition of significant figures who have lived in or been inspired by the area, such as John Masefield, Matthew Arnold and Sir Arthur Evans, through the naming of new roads and facilities.

the importance of rural views from within our setting and accessibility of rural views is a common theme throughout our area

Although these are the primary sites of threat to local character, the importance of the rural setting and accessibility of rural views from within our settlements is a common theme throughout our area. Both the sense of history that is preserved in our area through the relatively unchanged physical form of our settlements, and the rural sense of place that is protected by the landscape views available from within our settlements, are crucial to the character of our area and the settlements within it.

There are currently no conservation areas or scheduled monuments within our Designated Area, although listed buildings are present at Wootton, Shippon and Dry Sandford, and the TDRC report noted archaeological constraints on development in Wootton Village and at Foxcombe Hill. There are numerous historic sites and features, though, which we might wish to protect by designating them as heritage assets, such as the Waterworks on the B4017, village pumps in both Shippon and Old Wootton, and the Faringdon Road milestone. The proposed release of MoD land at Dalton Barracks and Abingdon Airfield for housing development raises interesting possibilities for the preservation of current military buildings as heritage assets and

Wootton, Dry Sandford and Shippon all have their own churches, with the Church Hall in Shippon currently playing host to a variety of community and social groups in the absence of a dedicated Community Centre in Shippon. Wootton's Community Centre was significantly refurbished and reopened as Wootton & Dry Sandford Community Centre with new facilities and function rooms in 2010, and is now witnessing growing use, with a range of new groups and activities becoming established. Social activities that take place across these and other community venues include amateur dramatics, craft clubs, various fitness and sporting clubs, history and literary societies, bridge and bingo clubs, cub and scout groups, baby and toddler groups, quiz nights and singing groups. The number and range of these activities, and the amount of voluntary work required to organise and deliver them, is testament to the high level of community engagement that characterises our area. This community engagement reflects a very caring attitude among our local communities, with 95% of questionnaire respondents considering it very or quite important to protect the most vulnerable members of society.

The Designated Area also experiences relatively low crime rates. Using 2015-16 data, the *Local Insight Profile* reported the overall crime rate locally as 37.4 incidents per 1000 people compared to 111.1 incidents per 1000 people nationally. This pattern is consistently reflected for

different types of crime, including violent crime, anti-social behaviour, burglary and vehicle crime. The relative affluence of our area, positive health indicators, rural environment, low crime rates and high levels of community engagement, might go some way to explaining the high levels of satisfaction reported among our communities.

Questionnaire responses described our area as ‘a lovely place to live’ and expressed a desire for the area to stay just the way it is, while specific improvements that had been noted in recent years included an improvement in the bus service and the refurbishment of the Wootton and Dry Sandford Community Centre and the Co-op in Besselsleigh Road. However, this does not mean that all is entirely well in our area or that our area is without people who are or who feel socially excluded, disenfranchised, or intensely lonely. Questionnaire responses noted several ways in which our area had changed for the worse in recent years, including excessive traffic and inconsiderate parking on pavements and verges, the loss of certain facilities such as a doctors’ surgery, the progressive and sustained conversion of smaller dwellings into larger dwellings, litter and dog mess, and the general condition and appearance of the area (e.g. road and pavement surfaces, verges and hedgerows). There is always more that we can do to bring everybody together and improve our area for the benefit of all, and this Neighbourhood Plan is one step in that direction.

Although resident satisfaction is higher than the national average on most measures, based on 2008 data (OCSI, 2017), the one indicator on which we perform less well is our belief that we can influence local decisions, as indicated in Table 3.

The relatively low level of belief in the capacity of local residents to influence local decisions is especially unfortunate given the opportunity to secure greater local influence on planning and land use issues that this Neighbourhood Plan



presents. While there are restrictions on what we can achieve, this plan brings an opportunity to help resolve some of the issues identified above, and to protect those aspects of our area that we want to protect, such as the discrete and unique identities of our settlements, the quality of our rural environment and our local heritage assets.

Challenges

Oxfordshire is a county which benefits from beautiful countryside with a range of habitats, a diverse and growing economy, a strong identity with its focus on the academic, cultural and architectural qualities of Oxford, and good transport links both north-south and east-west. These features make Oxfordshire a very popular place to live and work, but also make it very expensive. The heritage and environmental constraints on development within the city and the county more widely, combined with the highly skilled nature of much of the county’s economy and the ease of travel to London, result in high house prices due to the desirability of the area.

The mismatch between salaries and house prices within the city of Oxford already generates commuter traffic from surrounding districts and further afield, putting additional pressure on the road network, and applying upwards pressure on house prices in our area. This pressure on house prices and transport infrastructure is likely to

Table 3: Comparison (%) of satisfaction with local area, NP area and national average (England)

Measure	NP area	England average
A feeling of belonging to the neighbourhood	63	58
Satisfaction with the area as a place to live	86	79
Belief in ability to influence local decisions	27	29
Monthly volunteering for a 12-month period	31	23

worsen with the growth agenda of the Oxfordshire Growth Partnership, and the increasing emphasis within national government on targeted growth around Oxfordshire and along the Oxford-Cambridge Arc. Along with the increased need for housing resulting from population increase, economic migration to the area and meeting Oxford's unmet housing need, the proposed development of an Oxford-Cambridge expressway will place greater pressure on the Green Belt and the environment of the county.

The agreement on the part of the rural district councils within Oxfordshire to provide for a proportion of Oxford's unmet housing need is consistent with a 'duty to cooperate' that was placed upon local authorities by the *Localism Act* (2011). It is also symptomatic of broader changes in local governance, as the local authorities in Oxfordshire are enthusiastic about the prospects for the devolution of power to some form of unitary authority. The details of any specific unitary arrangement are not yet available, but the government's *Cities and Local Government Devolution Act* (2016) provides options to be explored, and any changes to local governance on that scale are likely to have significant impacts on how the city of Oxford relates to the rest of the county. Set against this strategic background are the ongoing needs and pressures within our area, including:



Housing at Whitecross



Wootton & Dry Sandford Community Centre

1. Unaffordability and unavailability of appropriate housing for local people.

Young people can find themselves unable to afford local housing due to the upward pressure on prices resulting from an incoming and highly skilled workforce, while older people who want to downsize or move to a specific type of dwelling (especially bungalows) are unable to do so because larger executive homes are more attractive to both the incoming workforce and developers and because bungalows are targeted for extension or redevelopment into larger dwellings either to accommodate a growing family or for resale purposes. These difficulties were evidenced in the questionnaire responses, indicating that although over 80% of respondents lived in 3-4 bedroom properties and only 2% lived in flats or maisonettes, 78% of households where one or more people expected to move in the next 5-10 years anticipated needing a 1-2 bedroom property. Supporting this, written responses included the need to provide bungalows for elderly residents and small starter-homes for younger residents, to enable them to remain in the area.

2. Health and wellbeing

In recent years, Wootton has lost its local medical facility and residents must now travel to either Botley or Abingdon to see their GP, which is particularly problematic for those with limited transport options and those with health conditions that require frequent appointments. The need for more local medical facilities was a recurring theme in the questionnaire responses. Shippon lacks a community centre and, while several community activities are staged at the Church Hall, the venue does not provide adequate disabled access. The improved facilities at the Wootton and Dry Sandford Community Centre have been recognised by questionnaire respondents, with comments that "the community centre is better and a great asset" now "offering a lot more activities for the community", but suggestions for further provision to support health and wellbeing included indoor and outdoor fitness facilities, and safe foot/cycle/bridle path access to the countryside to encourage greater levels of physical activity and mental wellbeing.



The Waterworks Crossing

3. Transport and connectivity

The transport infrastructure in our area is generally considered to be 'inadequate': 61% of households responding to our questionnaire indicated that they thought the roads were in a poor or very poor condition, with 63% of respondents expecting road conditions to get worse, and over 90% of households considered that some or major improvements would be needed to protect the safety of pedestrians and cyclists. Specific challenges related to roads include:

- Barrow Road, Shippon, which is a major bottleneck for school traffic – both cars and coaches – especially given the lack of footpaths and historic verges.
- The B4017 is already close to capacity, rapidly backing up at the roundabout on Copenhagen Drive during peak hours and when traffic diverts from the A34, and the community has long recognised the need for a cycle path along this road.
- The Waterworks Crossing where Honeybottom Lane, the B4017 and Fox Lane meet, which is a staggered junction with increased accident risk, and where traffic frequently queues up Fox Lane during peak hours.

Other transport-related challenges include:

- The patchy provision of foot/cycle paths and lanes and bridleways, and the combination



Cyclist at Whitecross

of narrow country roads and busy commuter routes reduces both the convenience and safety of walking, cycling and riding locally.

- The poor quality of pavements, with uneven surfaces, trip hazards and overgrown verges making it difficult to navigate the area, and even more so for those with visibility or mobility impairments. The lack of street lighting in places is a further problem.
- Re-establishing footpaths that previously connected settlements across and beyond our area that were severed by the construction of Dalton Barracks and Abingdon Airfield.
- Maintaining and enhancing the bus service. While the service has improved in recent years, the evening and weekend service for Wootton and Whitecross remains hourly, while Shippon only has an hourly service and smaller villages have no bus service at all.

4. Character

The open, rural and historic character of our area and its settlements is highly valued among residents and this character has been identified in the Character Assessment as already being at risk in three specific locations (see ps 13–14): Shippon, which is considered to be losing its sense of place due to urbanisation and traffic growth; Cothill, which is being divided and dominated by traffic; and the Wootton-Cumnor Road Corridor, which is similarly becoming dominated by traffic. The large-scale development and the associated increase in traffic anticipated for our area over the coming years can only increase this risk and potentially poses a similar risk to other settlements not currently deemed to be adversely affected.

More generally, the character of our settlements is at risk from incremental but inappropriate development and alteration of properties which – although complying with planning requirements and building regulations – could nonetheless be considered to impact adversely on local character. Modern housing densities can sit uneasily among pre-existing developments, as at Deerhurst Park; modern sizes and styles of dwelling can seem out of place among more historic buildings,



as at Elm Tree Walk; and the progressive reconfiguration of bungalows into two storey dwellings can transform the appearance and character of historically low-rise built form, as on Whitecross.

An additional challenge is ensuring that the proposed Garden Village is appropriate for and reflective of the character of the wider area in which it will sit.

5. A Strategic Development Site

Dalton Barracks and Abingdon Airfield were identified in LPP2 as a Strategic Development Site. 1,200 dwellings have been allocated to the site for the period up to 2031, with potentially 4,500 dwellings being developed here in the long term. Questionnaire responses to this proposal ranged from very negative to very positive, with a middle ground characterised by acceptance of development but with concerns raised regarding its scale,

the pressure it will apply to local infrastructure, and the proposed deletion of land from the Green Belt to deliver it.

We acknowledge the strength of local feeling in questionnaire responses such as these:

“Should not happen”
“Don’t do it”
“It should be stopped”

However, the Neighbourhood Plan cannot refuse the allocation of 1,200 dwellings to our area. Consequently, although we do not support the deletion of land from the Green Belt, we do support development of the previously developed land within this site, especially if full Garden Village principles are applied to the development. This would deliver a stand-alone settlement that could support existing businesses and services and provide new community and green space amenities. However, a development of this nature does not occur in a vacuum but interacts with and impacts upon the pre-existing geography. It will inevitably lead to additional pressures on the existing infrastructure and will need to be connected to surrounding villages. Ensuring that this development complements the character of our area, and both maximises potential benefits for and minimises potential impacts upon existing settlements and communities, is a key challenge.

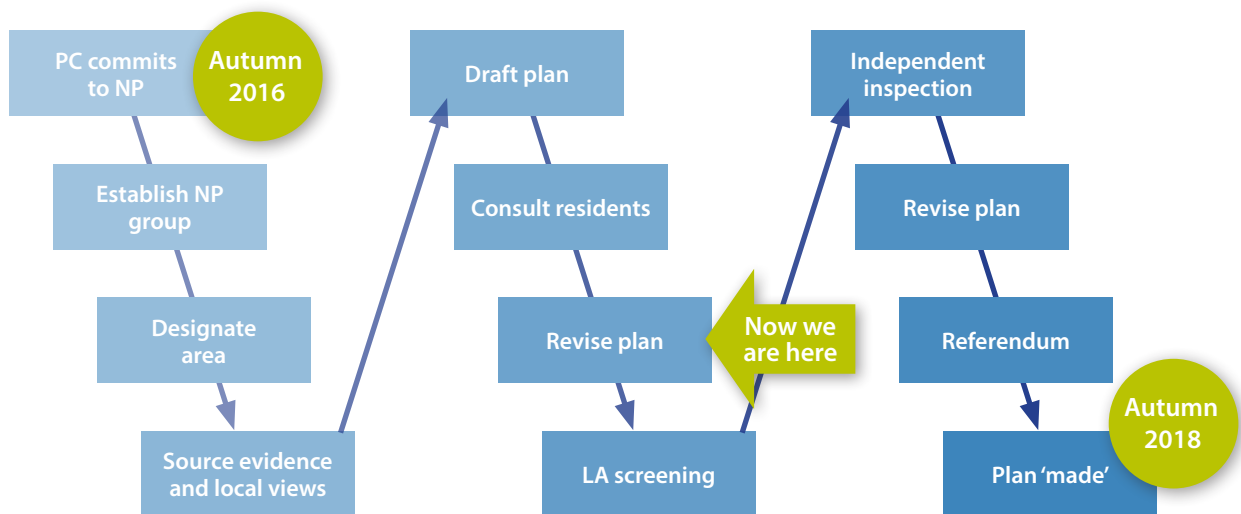


Figure 2: Key milestones and dates in developing our Neighbourhood Plan

Box 1: Headline Consultation Outcomes

General consultation

Priorities

- Protecting the Green Belt
- Protecting village character
- Maintaining discreteness of settlements
- Housing for key workers
- Reuse existing buildings/facilities

Concerns

- Road capacity
- School capacity
- Foot/cycle paths and public transport
- Lack/loss of facilities
- Scale of developments proposed

Younger people's emphasis

- Ability to stay in the area
- Environment and openness
- Facilities and activities

Older people's emphasis

- Appropriate housing
- Local health facilities
- Public transport and access

Business perspective

- Transport infrastructure
- Attracting skilled staff
- Wifi and technology needs

Process

The process for developing a Neighbourhood Plan is prescribed by law, and the key steps are outlined in Figure 2, along with the timescale over which this plan is being developed.

Consultation is key to developing a meaningful Neighbourhood Plan, and we have undertaken a sustained programme of consultation on this plan. This has involved holding open public events (e.g. December 2017 and April 2018), attendance at community events (e.g. WADStock in July 2017) and consulting with community groups (e.g. Wootton's Wednesday Club, Friends of Shippon), a questionnaire distributed to every household, 'pop-up' events, and targeted consultation with specific stakeholder groups including children and young people, older residents and the business community. A full Consultation Statement accompanies this plan, but the headline outcomes of these consultation activities are summarised in Box 1.

We have amended an earlier draft of this plan as necessary in response to the feedback that we received about it during the 'presubmission consultation'. The current plan



Community awareness event at WADStock

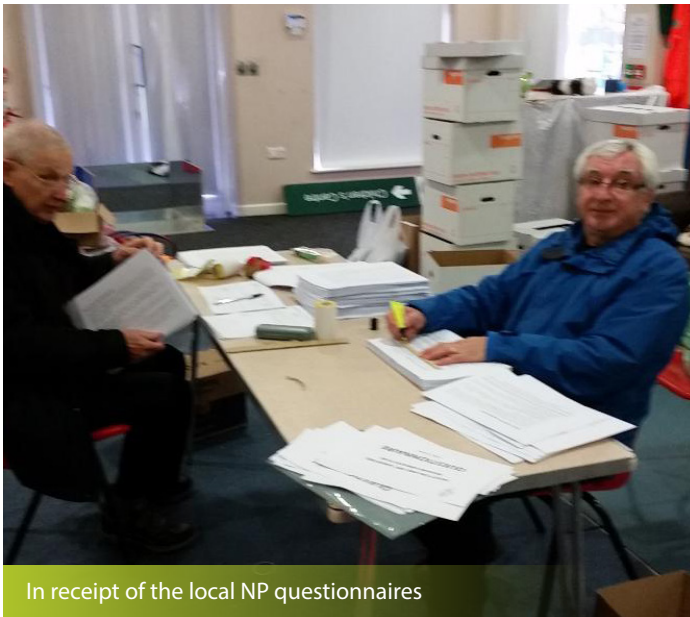


Community awareness event at WADStock

has been submitted to VWHDC, which will hold a referendum on our behalf to establish whether the community supports it. If more than 50% of voters support the plan, it will be 'made', which means that it will become a formal part of the planning framework and will be considered by VWHDC when evaluating planning applications within our area. It is at this point that the policies within this document will come into effect, enabling us to influence what is developed where in our area for the maximum possible benefit to local residents.



Community awareness event at WADStock



In receipt of the local NP questionnaires



Young persons event



Young persons event



Young persons event



Young persons event



From Vision to Policies

Vision

Our vision has been developed through stakeholder workshops and community consultation. Questionnaire responses showed particularly strong support for the following issues, each of which was thought to be quite or very important by over 90% of household responses:

- Preservation of rural area (98%)
- Improved walking, cycling and public transport (95%)
- Protecting the most vulnerable (95%)
- Enhanced environmental and quality of life benefits (94%)

The vision for our area is

A vibrant, inclusive community that preserves the best from our historic, rural area. Appropriate growth should bring enhanced quality of life benefits to all those living, working and playing in the area now and in the future. Any future developments, such as the Garden Village site on Dalton Barracks/Airfield, should bring positive opportunities.

Objectives

Flowing from this vision, and reflecting our evidence base, we have developed the following objectives for our Neighbourhood Plan:

1. to ensure that housing developments in our area take account of local needs in terms of dwelling mix and affordability across all groups
2. to protect and enhance the openness and rural character of the area in terms of Green Belt protection, access to countryside, and rural setting
3. to protect and enhance the discrete nature and unique character of our villages
4. to protect and enhance the heritage assets of our Designated Area
5. to encourage standards of sustainable design that are above the minimum requirements to minimise impacts on the environment
6. to ensure that development in our area maximises benefits for and minimises impacts upon residents and landowners, businesses and communities, and the environment
7. to provide a sustainable environment for local businesses to thrive, enhancing existing facilities and providing new facilities where possible
8. to provide facilities, services and opportunities that promote health and wellbeing to enable local people to thrive and our communities to flourish
9. to ensure that communities within and beyond our area are well connected through providing new and improved pedestrian, cycle and public transport links

A Neighbourhood Plan must ensure that it is in broad conformity with the relevant Local Plan (LPP1/2) and demonstrate how it contributes to sustainable development.

Strategic fit with Local Plan

The policies in the Local Plan are organised around four themes:

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

Our Schedule of Policies (see p29) describes how each of our objectives and policies relates to these policy themes and to the specific policies in LPP2 that seek to deliver them.

Sustainable development

Sustainable development is defined as development that meets the needs of the present without reducing the ability of future generations to meet their own needs, or as minimising harmful impacts and maximising positive impacts of development on the environment, economy and society. Many Neighbourhood Plans only address sustainability in their Basic Conditions Statement, which is submitted separately to the actual plan, but sustainability is so important to our communities that we have included a sustainability statement here to underpin our objectives and policies. Our plan contributes to sustainable development in three primary ways, by:

1. Aligning itself with the sustainability requirements of the National Planning Policy Framework and VWHDC's LPP2;
2. Responding to the Sustainability Appraisal of the VWHDC's LPP2;
3. Applying full Garden Village Principles to the proposed development at Dalton Barracks and Abingdon Airfield.

1. National Planning Policy Framework (NPPF)

The NPPF states that "The purpose of the planning system is to contribute to the achievement of sustainable development" (MHCLG, 2018: paragraph 7). This presumption in favour of sustainable development is also Core Policy 1 of the VWHDC's Local Plan 2031 Part 1.



View along Cholswell Road, Shippon

Supporting this, the Part 2 policies are organised around the four themes identified above, which incorporate the three pillars of sustainability: environment, economy, society. The Schedule of Policies (see p29) identifies how each of our policies relates to these themes and the specific LPP2 policies that support them.

2. Sustainability Appraisal of LPP2

This Appraisal identifies 11 sustainability objectives for LPP2, as summarised in Box 2.

There are clear links between these sustainability objectives and the policy themes within LPP2 identified above. The Schedule of Policies (see p29) identifies how our Neighbourhood Plan policies support the delivery of these sustainability objectives locally.

The most significant difference for our area between LPP1 and LPP2 is the allocation of 1,200 dwellings to Dalton Barracks and Abingdon Airfield for delivery by 2031, with potential for up to 4,500 dwellings in the longer term. Given the scale of this development, this Neighbourhood Plan does not allocate any other sites for development but focuses instead on meeting local needs for housing through the proposed garden village development. As we do not propose any further development in our area, our policies are unlikely to affect sensitive natural or heritage assets or have any significant effects beyond those already considered through the Local Plan 2031, so this Neighbourhood Plan does not require a Strategic Environmental Assessment (SEA), nor is it likely to have any implications in relation to the Conservation of Habitats and Species Regulations (2010), as amended in 2017 (the 'Habitats Regulations') and therefore does not require a Habitats Regulations Assessment (HRA).

Consultation feedback from Natural England suggested that the Neighbourhood Plan had not been screened to establish whether an SEA or HRA would be necessary. The consultation draft had referenced the SEA but had not specified the plan's status with regard to the HRA. This is rectified here. The need or otherwise for the Neighbourhood Plan to undergo an SEA and/or an HRA has been assessed through a thorough screening process, which considered the potential for each policy individually, the plan overall and the Neighbourhood Plan in conjunction with other plans to impact significantly on the environment and on the Cothill Fen Special Area of Conservation. This screening process generated a 'no significant effects report' and was reviewed following the European Court of Justice ruling of April 2018 which changed the way in which screening is conducted. This review also generated a 'no significant effects' report. Consistent with Regulation 105 of the Conservation of Habitats and Species Regulations 2017, which requires consultation with statutory bodies only if likely significant effects are identified, we have not formally consulted on the Screening Opinion with statutory bodies. However, in light of the lack of clarity in the consultation draft about the process that has been undertaken, we have now provided the relevant statutory bodies with a copy of the Screening Opinion both to reassure them and to allow them to comment on it.

Despite the lack of formal requirement for environmental assessments and consultation on those assessments, the environment is valued by our local communities and there are strong local concerns about the potential impact of the proposed development on the existing environment, settlements and communities within our area, for example through increased traffic and pollution, diversion of public transport and loss of heritage and landscape amenity. An important focus for our Neighbourhood Plan is therefore safeguarding and enhancing the existing facilities, services, amenities and character of the neighbourhood, as much as providing new facilities, services and amenities



Dalton Barracks, Shippon

Box 2: LPP2 Sustainability Objectives

1. **Homes:** Provide sufficient suitable homes
2. **Services:** Ensure the availability of high-quality services and facilities
3. **Travel:** Reduce the need to travel and improve provisions for walking, cycling and public transport
4. **Health:** Improve the health and wellbeing of Vale residents
5. **Inequality:** Reduce inequality, poverty and social exclusion in the Vale
6. **Economy:** Support a strong and sustainable economy
7. **Natural environment:** Improve and protect the natural environment
8. **Heritage and landscape:** Protect the cultural heritage and landscape
9. **Pollution:** Reduce air, noise and light pollution
10. **Greenhouse gas emissions:** Reduce greenhouse gas emissions and improve resource efficiency
11. **Flooding:** Increase resilience to climate change and flooding



Shippon Village marker

for the development and its future residents. A key priority is to ensure that the sustainable development of the proposed garden village is not at the expense of the sustainability of existing settlements and current residents of our area.

3. Garden Village Principles

The Town and Country Planning Association has identified a set of Garden City Principles, summarised in Box 3.

The Department for Communities and Local Government's (2016) publication *Locally-Led Garden Villages, Towns and Cities* further specifies that garden villages must be free-standing settlements:

"The garden village must be a new discrete settlement, and not an extension of an existing town or village." (paragraph 14).

Many of the Garden City Principles are clearly aligned to the policy themes and sustainability objectives outlined above and are therefore embedded in our policies through their compliance with the NPPF and LPP2. The requirement for garden villages to be free-standing reflects the rural character of our neighbourhood, identified through the Character Assessment as a scattering of small, separate, rural settlements. This character is key to our spatial strategy (see p35) and we apply this spatial strategy to the proposed garden village, consistent with the DCLG's requirements for garden villages to be discrete settlements, which has now been incorporated into the official guidance on garden villages of the Town and Country Planning Association (TCPA, 2017, 2018).

In summary, and as stated on pages 22–24, our Neighbourhood Plan contributes to sustainable development by:

1. Supporting the sustainable development objectives of the NPPF that are articulated within LPP2's policies, as appropriate for our area;
2. Responding to LPP2's sustainability objectives, ensuring that the sustainability of new developments is not at the expense of existing settlements and current residents;
3. Applying full Garden Village Principles to the proposed development of Dalton Barracks and Abingdon Airfield, consistent with our spatial strategy and DCLG and TCPA guidance.

Box 3: Garden City Principles

- Land value capture for the community
- Strong leadership and community engagement
- Community ownership and stewardship
- Mixed house type and tenure
- Wide range of local jobs on site
- Combine the best of town and country to create healthy communities
- Enhance the natural environment: net biodiversity gain, zero carbon initiatives
- Strong recreational facilities in sociable neighbourhoods
- Integrated transport systems, prioritising active and public modes of travel

Policies

In developing this plan, we have had to channel these multiple and diverse objectives into a manageable but meaningful collection of planning policies that can help to protect what our local communities wish to protect, and provide what our local communities wish to be provided with, economically, environmentally and socially. These three pillars of sustainable development are not independent of one other but interact, meaning that a policy intended to support the economy inevitably impacts upon environmental and social factors, and vice versa. As a result, our policies are not organised around these pillars, but under three headings:


Spatial strategy We have devised a spatial strategy for the whole Designated Area, which recognises and protects the historic rural and open character of the area that is exemplified and enshrined in the Green Belt designation, and reinforces the significance and protection of our locally important environmental assets.

An illustration of a rural landscape. From left to right, it shows a small cluster of flowers, two tall thin trees, a group of rounded bushes, a park bench, and two more trees under a few clouds.

Infrastructure needs We have developed a set of policies to address the provision of adequate and appropriate built form, in terms of housing needs, community and economic facilities, communications and transport infrastructure, and adaptability to meet future unanticipated need.

An illustration of various infrastructure elements. From left to right: a bicycle, a shop with a striped awning, a car, a house with a chimney, and a street lamp.

Design guide We have drawn up a number of policies to influence the design of future development in our area, so that any new development 'fits in' or is 'in keeping' with the existing built form, community character, and landscape, wildlife and heritage value of its surrounding context, while encouraging the highest possible standards of resource efficiency and renewable and low emissions technologies.

An illustration of design and planning tools. From left to right: a surveying tripod, a floor plan with arrows indicating flow, a ruler, a compass, and a tablet displaying a site plan.

The organisation of policies under these three headings is shown diagrammatically in Box 4 (overleaf), to set the scene for the Schedule of Policies that follows. This Schedule presents an outline summary of the policies in table form, followed by a full written account of the policies, their purpose, and the evidence behind them. Once this plan is 'made', the policies defined within it will apply to all planning application submissions associated with development of land within our Designated Area.

Box 4: Thematic Organisation of NP Policies

Spatial Strategy

Policy SS1 Green Belt
SS1.1 Green Belt

Policy SS4 Strategic Vistas
SS4.1 Strategic Vistas

Policy SS2 Separation of settlements
SS2.1 Separation of settlements

Policy SS5 Barracks and Airfield
SS5.1 Previously Developed Land
SS5.2 Garden Village Principles
SS5.3 Separation of Garden Village

Policy SS3 Local Green Space
SS3.1 Local Green Space

Infrastructure Needs

Policy IN1 Housing
IN1.1 Housing for younger people
IN1.2 Housing for older people and those with additional needs

Policy IN5 Business infrastructure
IN5.1 New facilities within the proposed Garden Village
IN5.2 Targeted improvements
IN5.3 Business maintenance and growth
IN5.4 Rural diversification
IN5.5 Broadband

Policy IN2 Timing of infrastructure
IN2.1 Timing of infrastructure

Policy IN3 Transport mitigation
IN3.1 Barrow Road
IN3.2 B4017
IN3.3 Waterworks Crossing and Bystander junction
IN3.4 Bus service
IN3.5 Public Rights of Way

Policy IN6 Community infrastructure
IN6.1 Shippon community centre
IN6.2 Medical facilities
IN6.3 Provision for younger people
IN6.4 Provision for older people and those with additional needs

Policy IN4 Transport opportunities
IN4.1 Transport opportunities review
IN4.2 Reopening connections between settlements
IN4.3 Improving provisions for sustainable transport
IN4.4 Convenient access for existing residents

Design Guide

Policy DG1 Design for the area
DG1.1 Spatial context
DG1.2 Temporal context

Policy DG3 Design Requirements
DG3.1 Site suitability
DG3.2 Resource efficiency
DG3.3 Access
DG3.4 Security
DG3.5 Public spaces
DG3.6 Future proofing
DG3.7 Design in context
DG3.8 Design for wildlife

Policy DG2 Heritage Assets
DG2.1 Heritage Assets
DG2.2 Heritage Assets in Context

NP		LPP1/2		NP	
Objective	Policies	Sustainability Objective	Organising Theme	Sub-Policies	Summary of Policy
To protect and enhance the heritage assets of our Designated Area	CP39 The historic environment DP36 Heritage assets	Heritage and landscape	Design Guide	DG1.1 Spatial context	Protects the rural setting and landscape context of our settlements
				DG1.2 Temporal context	Protects local heritage and the historic distinctiveness of our settlements
				DG3.1 Site suitability	Encourages landscaping in keeping with the surrounding environment, including retaining natural features where possible
To encourage standards of sustainable design that are above the minimum requirements to minimise impacts on the environment	CP40 Sustainable design and construction CP41 Renewable energy CP43 Natural resources	Greenhouse gas emissions	Design Guide	DG3.7 Design in context	Protects the character of our settlements by requiring development to be designed in keeping with its local context
				DG2.1 Heritage Assets	Designates local Heritage Assets for protection
				DG2.2 Heritage Assets in Context	Protects the setting of Heritage Assets and supports public access to Heritage Assets
			Spatial Strategy	SS5.1 Previously Developed Land	Supports only development of Previously Developed Land at Dalton Barracks and Abingdon Airfield
				DG3.2 Resource efficiency	Encourages higher than minimum standards for sustainable design, e.g. renewable energy, resource efficiency and zero carbon design
				DG3.6 Future proofing	Encourages anticipatory provision of appropriate infrastructure for future technological advances, e.g. autonomous vehicles, electric vehicles
			Design Guide	DG3.8 Design for wildlife	Encourages eco-design through permeable boundaries, green infrastructure and measures for priority habitats and species

To ensure that development in our area maximises benefits for and minimises impacts upon residents and landowners, businesses and communities, and the environment	CP7 Providing supporting infrastructure and services DP16 Access DP23 Impact of development on amenity	Services Inequality	Infrastructure Needs	<p>IN2.1 Timing of Infrastructure</p> <p>IN3.1 Barrow Road</p> <p>IN3.2 B4017</p> <p>IN3.3 Waterworks Crossing and Bystander junction</p> <p>IN3.4 Bus service</p>	Encourages timely provision of key infrastructure for large-scale developments (e.g. over 100 dwellings)
To provide a sustainable environment for local businesses to thrive, enhancing existing facilities and providing new facilities where possible	CP6 Meeting business and employment needs DP11 Community Employment Plans DP14 Village and local shops	Economy	Infrastructure Needs	<p>IN5.1 New facilities within the proposed Garden Village</p> <p>IN5.2 Targeted improvements</p> <p>IN5.3 Business maintenance and growth</p> <p>IN5.4 Rural diversification</p> <p>IN5.5 Broadband</p>	<p>Supports the delivery of safe and secure access to business and retail facilities at the new development for current and future residents of the Designated Area</p> <p>Encourages enhancement of landscaping and green space at the Besselsleigh Road shops and Bystander junction</p> <p>Supports expansion of existing businesses and provision of new business opportunities, e.g. social enterprise, independent public house</p> <p>Supports rural diversification where this would protect or enhance local employment opportunities</p> <p>Supports development that provides for enhanced broadband service across the Designated Area</p>

NP		LPP1/2		NP	
Objective	Policies	Sustainability Objective	Organising Theme	Sub-Policies	Summary of Policy
To provide facilities, services and opportunities that promote health and wellbeing to enable local people to thrive and our communities to flourish.	DP8 Community services and facilities DP34 Leisure and sport facilities DP35 New countryside recreation facilities CP26 Accommodating an ageing population	Services Health	Infrastructure Needs	IN6.1 Shippon Community Centre	Supports development of a community centre for Shippon
				IN6.2 Medical facilities	Supports delivery of new medical facilities at the new development for use by current and future residents of the Designated Area
				IN6.3 Provision for younger people	Supports development that provides for the needs of young people, e.g. outdoor social spaces and shelters
				IN6.4 Provision for older people and those with additional needs	Supports development that provides for the needs of older people and those with additional needs, e.g. tactile paving, all weather paths and outdoor seating
			Design Guide	DG3.3 Access	Supports the delivery of transport routes and public spaces that provide for a range of mobility and access needs, prioritising sustainable transport over vehicle traffic
				DG3.4 Security	Supports development that is designed to reduce real or perceived opportunities for criminal activity
				DG3.5 Public Spaces	Encourages clear distinction between public and private spaces and the location of heritage assets in public spaces

<p>To ensure that communities within and beyond our area are well connected through providing new and improved pedestrian, cycle and public transport links.</p>	<p>CP33 Promoting sustainable transport and accessibility CP35 Promoting public transport, walking and cycling DP17 Transport assessments and travel plans</p>	<p>Travel</p>	<p>Infrastructure Needs</p>	<p>IN3.5 Public Rights of Way IN4.1 Transport Opportunities Review IN4.2 Re-opening connections between settlements IN4.3 Improving provision for sustainable transport IN4.4 Convenient access for existing residents</p>	<p>Encourages the expansion and improvement of Public Rights of Way Encourages consideration of opportunities to improve transport and accessibility when development proposals include 10 or more dwellings Encourages the reopening of former foot/cycle paths and bridleways between settlements and the establishment of new sustainable transport connections between settlements Supports provision of sustainable transport infrastructure on the existing highway network, e.g. footpaths, cycle paths, bridleways and bus routes Encourages optimum accessibility to facilities and amenities at the new development for residents of existing settlements</p>
--	--	---------------	------------------------------------	---	---

Spatial Strategy



This spatial strategy has been formulated to protect the historically rural nature of our area, which is encapsulated and enshrined in the designation of almost the entire area as Green Belt, and described in the TDR Character Assessment. Our communities value the individuality of their settlements, much of which comes from their separation from one another, and their rural context, which is strongly influenced by the visibility of their environmental setting from within those settlements. The Green Belt has been essential in preventing urban sprawl at Oxford's outer edge, coalescence of rural towns and villages, and encroachment of development into the countryside, all of which support both the separation of our settlements and their rural sense of place. This is evidenced by the strength of feeling expressed by our communities about the need to protect Green Belt status in our area and to prevent development in the Green Belt. When asked if Shippon and a substantial part of the airfield should be removed from the Green Belt, 62% of all questionnaire respondents said 'no', a figure that rises to 84% in Shippon itself. Written contributions to the questionnaire survey also emphasise the significance of the Green Belt to the maintenance of the character of the whole area and the settlements within it:

"Keep green belt as green belt. To protect the appearance and character of the rural areas"

"Ensure that we remain an independent village and not become 'lost' in the surrounding towns and city"

"Important that the non-military part of Shippon should be protected as should the environs of Whitecross, Dry Sandford, Cothill and Gozards Ford"

"Maintaining the existing green belt and village character"

Our Parish Councils will therefore resist attempts to delete land in our area from the Green Belt. This Neighbourhood Plan only supports development that is compliant with Green Belt policy.

Policy SS1 Green Belt

SS1.1 Green Belt

The Designated Area's Green Belt protects essential qualities of openness and separation and is seen as a fundamental aspect of the character of the Designated Area. The Green Belt is highly valued and will be supported, and only Green Belt compliant development will be supported within it.

Irrespective of the Green Belt designation, VWHDC also acknowledges the strategic significance of the physical and visual separation between settlements in our area, such as those between Shippon and Wootton, between Whitecross and Lamborough Hill, and between Whitecross and Dalton Barracks. LPP2 makes several commitments to protecting the strategic green gaps between settlements and the individuality of those settlements, including:

- Paragraph 3.226 states that the Council recognises the importance of safeguarding the separate identity and characteristics of individual settlements.
- Paragraph 3.228 states that the Council seeks to protect further against the loss of physical or visual separation between villages.

- Development Policy 29 states that proposals will need to demonstrate that the character of settlements is retained and their visual/physical separation is maintained.

Consistent with these statements, and in accordance with the strength of local feeling, the Parish Councils will support the protection of Strategic Green Gaps where they exist, and the Neighbourhood Plan supports the separation and individuality of our settlements. Locally recognised Strategic Green Gaps between settlements are distinct from Local Green Spaces (which might be smaller but hold recreational value for local residents) and Strategic Vistas (which are more closely related to sense of place, character or identity than settlement separation), although in some cases they overlap. These have all been identified through a combination of consistent feedback to consultation on both LPP2 and this Plan, Placecheck (an online community mapping facility) and the TDR Character Assessment (2018), and informed by the HDA Green Belt Study (2017).

Policy SS2 Separation of settlements

SS2.1 Separation of settlements

Development will not be supported if it will or is likely to:

- a) Lead to the coalescence of our villages and hamlets
- b) Fail to reflect the distinctive rural character of the Designated Area
- c) Encroach upon the Strategic Green Gaps identified in the plans provided at the end of the Neighbourhood Plan (pages 57–62).

In addition, we recognise the importance of Local Green Spaces to our communities in terms of their rural nature, their value for recreational purposes, and for their contribution to settlement separation. Our consultation identified numerous green spaces that our communities would like to protect, and this Neighbourhood Plan designates them as Local Green Space in accordance with paragraphs 99 and 100 of the National Planning Policy Framework (2018).

Policy SS3 Local Green Space

SS3.1 Local Green Space

The following spaces are designated as Local Green Space, where development is ruled out, other than in very special circumstances:

- a) Dalton Barracks Sports Field, Cholswell Road
- b) The paddock behind numbers 58-80 Barrow Road, Shippon
- c) The play area at Hawthorne Avenue, Shippon
- d) The green space behind Sycamore Close, Shippon
- e) The playing field at Wootton Community Centre
- f) Wootton Village recreation ground
- g) The playing fields in Dry Sandford
- h) The green space behind Rookery Close, Shippon
- i) The green space west of Starveall Farmhouse, adjoining Whitestar Cottage
- j) The Long Tow green verge with the avenue of trees

The precise boundaries of each of these ten areas of Local Green Space are shown on the plans provided at the end of the Neighbourhood Plan (pages 63–75).

We also recognise the importance of the visibility of the rural environment to the sense of place of our settlements highlighted by the TDR Character Assessment and our consultation. We seek to protect rural vistas that are of strategic importance to the character of our villages.

Policy SS4 Strategic Vistas

SS4.1 Strategic Vistas

Development that impacts upon the strategic vistas identified in the plans provided at the end of the Neighbourhood Plan (pages 76–89) should demonstrate how it takes these important strategic vistas into account. Development should not harm the strategic vistas within areas identified in the TDRC Character Assessment as being vulnerable to erosion of character:

- Shippon
- Cothill
- The Wootton-Cumnor Road Corridor (B4017)

Our resistance to the removal of land from the Green Belt should not be taken as resistance to the development proposed for the current MoD land at Dalton Barracks and Abingdon Airfield. Our consultation demonstrates considerable local support for the concentration of development on this site (although also some antagonism towards it), and we support the development of a Garden Village on this site. However, the proportion of the site that is brownfield (previously developed) land, as identified in LPP2, means that removal of land from the Green Belt is not necessary for the delivery of the VWHDC's strategic aim to develop the site, either within the plan period (up to 2031) or beyond that period.

VWHDC proposes in LPP2 that the release of the MoD land for development constitutes the 'exceptional circumstances' that are necessary for land to be deleted from the Green Belt, which in this instance would affect Dalton Barracks, Abingdon Airfield and Shippon. However, LPP2 also acknowledges that a significant proportion of the proposed development site is brownfield (previously developed) land:

- Paragraph 2.54 describes large areas of brownfield land on the site
- Paragraph 2.56 notes the sizeable extent of Previously Developed Land on the site
- Paragraph 2.73 observes that much of the site is Previously Developed Land

As Core Policy 13 in LPP2 allows for development of Previously Developed Land within the Green Belt without changing its designation, and so much of the proposed development site is brownfield, our representations on LPP2 did not accept that there is any strategic need to remove land from the Green Belt to develop a Garden Village on the site, or that exceptional circumstances have been established. It is the removal of land from the Green Belt and not the development of a Garden Village that we resist as requested by the majority of local residents.

Policy SS5 Barracks and Airfield

SS5.1 Previously Developed Land

Only development of previously developed land at Dalton Barracks and Abingdon Airfield will be supported.

Despite their strong support for the development in general, our local communities have expressed specific concerns about the prospect of the proposed Garden Village butting up against or merging with existing nearby settlements, most notably Shippon and Whitecross. Residents of both parishes provided feedback to the VWHDC's consultation on LPP2, which presented the Garden Village proposal, and both parishes were stringent in their desire to keep the new development separate from existing settlements. The fields to the west of Whitecross, which were originally incorporated into the development site, have now been removed from the proposed development site, although an area at the northern end of Whitecross is still proposed to butt up against the outer edge of the new development. By contrast,

VWHDC has maintained its position with respect to the proposed removal of Shippon from the Green Belt and its merging with the Garden Village. Our consultation generated the same concerns from residents of St Helen Without about the proposed merging of Shippon with the new development, and similar concerns about the proximity of the northern end of the new development to the northern end of Whitecross. For example, consultation responses from Shippon residents frequently called for a green buffer to be established between the existing settlement and the new development:

“Keep Shippon separate from the garden village”

“Shippon must remain a village in its own right”

“Separation from any new development”

“A green buffer zone between the village and proposed housing”

“Space between village and new development”

Not only would any merger between the proposed Garden Village and a nearby settlement contravene VWHDC’s own stated commitments in LPP2 to protecting the individuality and separation of settlements, but it also contravenes the government’s stated requirement for a Garden Village to be a stand-alone settlement (DCLG, 2016). Given the sensitivity of this issue for Shippon residents and Policy SS2.1 above, we seek to ensure that full Garden Village Principles are applied to the proposed development. Consequently, we encourage initial development of the Garden Village to be focused in the centre of the development site rather than to the north or south of the site. This would maximise the sense of separation of the new development from existing settlements, and would minimise the short-term impacts on neighbouring communities, at both ends of the site. In addition, we have developed specific policies for two green buffers, to ensure that both Shippon and Whitecross retain their spatial separation, visual separation and distinctiveness from the Garden Village. The Shippon buffer is consistent with emerging plans for the new development, although this work has not made similar recommendations about Whitecross (AECOM, 2018b).

The green buffer to separate Shippon from the proposed Garden Village includes the current sports field at Cholswell Road, the space around what is currently tennis courts and the surrounding military buildings, and a stretch of land running around the back of Hawthorne Avenue, Sycamore Close and Rookery Close. It has been proposed on the basis of:

- Sustained resistance to the merging of Shippon and the proposed Garden Village among local residents in consultations undertaken by both VWHDC and the WSHNP team;
- Identification, through this consultation, of military buildings that are considered locally significant, such as the Officers’ Mess, and suggestions that such buildings not only be protected but made available for community use, perhaps as a community centre;
- Identification, through this consultation, of the sports field on Cholswell Road as an important open green space, which can be accessed by the public with MoD permission. 60% of questionnaire respondents across the two parishes wanted to protect this space;
- The TDRC Character Assessment, which identified the sports field at Cholswell Road as an important factor in establishing the open rural setting of Shippon to its Eastern side.

The Character Assessment comments that the sports field “creates the feel of a very large village green” and noted that the military buildings, fencing and signage already impact upon the distinctive character of the historic village of Shippon. In essence, the ‘village green’ lacks a cohesive village. The proposed release of the MoD land therefore brings opportunities to re-establish a clearer sense of identity and separation for Shippon, which this buffer seeks to deliver by enhancing the physical and visual separation of Shippon from the new development.

The green buffer to separate Whitecross from the proposed development consists of part of the current MoD 'training area' to the north-east of the site. It has been proposed on the basis of:

- Stated resistance to the merging of Whitecross with the proposed Garden Village by local residents in consultations undertaken by both VWHDC and the WSHWNP team;
- Specific concerns about encroachment of the proposed development on land associated with agricultural properties at the northern end of Whitecross, around Starveall Farm;
- The TDRC Character Assessment, which described Whitecross as primarily residential in an agricultural setting, with a direct relationship to the rural landscape in which it sits;
- The possibility of an access route to the new development from the northern end of Whitecross, which would run close to the affected properties, and from which no separation would be evident between Whitecross and the proposed development.

This buffer will maintain a physical and visual separation between the two settlements and will protect the agricultural setting of Starveall Farm and its neighbouring buildings, thereby also helping to protect the rural (specifically agricultural) setting and character of Whitecross.

SS5.2 Garden Village Principles

The development of a Garden Village on the previously developed land at the current MoD site of Dalton Barracks and Abingdon Airfield will be supported if it applies full Garden Village Principles and provides for clear separation between the Garden Village and surrounding settlements.

SS5.3 Separation of Garden Village

The development of the proposed Garden Village will be supported if:

- a) The first phase of development is focused in the centre of the Strategic Development Site.
- b) It delivers a strategic green buffer between the new development and Shippon, as indicated in the plan provided on page 90.
- c) It delivers a strategic green buffer between the new development and Whitecross, as indicated in the plan provided on page 91.

Infrastructure Needs



The unaffordability of housing in Oxfordshire is well known, having been reported in the national press in 2018, and was articulated by local residents in their questionnaire responses:

“Changed from bungalows to 4/5 bed houses”

“Bungalows for downsizing”

“Our children have to move from the area because they can’t afford house prices or rent”

“Need genuinely affordable housing or young people will move away”

“It’s not for local people”

“House prices are excessively high”

While the provision of affordable dwellings is already a requirement through LPP2, two specific issues have been highlighted locally:

- The difficulties that young adults face due to the lack of smaller, more affordable properties, meaning that many are unable to remain in their home area.
- The difficulties that older members of our community face when wishing to downsize or to move into single-level dwellings as smaller bungalows are increasingly extended and redeveloped either to accommodate growing families or as lucrative investment projects.

Not only are these trends detrimental to the younger and older members of our communities, but the demographic of the area is likely to shift, as high-earning professionals and their families increasingly move into the area and the younger and older residents are forced to move away. Our Neighbourhood Plan seeks to ensure that the needs of our community are provided more locally. Although we are unable to require developers to provide a higher proportion of affordable housing than national requirements, we can and do encourage such provision.

Policy IN1 Housing

IN1.1 Housing for younger people

The development of housing that provides for the needs of younger people, for example the provision of shared accommodation, starter homes or other innovative approaches, will be supported.

IN1.2 Housing for older people and those with additional needs

The development that meets the needs of older people and those with additional needs, for example: through the provision of smaller and/or single storey dwellings; and the provision of older persons’ and/or sheltered accommodation, rest homes, and/or nursing homes, will be supported.

With large scale developments, it is essential that supporting infrastructure (such as transport routes, water and wastewater provision, and local shopping facilities) is put in place sufficiently early, so that new residents can meet their needs locally and travel safely and sustainably, reducing the need to travel by car. Utilities – water, wastewater, electricity, gas and telecommunications – are all important considerations that need to be planned and co-ordinated in advance of development getting underway. For example, developers need to consider the net increase in water and waste water demand to serve their developments, and any impact the development may have off-site further down the network, if no/low water pressure and internal/external sewage flooding of property is to be avoided. Developers are encouraged to contact Thames Water as early as possible to discuss their development proposals and intended delivery programme to assist with identifying any potential water and waste water network reinforcement requirements.

Thinking about infrastructure more broadly to include transport, community and recreational facilities, we recognise that much funding for such infrastructure comes from developers and, as a result, is not made available at the outset of the development as this would not be financially viable. However, our local communities are deeply concerned about the inevitable pressures on our existing infrastructure that will be generated by any significant new development in our area:

“The plans for extra housing hooked up to existing infrastructure will be disastrous”

“Development too large for infrastructure”

“Roads are completely neglected”

“Improve the road structure before more housing”

“Development of this site should not proceed until local support services are brought up to standard”

Some consultation respondents indicated the number of dwellings that they consider acceptable to be constructed before infrastructure is provided to support further development, and we have adopted that figure (100 dwellings) for this Neighbourhood Plan.

Policy IN2 Timing of Infrastructure

IN2.1 Timing of Infrastructure

Planning applications for development of a significant size (100 dwellings or more, or a commercial development in excess of 1000 square metres) should deliver infrastructure alongside development to ensure that development does not have a negative impact on local communities, businesses and the environment.

Getting around our area is another local concern. Roads in our area are already under pressure and face increases in traffic not only from the development of the Garden Village but also from other developments planned for the vicinity of our Designated Area. There are limits to what we can do to improve transport infrastructure, and we can only influence development that happens within our area, but there is potential to influence how the new development interfaces with existing settlements and infrastructure. Key issues relate to increased pressure of traffic on the B4017, the sensitivity and constraints of Barrow Road, Elm Tree Walk, Besselsleigh Road, Honeybottom Lane, Fox Lane, and the Waterworks Crossing at the junction of Honeybottom Lane, Whitecross and Fox Lane. Specific concerns over the convenience and safety of using the Bystander and Waterworks junctions whether on foot or bike or in a vehicle have been raised through consultation, while more general suggestions received include replacing the staggered junctions on the B4017 (both Waterworks Crossing and Bystander junctions) with roundabouts, a one-way system for

Barrow Road and Elm Tree Walk, and installing pedestrian crossings and traffic calming measures on busy roads. The dependence of local residents on facilities and services in Oxford and Abingdon makes safe and efficient transport between our villages and surrounding towns essential. Maintaining, integrating and enhancing provision for pedestrians and cyclists is a key concern, especially on busy or fast roads that are crossed or used by younger residents on their way to school, such as Lamborough Hill and Whitecross.

A specific transport issue concerns the no. 4/4B bus service, which – according to early proposals for the master planning of the new development – is at risk of being diverted through the new Garden Village. While the proposed Garden Village could bring an enhanced bus service for Shippon, the diversion of the no. 4 bus would halve the service for Whitecross. This is notable given that 49% of household respondents indicated that the bus is their primary mode of transport and 46% use buses less frequently. In an area where road congestion, pollution and safety are significant issues, there is clear scope and motivation to increase bus patronage, but this is only likely if the service is convenient for all. Common comments from questionnaire respondents described the bus service as inadequate, infrequent and unreliable. Rather than reducing a service in one area to provide a service for another area, we seek to protect the bus service for Whitecross, while providing a service for the proposed Garden Village and enhancing the service for Shippon. We encourage the establishment of a circular bus route around the first phase of the proposed development in the centre of the development site, exiting the current route at the western end of Long Tow and re-joining the route on Cholswell Road.

Representatives of both Parish Councils and the NPSG have been involved in the early stages of consultation on the master-planning for the proposed Garden Village, where all these issues have been raised. Ultimately, though, whatever power we have lies in the policies specified in this Neighbourhood Plan. Local planning policies already require developers to provide a transport management plan for major developments, so our focus here is on the most significant ‘hotspots’ within our area that have been raised during our consultation.

Policy IN3 Transport Mitigation

IN3.1 Barrow Road

- a) Development proposals for the Strategic Development Site that will or are likely to result in severe impacts on the junction of Barrow Road and Faringdon Road will not be supported.
- b) Development proposals that restrict vehicular access to Shippon via Barrow Road will be supported.
- c) The development of footpaths in combination with restricted vehicular access along Barrow Road will be supported.

IN3.2 B4017

The proposal for the development of the Strategic Development Site should demonstrate how it will deliver the following:

- a) Minimise traffic impacts on the B4017.
- b) Locate the northern road exit either on Honeybottom Lane or directly onto a reconfigured junction at the Waterworks Crossing.
- c) Establish a foot, cycle and bridle way between Whitecross and the new development along the current 2121 Squadron driveway.

Policy IN3 Transport Mitigation continued

IN3.3 Waterworks Crossing and Bystander Junction

Development proposals for the Strategic Development Site that require alterations to these junctions must pay due regard to safety for all road and pavement users, and to their heritage settings:

- a) Proposals should provide for safe and secure pedestrian and cycle movement across, as well as along, the highway.
- b) Proposals that cause unacceptable damage to the landscape and heritage characteristics of the crossing will not be supported.

IN3.4 Bus service

The protection and enhancement of public transport services and facilities for existing settlements and their communities as part of the development of the strategic development site will be supported. Proposals to develop the Strategic Development Site that fail to protect and/or enhance public transport services and facilities for existing settlements and their communities will not be supported.

IN3.5 Public Rights of Way

Development proposals that extend or improve the Public Rights of Way within the Designated Area will be supported.

There are also opportunities that arise through the proposed Garden Village, including the possibility of re-opening historic paths between villages that were severed by the construction of the barracks and airfield. There are also opportunities to use alterations to existing road infrastructure that are required to accommodate the increased traffic arising from the new Garden Village, to install or improve provision in our area for sustainable modes of transport, including on foot, by bike, on horse or by bus. Examples here include the possibility of making both the Waterworks Crossing and Barrow Road safer for pedestrians, and the possibility of extending cycle paths where highway or junction improvements allow, such as at the junction of Whitecross and Long Tow. There is a further opportunity to ensure that existing residents of settlements surrounding the development site can access the amenities and facilities within the new development conveniently and safely. This could mitigate to some degree the difficulties currently encountered due to poor quality or missing pavements and cycle paths, by providing access to alternative facilities along new, high-quality and attractive pavements and paths.

Policy IN4 Transport Opportunities

IN4.1 Transport Opportunities Review

Development proposals for sites in excess of 10 dwellings should be accompanied by a travel plan that explores options to enhance transport and accessibility, as well as to minimise and mitigate severe impacts on transport infrastructure and safety.

IN4.2 Re-opening connections between settlements

The re-opening of historic and non-vehicular connections between settlements for public use on foot, by bike or on horseback will be supported. The creation of new connections between settlements surrounding the site on foot by bike and on horseback will also be supported.

Policy IN4 Transport Opportunities continued

IN4.3 Improving provision for sustainable transport

The improvement of sustainable transport infrastructure for existing communities and on the existing highway network will be supported. Sustainable transport here includes travel on foot, by bike, on horseback and by bus.

IN4.4 Convenient access for existing residents

Development proposals for the Strategic Development Site must provide for the integration and improvement of the local public rights of way network, to optimise the accessibility of amenities and facilities within the development for residents of existing settlements surrounding the site.

Another important aspect of infrastructure is the provision of appropriate facilities for both businesses and communities to thrive. The proposed Garden Village brings opportunities for the provision of additional retail and employment space as well as community facilities, and these would be welcomed, especially in Shippon which needs a community centre to support its many community activities and organisations. However, it will also be important to support local economic activity beyond the new development to maximise the economic benefits that the development could bring through an increased labour pool and expanded local market. Our area is home to a range of businesses located at various sites including Dalton Barracks, Wootton, Dunmore Court, and along the B4017, and many of these businesses are supportive of community events and activities (including this Neighbourhood Plan). The shops and services in Wootton are well used by the local community but the facilities could benefit from improvement, while specific suggestions to promote local economic vibrancy include restricting the change of use of properties from commercial to residential, exploring opportunities to establish mobile or permanent eateries, a village bar in the Wootton and Dry Sandford Community Centre, a social enterprise for adults with learning disabilities, and a transport scheme to assist elderly residents in accessing shops and services. Some of these ideas fall outside the planning system and will be forwarded to the two Parish Councils for consideration. In terms of Neighbourhood Plan policies, we seek to maintain the business sites that currently exist in our area, and will support both growth of existing businesses and the introduction of new business interests where this meets the needs of the local population. We also recognise the increasing pressures on rural businesses and we seek to enhance existing facilities and provide new facilities wherever possible to support our business community, increase employment prospects locally and enhance services in our area.

Policy IN5 Business Infrastructure

IN5.1 New facilities within the proposed Garden Village

The development of business and retail uses within the Strategic Development Site will be supported where such development is well integrated into its surroundings and provides for safe and secure access for existing and future residents of the Designated Area.

IN5.2 Targeted improvements

- a) The enhancement of parking and landscaping for the parade of shops at Besselsleigh Road will be supported.
- b) The enhancement of the area of Wootton shops and Bystander junction green space into a place for people to come together rather than simply pass through will be supported.

Policy IN5 Business Infrastructure continued

IN5.3 Business maintenance and growth

- a) Small-scale conversion of existing buildings for commercial use and small scale expansion of existing business premises will be supported providing that they are consistent with the rest of this Neighbourhood Plan.
- b) Change of use from commercial to residential property will not be supported unless it can be demonstrated that the business has become unviable and no alternative business or commercial activities can be secured to replace it.
- c) The development of new social or community enterprises will be supported.
- d) The development of a new independent public house in Wootton will be supported.

IN5.4 Rural diversification

Rural diversification will be supported where this respects local character and residential amenity and would protect or enhance employment opportunities in our Designated Area.

IN5.5 Broadband

The development of enhanced broadband service not only within the development site but beyond it will be supported.

Community infrastructure is currently distributed unevenly across our area, with a recently refurbished community centre in Wootton but no formal community centre in Shippon. Community groups in Shippon currently meet in the Church Hall but a larger and more accessible community facility is both needed and desired. The anticipated Garden Village brings opportunities to secure such a facility for Shippon, as well as other facilities required in our area. Questionnaire responses expressed concerns about the current or future inadequacy of: schools; medical facilities (GP provision and hospitals); local petrol stations, coffee shops and pubs.

There is also a need for fuller provision of facilities for younger people. Enhanced provision for younger people was a common issue raised among questionnaire responses, and a desire for greater intergenerational interaction was also expressed. Notably, one younger respondent commented that “we go elsewhere for most things”. Our targeted events to engage young people in the development of the Neighbourhood Plan generated more information about what young people would like to see improved, such as: the cleanliness and appearance of the area; the bus service; safer roads and footpaths; broadband speeds; enhanced facilities for a sociable and active life. Dry Sandford Primary School pupils provided detailed feedback on this issue, valuing the playing fields, clubs and activities, as well as the nature reserve, but also expressing concerns over the vandalised state of the basketball court and desires for more local eateries and additional play and leisure facilities and equipment, such as a skate park, climbing frames and trampolines.

Further requirements were identified for older people and for people with additional needs. For example, the questionnaire results indicate that 12% of people in our communities are living with poor mobility outside the home. Our consultation workshop focusing on the needs of older people and people with disabilities highlighted the poor quality of pavements as a key issue. This Neighbourhood Plan seeks to address some of the barriers that prevent those with additional needs from accessing our communities, facilities and countryside.

Policy IN6 Community Infrastructure

IN6.1 Shippon Community Centre

The development of a community centre for Shippon as part of the development of Dalton Barracks and Abingdon Airfield will be supported. In the interim, development will be supported that provides for a community centre in one of the first dwellings to be built, which can revert to residential use once a dedicated community centre becomes available. The potential for use of current Army facilities, such as the Officers' Mess, community centre or the sports pavilion as a community centre for Shippon will be kept under review as plans for the departure of the Army progress.

IN6.2 Medical facilities

The development of new medical facilities for use by existing and future residents as part of the development of Dalton Barracks and Abingdon Airfield will be supported.

IN6.3 Provision for younger people

Development that provides for the needs of local young people will be supported, for example the development of additional outdoor spaces and shelters for young people to socialise, play, learn and perform, especially where these make use of social media and novel technologies.

IN6.4 Provision for older people and those with additional needs

Development that provides for the needs of local older people will be supported, for example, the development of:

- a) tactile pavement and visual indicators on pedestrian crossings to assist those with sensory impairments
- b) wide all-weather paths for those using wheelchairs or mobility scooters
- c) outdoor seating so that people with lower mobility can break up their journey with rest periods or wait at bus stops without having to stand.

Design Guide



The general character of our Designated Area is rural, although the larger villages have more of an urban feel and Shippon's character is strongly influenced by the presence of the military. There is also a mixture of open arable land and wooded areas, allowing for both expansive views and more enclosed environmental spaces. As outlined in the spatial strategy, the rural environment and its visual accessibility are important constituents of the character of our settlements and are important to our communities, as questionnaire responses illustrate:

"Commitment to building properties that blend in with the existing look and feel"

"Important to retain the individual identities of the two parishes"

"Keep it as nice as it is now!!"

It is therefore important that the character of our area is reflected in any development in our area. Both the environmental context and the visual accessibility of that environment should be optimised in any development, so that it is in keeping with the character of the wider area.

Many of our settlements blend or intersperse the old and the new. The TDRC Character Assessment found different areas within a settlement to be distinctive in terms of their built form, but such distinctions would not be recognised by the residents of that settlement because they consider themselves to be one unified community. Examples here include Dry Sandford and Shippon, where a settlement might be perceived differently if based upon community relations, compared to its built form, and perceived differently by members of that community, compared to non-residents. As with the strong relationship between settlement character and landscape context, this integration of old and new is a feature of our area, and the design of new development should reflect the valued characteristics of the surrounding settlements and communities. In support of this aim, the Parish Councils will work with third parties to encourage the naming of structures and spaces within the Garden Village development after recognisable aspects of or notable people from the area's setting, heritage and history. The Neighbourhood Plan seeks to ensure that development in our area is appropriate to its context.

Policy DG1 Design for the Area

DG1.1 Spatial context

Development should ensure that it respects local character, and to achieve this it should provide for the integration of environmental or landscape context and built form by, for example:

- a) soft settlement edges providing a graduated entrance to the built form;
- b) providing and protecting views of the landscape context within the development, both expansive views and snatched glimpses;
- c) providing easy access to the surrounding environment for residents of the settlement.

Policy DG1 Design for the Area continued

DG1.2 Temporal context

Development must respect heritage and local distinctiveness and to achieve this it should be in keeping with the style, design and nomenclature of surrounding buildings, streets and public spaces by, for example:

- a) Encouraging the appropriate re-use of historic sites that takes full account of their significance
- b) Adopting design features or motifs from heritage assets or architectural forms for application in new builds
- c) Designing public spaces that reflect or recognise aspects of the area's history and heritage

Many of our settlements have a long history and the presence of listed buildings in Shippon, Dry Sandford and Wootton are testament to this heritage, while lesser known heritage assets also provide evidence of the historic significance of our area within its broader setting, such as the Waterworks on the B4017. The anticipated departure of the military from Dalton Barracks provides an important opportunity to consider which, if any, features of the built form at the barracks and airfield we would like to retain as indicators of the site's past and the significance of the military's presence to the character of our area. It is not only the heritage assets such as individual buildings or structures that are important, as their setting can contribute significantly to the value placed upon the asset itself, so we also need to think about how these heritage features should relate to the new development around it, and how we wish to see these features being used in the future. The Officers' Mess, for example, might make an ideal venue for a community centre to serve both Shippon and the new settlement, and the buffer proposed between Shippon the new development would protect both these military buildings and their local setting, and would allow for community use of these buildings. The heritage assets listed in these policies were identified through the Character Assessment, consultation and community mapping exercises and are indicated in the plans on pages 92–93.

Policy DG2 Heritage Assets

DG2.1 Heritage Assets

Plans are provided at the end of the Neighbourhood Plan (pages 92–93) showing the precise locations of each of these heritage assets:

- a) Officers' Mess and Site headquarters, Dalton Barracks
- b) Control Tower, Dalton Barracks
- c) Early 20th century brick building [Building No. 125], Dalton Barracks
- d) Early 20th century prefab single-storey building [Building No. 40], Dalton Barracks
- e) RAF gates, Old Faringdon Road
- f) Waterworks, Whitecross
- g) Prince of Wales public house, Shippon
- h) Shippon Church and Vicarage
- i) Faringdon Road Milestone
- j) Shippon stone walls
- k) Vicarage pump, Shippon
- l) Alms houses and school house, Shippon
- m) Old Faringdon Road, across the airfield
- n) Sandford Lane, across the airfield

Development proposals that crowd, overshadow, obscure or otherwise adversely affect the significance of the Heritage Assets identified above will not be supported.

DG2.2 Heritage Assets in Context continued

DG2.2 Heritage Assets in Context

Any development proposal that would have a direct or indirect effect on a non-designated heritage asset should demonstrate how the proposal will conserve the heritage asset in a manner appropriate to its significance. Proposals impacting on heritage assets, whether designated or non-designated, should demonstrate how the development would make a positive contribution to local character and distinctiveness.

Development should not crowd, overshadow or otherwise obscure heritage assets. Development that better reveals the significance of heritage assets, for example, through the provision of open or public space, or by taking opportunities to improve appropriate public access, will be supported.

Protecting historic and heritage assets is important, but managing and minimising the environmental impact of new building is a fundamental aspect of sustainable development, and is clearly a concern for local residents as it arose repeatedly in the questionnaire responses:

“Use existing buildings and amenities”

“Sustainable and low carbon technologies”

“Building the houses as sustainably and as environmentally low impact as possible”

“Control of light pollution should be central to all new build plans”

Neighbourhood Plans are only able to encourage rather than demand standards of sustainable design that are higher than those required by national planning policy. Given the strength of support expressed locally for sustainability, we do strongly encourage the delivery of sustainable design that exceeds national standards. Where we have more freedom is in relation to preserving a local sense of place. We want to ensure that development in the area enhances and protects local distinctiveness, quality of life and sense of place. All new buildings and spaces must respect their surroundings and contribute towards local identity. They must be of appropriate scale, design and materials for their location, and conform to the design principles set out in the policies below. Development proposals should also consider means by which they can anticipate likely technological and societal developments in the future. As one questionnaire respondent articulated it: new development and the Garden Village specifically should “be for the 21st century”.

Policy DG3 Design Requirements

DG3.1 Site suitability

Development should be landscaped to be in keeping with the surrounding landscape, and existing natural features, such as mature trees, streams etc, should be retained wherever possible.

DG3.2 Resource efficiency

The incorporation into development of higher than minimum standards for resource efficiency, renewable energy, zero-carbon technologies and other environmental measures will be supported.

Policy DG3 Design Requirements continued

DG3.3 Access

Development that provides routes and public spaces within and between settlements in the Designated Area that meet different requirements for accessibility (including pedestrians, cyclists and people with mobility and sensory difficulties), without an unsatisfactory domination by vehicle traffic and maximising opportunities for sustainable transport, will be supported.

DG3.4 Security

Development should be designed to reduce actual or perceived opportunities for criminal activity on site and in the surrounding area, for example in assisting in formal surveillance of the public realm by occupants of the site.

DG3.5 Public spaces

Development incorporating both public and private spaces should be designed to clearly distinguish between these two forms of space. The provision of new managed public open space will be supported.

DG3.6 Future proofing

Development proposals are encouraged to incorporate and provide for technological advances in the future, and the anticipatory provision of appropriate infrastructure, for example, in relation to:

- a) Electric vehicles
- b) Autonomous vehicles
- c) Alternative heating sources

DG3.7 Design in context

All development will be expected to produce a statement to accompany any planning application explaining the understanding and evaluation of the defining characteristics of the immediate and surrounding area to ensure that such things as building heights, plot layouts and boundary treatments are considered, having regard to the site's context.

DG3.8 Design for wildlife

All development will be expected to produce a statement to accompany any planning application confirming how they intend to ensure the development delivers biodiversity net gain and how they have calculated this. Considerations might include:

- Permeable boundary treatments to enable dispersal of wildlife
- Establishing or extending wildlife corridors or green infrastructure
- Measures targeted at preserving or restoring priority habitats and species



Implementation

Writing policies is one thing; ensuring that those policies are effective in delivering their intended outcomes is another thing altogether. This section specifies the arrangements in place to deliver the policy objectives, to monitor the effectiveness of those policies, and to review the Neighbourhood Plan to ensure that it remains comprehensive, appropriately focused and up to date. The ideas for community projects that have been developed in response to community feedback that fell outside the realms of planning policy are also presented in this section, along with an indication of how, when and by whom they will be pursued.

Delivery

The policies in this Neighbourhood Plan are planning policies. Responsibility for their application, therefore, lies primarily with the local planning authority, which is the District Council. VWHDC will consider our Neighbourhood Plan policies when dealing with planning applications within our Designated Area, ensuring that any development that takes place in our area is consistent with the spatial strategy, infrastructure needs and design guide laid out in this plan. As statutory consultees on planning applications submitted within their parish, each Parish Council also has a responsibility to ensure that the requirements of this Neighbourhood Plan are applied to all planning applications in their area. Parish Council meetings are open to the public, and planning applications are accessible to those who might wish to comment on them, so there is an additional role for members of our community to help to ensure that any development in our area is consistent with this Neighbourhood Plan.

Monitoring

Responsibility for monitoring the effectiveness of this Neighbourhood Plan lies primarily with the Parish Councils. By supporting this plan and its policies, both Parish Councils have undertaken to review on an annual basis the outcome of planning applications in our area in relation to the following:

1. The difference (if any) that the NP made to the outcome of the application, and whether NP policies subsequently need to be reviewed or revised
2. The number and nature of resident submissions or complaints, whether these are relevant to NP policies and whether these policies subsequently need to be reviewed or revised
3. The degree to which NP policies are being adhered to within the master planning process and draft master plans for the development of the proposed Garden Village

The Parish Councils have also undertaken to report on the effectiveness of the Neighbourhood Plan in their respective community newsletters on an annual basis.

In addition, the Community Projects Table outlines the community project ideas that have emerged from the consultation and community engagement activities undertaken during the development of this Neighbourhood Plan.

Table 5: Community Projects

Suggestion	Identified through	Contribution to NP objectives
Enhanced provision of local amenities: • Benches • Dog waste bins	Questionnaire	Promote health and wellbeing
Improve condition of pavements, verges, road surfaces	Questionnaire Placecheck	Ensure communities are well connected
Besselsleigh Road shops: Environmental improvements	Questionnaire Business Event	Enable local business to thrive
Enhanced provision of youth facilities, play equipment	Questionnaire Young People's Events	Promote health and wellbeing
Road safety: traffic calming, pedestrian crossings and lighting	Questionnaire Placecheck	Promote health and wellbeing Ensure communities are well connected
Heritage trails identified and mapped to increase access to and appreciation of historical sites and features.	Consultation	Protect heritage assets Promote health and wellbeing Ensure communities are well connected
Explore potential for Community Right to Build Orders to provide additional recreational facilities for young people ¹	Young People's Events	Promote health and wellbeing
Conduct an audit of pavements and public spaces for accessibility for those with disabilities ²	Additional Needs Event	Promote health and wellbeing Ensure communities are well connected
Make enquiries with VWHDC regarding the Community Infrastructure Levy register and include target projects on it	Addressing presubmission consultation feedback	Promote health and wellbeing Ensure communities are well connected

NOTES:

1. A fuller programme of projects and actions for young people is being developed alongside this Neighbourhood Plan. The Community Projects table highlights actions that require formal Parish Council leadership.
2. A fuller programme of projects and actions for older people and those with additional needs is being developed alongside this Neighbourhood Plan. The Community Projects table highlights actions that require formal Parish Council leadership.

Review

In addition to monitoring the effectiveness of the policies and the delivery of the projects, it is essential to keep the Neighbourhood Plan under review to ensure that it remains up to date in terms of the evidence base upon which it is grounded, the issues that it addresses and the broader planning policy framework with which it must be consistent and which it must help to deliver. This is due to several factors that might have a bearing on the continued relevance of this document, including:

- The scale of economic growth intended for Oxfordshire in the future, which is likely to bring significant changes to the demographic and socio-economic character of the area, potentially altering the prioritisation of economic, social and environmental issues.
- The progressive reorganisation of local government in Oxfordshire, with the possibility of a transformation into a devolved unitary authority, which could reconfigure the planning policy framework and objectives within what is currently our district.

- Unanticipated cumulative effects arising from the multiple developments allocated to and in the vicinity of our Designated Area, potentially changing the relative importance of the issues identified.
- The emergence of major new development proposals in or near our area, including the Oxford to Cambridge Expressway and the reservoir to the south-west of our area.
- The potential for a change in political direction at the national level, which could lead to substantial and significant changes in policy, to which we would need to respond.
- The potential for local parish boundaries to be redrawn following an upcoming review of local governance, with possible implications for the spatial definition of our Designated Area and subsequently for both the evidence required and the issues identified.
- Decisions that are yet to be made by an independent Planning Inspector on the Publication Draft of LPP2, which might have implications for the alignment of our Neighbourhood Plan with the Local Plan and the policies within this plan.

The responsibility for undertaking regular reviews of this Neighbourhood Plan lies with the two Parish Councils of Wootton and St Helen Without. WPC and SHWPC have agreed to review this Neighbourhood Plan individually on an annual basis, as part their Annual General Meeting. If either Parish Council considers that there might be grounds for the Neighbourhood Plan to be either revised or rewritten, the two Parish Councils will collaborate to establish a team of individuals to determine the nature and scale of the revision necessary and to undertake or commission this work. This review process is essential if our Neighbourhood Plan is to continue to protect and provide the facilities, services, infrastructure, landscape amenity and community character that our communities cherish. Whether or not the time and effort invested by the team of volunteers in developing this Neighbourhood Plan will be deemed to have been worth it, and whether or not the Neighbourhood Plan itself will be deemed to have made a difference, depends in no small part on the effective and timely review and revision of this document.

Plans for Policies

Strategic Green Gaps

Policy SS2.2 Retaining the Distinct Rural Identities of Settlements

The neighbourhood plan identifies a number of Strategic Green Gaps, which have been designated in order to retain the distinct rural identities of the different settlements. They are described in the following section and the justification for their inclusion set out below.

Policy SS2.2.1 - Strategic Green Gap 1: Dalton Barracks to Whitecross and Wootton Road
The current rural green gap between the settlements is to be maintained and is indicated on the plan below. Any development in this green gap, such as sports facilities or the conversion of derelict agricultural buildings, will need to be appropriate to the green gap's purpose as an open space and its rural character and amenity.

Location: The land west of Whitecross and Wootton Road and south to Long Tow (including Starveall Farm), and also east of Wootton Road to the watercourse (the parish boundary), and south from Sunningwell Road to the A34 motorway.

Plan showing extent of Strategic Green Gap & aerial view

Left – Plan: copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License No100057460.

Right – Photo: Imagery copyright 2018 Google, Map data copyright 2018 Google



View of the land from Dalton Barracks (N & NE)



Green Gap Function

This open land acts as a green gap separating:

- Whitecross from Abingdon Airfield
- Dalton Barracks from the houses on Wootton Road (near Sunningwell Road)
- Rural settlements from the north western edge of Abingdon town.

JUSTIFICATION FOR POLICY DESIGNATION:

VWHDC's policy statements describe the need to:

- Safeguard the separate identity and characteristics of individual settlements (LPP2,3.226)
- Protect further against the loss of physical or visual separation between settlements (LPP2, 3.228)
- Demonstrate that the character of settlements is retained and their visual/ physical separation is maintained, in new proposals (LPP2, DP 29).

This Strategic Green Gap designation is supported by these statements.

The **DCLG Garden Cities design principles**, which are proposed for the redevelopment of Dalton Barracks, state that a garden city should create "*a new discrete settlement, and not an extension of an existing town or village*". This designation aims to support these principles for the redevelopment of Dalton Barracks by identifying a separation zone between the existing settlements.

The VWHDC's Local Plan Evidence base includes a Strategic Flood Risk Assessment (JBA 2015), which identifies land west of Wootton Road as being in Flood Zone 2, and east of Wootton Road in Flood Zone 3, with surface water flooding also recorded in Whitecross. This designation allows the land to be safeguarded from future flood risks.

The **Character Area Assessment** (TDRC 2018) identifies the following roles that this land plays in the wider area and locally. The Strategic Green Gap is described as lying alongside a key infrastructure 'corridor' comprising distinct settlements, each with similar relationships with the surrounding landscape.

West of Wootton Road, the land:

- is part natural landscape and part agricultural setting, and from Wootton Road there is a limited sense of the military activity at Dalton Barracks, due to the strong green landscape edges behind the houses and to the south;
- has glimpses between the houses and the significant hedgerows of the wide views beyond;
- includes a rural cluster of buildings at Starveall Farm; and,
- has wide and panoramic views from the northern and eastern areas of Dalton Barracks to the airfield plain and the higher ground of Boars and Foxcombe Hills.

East of Wootton Road, the land here (and beyond the parish boundary):

- has great openness where hedgerow boundaries are lower so that it feels like part of the wider countryside and landscape plain;
- reveals wide views to the higher ground of Boars and Foxcombe Hills; and,
- includes the watercourse (with the nearby pond) which carries flows from the higher ground to the River Thames in Abingdon.

The public consultation carried out drew the following responses to how the local community views this land and its role in the wider area. The land:

- gives a sense of the countryside and contributes to the tranquillity of the area;
- creates a buffer between Dalton Barracks and Whitecross; and,
- includes natural features (in the west) such as trees, copses and shrubs; with wildlife habitats for deer and owls, and wild flowers (Scabious and Ox eye daisy).

Policy SS2.2.2 - Strategic Green Gap 2: South of Barrow Road, Shippon

The current rural green gap between the settlements is to be maintained and is indicated on the plan below. Any development in this green gap, such as sports facilities or the conversion of derelict agricultural buildings, will need to be appropriate to the green gap's purpose as an open space and its rural character and amenity.

Location: The land south of the properties on Barrow Road in Shippon to the A34, and west of Faringdon Road, and east to the access lane to Manor Farm (opposite Abingdon Airfield's southern entrance).

Plan showing extent of Strategic Green Gap & aerial view

Left – Plan: copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License No100057460.

Right – Photo: Imagery copyright 2018 Google, Map data copyright 2018 Google



Views from the church car parking area looking south, and the view towards the open countryside south and west of Barrow Road.

Green Gap Function

This land acts as a green gap separating Shippon from the north western edge of Abingdon town across the A34 (via Faringdon Road), visually and physically.

JUSTIFICATION FOR POLICY DESIGNATION:

VWHDC's policy statements describe the need to:

- Safeguard the separate identity and characteristics of individual settlements (LPP2,3.226)
- Protect further against the loss of physical or visual separation between settlements (LPP2, 3.228).

This Strategic Green Gap designation is supported by these statements.

The **Character Area Assessment** (TDRC 2018) identifies the following roles that this land plays in the wider area and locally. The Strategic Green Gap is described as:

- creating a rural setting for the historic centre of the village, so that it has the sense of sitting in open countryside;
- lying immediately adjacent to the majority of the thirteen listed buildings in the village;
- having views to the A34 motorway and business park beyond it;
- opening out to the wide landscape along Barrow Road (from no.69 Barrow Road - the westernmost house on the south side) with significant panoramic views to the countryside to the south-west.

The public consultation responses supported the idea of a heritage buffer zone to Shippon village, as a way of ensuring that its historic buildings are set within a rural backdrop, in recognition of its place in the Domesday Book.

Policy SS2.2.3 - Strategic Green Gap 3: Cothill to Dry Sandford

The current rural green gap between the settlements is to be maintained and is indicated on the plan below.

Location: The land on the north-west side of the junction between Cothill Road-Honeybottom Lane and Church Lane.

Plan showing extent of Strategic Green Gap & aerial view

Left – Plan: copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License No100057460.

Right – Photo: Imagery copyright 2018 Google, Map data copyright 2018 Google



Green Gap Function

This land acts as a green gap separating Cothill from Dry Sandford.

JUSTIFICATION FOR POLICY DESIGNATION:

VWHDC's policy statements describe the need to:

- Safeguard the separate identity and characteristics of individual settlements (LPP2,3.226)
- Protect further against the loss of physical or visual separation between settlements (LPP2, 3.228).

This Strategic Green Gap designation is supported by these statements.

The **Character Area Assessment** (TDRC 2018) identifies the following roles that this land plays in the wider area and locally. The Strategic Green Gap:

- lies at the southern end of Dry Sandford village down Church Lane, which is very rural and tranquil in character;
- is part of the landscape that gives the historic settlements of Dry Sandford and Cothill the sense of being completely surrounded by the countryside;
- offers glimpses of the gap at the end of Church Lane, between the boundary wall and hedgerows;
- includes major landscaped boundaries with well-established trees and hedgerows; and,
- is contained by the landscape corridor along the Sandford Brook running from Lashford Lane Nature Reserve to Cothill Nature Reserve (SSSIs), and adjacent to the associated Flood Zones 2 and 3, so it is likely to include significant biodiversity.

Policy SS2.2.4 - Strategic Green Gap 4: Lamborough Hill to Honeybottom Lane

The current rural green gap between the settlements is to be maintained and is indicated on the plan below.

Location: The land on the north-west side of the junction between Honeybottom Lane-Fox Lane and Lamborough Hill.

Plan showing extent of Strategic Green Gap & aerial view

Left – Plan: copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License No200057460.

Right – Photo. Imagery copyright 2018 Google, Map data copyright 2018 Google



Green Gap Function

This land acts as a green gap between Lamborough Hill and the housing along Honeybottom Lane (west) and Whitecross (south), and an east-west green axis across the two parishes from Foxcombe Hill to Cothill.

JUSTIFICATION FOR POLICY DESIGNATION:

VWHDC's policy statements describe the need to:

- Safeguard the separate identity and characteristics of individual settlements (LPP2,3.226)
- Protect further against the loss of physical or visual separation between settlements (LPP2, 3.228).

This Strategic Green Gap designation is supported by these statements.

The **Character Area Assessment** (TDRC 2018) identifies the following roles that this land plays in the wider area and locally. The Strategic Green Gap:

- is part of the Wootton-Cumnor Road corridor, where it meets the green east-west movement axis running from Foxcombe Hill to Cothill;
- creates a significant green 'gap' between the adjacent residential areas, and where the wider rural setting is more dominant again;
- lies in the landscape plain of the corridor with long views to the higher ground;
- is part of the landscape that gives the settlements of Lamborough Hill and Whitecross their agricultural rural setting;
- includes major landscaped boundaries with well-established trees and hedgerows; and,
- has a high risk of groundwater flooding due to its proximity to the local watercourse network and ground level.

Local Green Spaces

Policy SS3.1 Local Green Space Designations

The neighbourhood plan identifies a number of Local Green Spaces, which have been designated in order to protect these valuable existing green spaces. The NPPF (2012, paras 76-78) outlines how this designation should be used:

- where the green space is in reasonably close proximity to the community it serves;
- where the green area is demonstrably **special** to a local community and holds a **particular local significance**, for example because of its **beauty, historic significance, recreational value** (including as a playing field), **tranquillity or richness of its wildlife**; and
- where the green area concerned is **local** in character and is not an extensive tract of land.

They are identified in the following section and the justification for their inclusion set out below.

Policy SS2.2.1 – Local Green Space a) Dalton Barracks Sports Field, Cholswell Road
To protect this valuable existing green space. Development is not permitted, other than in very special circumstances, which would be determined by VWHDC and the Parish Councils.

Location: The land south of Long Tow, and east of Cholswell Road in the Dalton Barracks part of Shippon village.

Plan showing extent of Local Green Space & aerial view

Left – Plan: copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License No100057460.

Right – Photo: Imagery copyright 2018 Google, Map data copyright 2018 Google



View of Dalton Barracks Sports Field from Long Tow

Local Green Space Function

This land is used as:

- a military sports field for formal and informal activities, with a 400m running track, rugby and football pitches, and sports pavilion, and

- a community open space for public events.

JUSTIFICATION FOR POLICY DESIGNATION:

In accordance with the **NPPF** designation criteria, this Local Green Space is:

- in very close proximity to the community it serves;
- demonstrably special to the local community and holds a particular local significance because of its recreational value, and as the place where military and local families come together, and beauty due to the long distance views to the wider countryside beyond it; and
- local in character and is not an extensive tract of land.

The **Character Area Assessment** (TDRC 2018) identifies the following roles that this land plays in the wider area and locally. This Local Green Space:

- unites the many different parts of Shippon village and Dalton Barracks;
- creates the feel of a very large village green, as there are buildings fronting onto it and their elevations can be seen across the space, including the attractive formal military offices, arranged around a smaller green space and tennis courts;
- is accessible to residents (with permission), and is used for annual public events;
- is a visual landmark, as the open sports ground is a key space in the whole of Shippon village and the approaches to it from different directions; and,
- allows the wider rural setting to come into the village from the views to the open countryside to the east and across the airfield to the north.

The public consultation carried out elicited the following responses on how the local community views this land and its role in the wider area:

- The land was identified by 60% of respondents as an important space to protect in the future.
- The Placecheck consultation exercise identified it because it *“contributes to openness and could provide amenities for wider community.”*
- Other suggestions were to *“incorporate the sports field into the buffer zone”* (Strategic Green Gap1), as *“an important space to keep.”*

Policy SS2.2.1 – Local Green Space b) The paddock behind 58-80 Barrow Road, Shippon

To protect this valuable existing green space. Development is not permitted, other than in very special circumstances, which would be determined by VWHDC and the Parish Councils.

Location: The land between the houses on Barrow Road and Rookery Close, Shippon village.

Plan showing extent of Local Green Space & aerial view

Left – Plan: copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License No100057460.

Right – Photo: Imagery copyright 2018 Google, Map data copyright 2018 Google



View of the paddocks between Barrow Road and Rookery Close from Barrow Road

Local Green Space Function

This land is kept as open land.

JUSTIFICATION FOR POLICY DESIGNATION:

In accordance with the **NPPF** designation criteria, this Local Green Space is:

- in very close proximity to the community it serves;
- demonstrably special to the local community and holds a particular local significance as the setting of the historic village, its tranquillity, and the richness of its wildlife including ground-nesting birds; and
- local in character and is not an extensive tract of land.

The **Character Area Assessment** (TDRS 2018) identifies the following roles that this land plays in the wider area and locally. This Local Green Space:

- was in evidence as open space in historic maps dating from the 1870s;
- forms the rural setting of the historic centre of the village, so that it has the sense of sitting in open countryside (albeit with newer development visible at a distance);
- is adjacent to the majority of the thirteen listed buildings in the village; and
- creates the wider rural setting of the village to the open countryside and the airfield.

In the public consultation carried out:

- 94% of respondents wanted to protect the open green spaces in Shippon, and
- Respondents supported the idea of a heritage buffer zone to Shippon village, as a way of ensuring that its historic buildings are set within a rural backdrop, in recognition of its place in the Domesday Book.

Policy SS2.2.1 – Local Green Space c) The green space behind Hawthorne Avenue, Shippon

To protect this valuable existing green space. Development is not permitted, other than in very special circumstances, which would be determined by VWHDC and the Parish Councils.

Location: The land from Cholswell Road running behind and to the end of Hawthorne Avenue, Shippon.

Plan showing extent of Local Green Space & aerial view

Left – Plan: copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License No100057460.

Right – Photo: Imagery copyright 2018 Google, Map data copyright 2018 Google



Local Green Space Function

This land is used as community open space and includes a family playground.

JUSTIFICATION FOR POLICY DESIGNATION:

In accordance with the NPPF designation criteria, this Local Green Space is:

- in very close proximity to the community it serves;
- demonstrably special to the local community and holds a particular local significance because of its recreational value, and as the place where military and local families come together; and
- local in character and is not an extensive tract of land.

In the public consultation carried out, 94% of respondents wanted to protect open green spaces in Shippon such as this one.

Policy SS2.2.1 – Local Green Space d) The green space around Sycamore Close and Faringdon Road, Shippon

To protect this valuable existing green space. Development is not permitted, other than in very special circumstances, which would be determined by VWHDC and the Parish Councils.

Location: The land around Sycamore Close to Faringdon Road, Shippon.

Plan showing extent of Local Green Space & aerial view

Left – Plan: copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License No100057460.

Right – Photo: Imagery copyright 2018 Google, Map data copyright 2018 Google



Local Green Space Function

This land is used as community open space.

JUSTIFICATION FOR POLICY DESIGNATION:

In accordance with the **NPPF** designation criteria, this Local Green Space is:

- in very close proximity to the community it serves;
- demonstrably special to the local community and holds a particular local significance because of its recreational value, and as the place where military and local families come together.
- local in character and is not an extensive tract of land.

In the public consultation carried out, 94% of respondents wanted to protect open green spaces in Shippon such as this one, and the Placecheck consultation exercise identified it as important as it is a "community facility".

Policy SS2.2.1 – Local Green Space e) The playing field at Wootton and Dry Sandford Community Centre

To protect this valuable existing green space. Development is not permitted, other than in very special circumstances, which would be determined by VWHDC and the Parish Councils.

Location: The land behind Wootton Community Centre and fronting onto Lamborough Hill.

Plan showing extent of Local Green Space & aerial view

Left – Plan: copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License No100057460.

Right – Photo: Imagery copyright 2018 Google, Map data copyright 2018 Google



Local Green Space Function

This land is used as a community open space with a toddlers play area and sports facilities, including football pitches, a floodlit multi-use games area (MUGA), and changing facilities.

JUSTIFICATION FOR POLICY DESIGNATION:

In accordance with the **NPPF** designation criteria, this Local Green Space is:

- in very close proximity to the community it serves;
- demonstrably special to the local community and holds a particular local significance because of its recreational value; and,
- local in character and is not an extensive tract of land.

The **Character Area Assessment** (TDRC 2018) identifies this Local Green Space as one of the 'most significant public spaces in the area, with glimpses of it from Lamborough Hill between the hedgerows, and between the community centre and the parade of shops.

In the Placecheck consultation exercise, this space was identified as *"great and should be preserved for the future enjoyment of local residents"*.

Policy SS2.2.1 – Local Green Space f) Wootton Village recreation ground

To protect this valuable existing green space. Development is not permitted, other than in very special circumstances, which would be determined by VWHDC and the Parish Councils.

Location: The land opposite St Peter’s Church on the east side of Wootton Village, including the allotments, car park and children’s playground.

Plan showing extent of Local Green Space & aerial view

Left – Plan: copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License No.100057460.

Right – Photo: Imagery copyright 2018 Google, Map data copyright 2018 Google



Local Green Space Function

This land is used as a community open space with sports facilities, including a cricket pitch and sports pavilion, playground and car parking area.

JUSTIFICATION FOR POLICY DESIGNATION:

In accordance with the **NPPF** designation criteria, this Local Green Space is:

- in very close proximity to the community it serves;
- demonstrably special to the local community and holds a particular local significance because of its recreational value, historic significance as part of the setting of the village, and tranquillity;
- local in character and is not an extensive tract of land.

The **Character Area Assessment** (TDRC 2018) identifies the following roles that this land plays in the wider area and locally. This Local Green Space:

- is the most significant public space in the village;
- was in evidence as open space in historic maps dating from the 1870s;
- lies opposite St Peter’s Church, providing a valuable space opposite this historic visual landmark;
- provides wide open views to the east towards Boars Hill and further north; and,
- creates a sense of the countryside coming into the village.

Policy SS2.2.1 – Local Green Space g) Sandleigh Recreation Area

To protect this valuable existing green space. Development is not permitted, other than in very special circumstances, which would be determined by VWHDC and the Parish Councils.

Location: The land enclosed by Lashford Lane, Besselsleigh Road and Sandleigh Road.

Plan showing extent of Local Green Space & aerial view

Left – Plan: copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License No200057460.

Right – Photos: Imagery copyright 2018 Google, Map data copyright 2018 Google



Local Green Space Function

This land is used as community open space with a playground.

JUSTIFICATION FOR POLICY DESIGNATION:

In accordance with the NPPF designation criteria, this Local Green Space is:

- in very close proximity to the community it serves;
- demonstrably special to the local community and hold particular local significance because of its recreational value, historic significance as part of the setting of the original housing development (Sandleigh), and tranquillity; and,
- local in character and is not an extensive tract of land.

The **Character Area Assessment** (TDRC 2018) identifies the role that this area of land plays in the wider area and locally as donated to the community by local benefactors during the original development of the housing in the 1930s as recreation and amenity space.

Policy SS2.2.1 – Local Green Space h) The green space behind Rookery Close, Shippon
To protect this valuable existing green space. Development is not permitted, other than in very special circumstances, which would be determined by VWHDC and the Parish Councils.

Location: The land west of Rookery Close, south of Faringdon Road.

Plan showing extent of Local Green Space & aerial view

Left – Plan: copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License No100057460.

Right – Photo: Imagery copyright 2018 Google, Map data copyright 2018 Google



Local Green Space Function

This land is used as community open space.

JUSTIFICATION FOR POLICY DESIGNATION:

In accordance with the **NPPF** designation criteria, this Local Green Space is:

- in very close proximity to the community it serves;
- demonstrably special to the local community and holds a particular local significance because of its recreational value; and,
- local in character and is not extensive tracts of land.

In the public consultation carried out, 94% of respondents wanted to protect open green spaces in Shippon such as this one.

Policy SS2.2.1 – Local Green Space i) The green space west of Starveall Farmhouse

To protect this valuable existing green space. Development is not permitted, other than in very special circumstances, which would be determined by VWHDC and the Parish Councils.

Location: The land west of Starveall Farmhouse, between Whitestar Cottage and the eastern Airfield

Plan showing extent of Local Green Space & aerial view

Left – Plan: copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License No100057460.

Right – Photo: Imagery copyright 2018 Google, Map data copyright 2018 Google



Local Green Space Function

This land is used as community open space.

JUSTIFICATION FOR POLICY DESIGNATION:

In accordance with the NPPF designation criteria, this Local Green Space is:

- in very close proximity to the community it serves;
- demonstrably special to the local community and holds a particular local significance because of its recreational value, tranquillity and richness of its wildlife; and,
- local in character and is not extensive tracts of land.

In the public consultation carried out, 98% of respondents said that the preservation of rural areas like this was important to them. The Placecheck consultation exercise identified it as an area for dog walkers and wildlife. The land:

- gives a sense of the countryside and contributes to the tranquillity of the area;
- creates a buffer between Dalton Barracks and Whitecross (Strategic Green Gap 1); and,
- includes natural features such as trees, copses and shrubs; with wildlife habitats for deer and owls, and wild flowers (Scabious and Ox eye daisy).

Other consultation feedback was about the desire to create a recreation space where dogs could be allowed to run safely.

Policy SS2.2.1 – Local Green Space j) The Long Tow green verge with the avenue of trees
To protect this valuable existing green space. Development is not permitted, other than in very special circumstances, which would be determined by VWHDC and the Parish Councils.

Location: The western section of Long Tow, Dalton Barracks in Shippon

Plan showing extent of Local Green Space & aerial view

Left – Plan: copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License No100057460.

Right – Photo: Imagery copyright 2018 Google, Map data copyright 2018 Google



Views looking east and west

Local Green Space Function

This land is part of the street arrangement on Long Tow.

JUSTIFICATION FOR POLICY DESIGNATION:

In accordance with the **NPPF** designation criteria, this Local Green Space is:

- in very close proximity to the community it serves;
- demonstrably special to the local community and holds a particular local significance because of its beauty, historic significance and richness of its wildlife; and,
- local in character and is not extensive tracts of land.

The **Character Area Assessment** (TDRC 2018) identifies the role that this land plays in the wider area and locally. This Local Green Space:

- has wide grass verges and lines of tree planting;
- has a rural lane character 'which becomes a striking tree lined avenue as it approaches Cholswell Road';
- frames Dalton Barracks sports field creating its feel as a very large village green with the opposite sides of the green area visible across the space;
- is an historic part of the former barracks leading visitors to the gatehouse of the secure compound and the attractive formal area in front of the military office building; and
- with the sports field and the other rows of street trees on Cholswell Road, forms a key component of the area's visual character.

In the public consultation carried out, 94% of people who responded wanted to protect open green spaces such as this one in Shippon.

Policy SS2.2.1 – Local Green Space k) Dry Sandford Open Space

To protect this valuable existing green space. Development is not permitted, other than in very special circumstances, which would be determined by VWHDC and the Parish Councils.

Location: The land west of Lashford Lane and north of The Field, Dry Sandford.

Plan showing extent of Local Green Space & aerial view

Left – Plan: copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License No100057460.

Right – Photo: Imagery copyright 2018 Google, Map data copyright 2018 Google



Local Green Space Function

This land is kept as open land.

JUSTIFICATION FOR POLICY DESIGNATION:

In accordance with the NPPF designation criteria, this Local Green Space is:

- in very close proximity to the community it serves;
- demonstrably special to the local community and holds a particular local significance because of its beauty and richness of its wildlife; and,
- local in character and is not extensive tracts of land.

The **Character Area Assessment** (TDRC 2018) identifies the role that this land plays in the wider area and locally. This Local Green Space runs alongside the rich natural landscape of the Lashford Lane Fen Nature Reserve, which runs southwards to Cothill National Nature Reserve, and there is a welcome glimpse of the open space from Lashford Lane between the built frontages, which forms a local landmark along the road.

Policy SS2.2.1 – Local Green Space I) Officers' Mess Green

To protect this valuable existing green space. Development is not permitted, other than in very special circumstances, which would be determined by VWHDC and the Parish Councils.

Location: The land in front of the formal arrangement of buildings previously used as the Officers' Mess and other offices, Cholswell Road, Dalton Barracks in Shippon

Plan showing extent of Local Green Space & aerial view

Left – Plan: copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License No100057460.

Right – Photo: Imagery copyright 2018 Google, Map data copyright 2018 Google



Local Green Space Function

This land is used as amenity and recreation space and includes tennis courts.

JUSTIFICATION FOR POLICY DESIGNATION:

In accordance with the NPPF designation criteria, this Local Green Space is:

- in very close proximity to the community it serves;
- demonstrably special to the local community and holds a particular local significance because of its beauty and historic significance; and,
- local in character and is not extensive tracts of land.

The **Character Area Assessment** (TDRS 2018) identifies the role that this land plays in the wider area and locally. This Local Green Space:



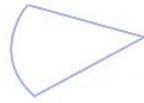



- frames Dalton Barracks sports field creating its feel as a very large village green with the surrounding building fronts of the green area visible across the space;
- is an historic part of the former barracks inside the secure compound, overlooked by the attractive formal military office buildings; and
- with the sports field and the avenues of street trees on Cholswell Road, forms a key component of the area's visual character.

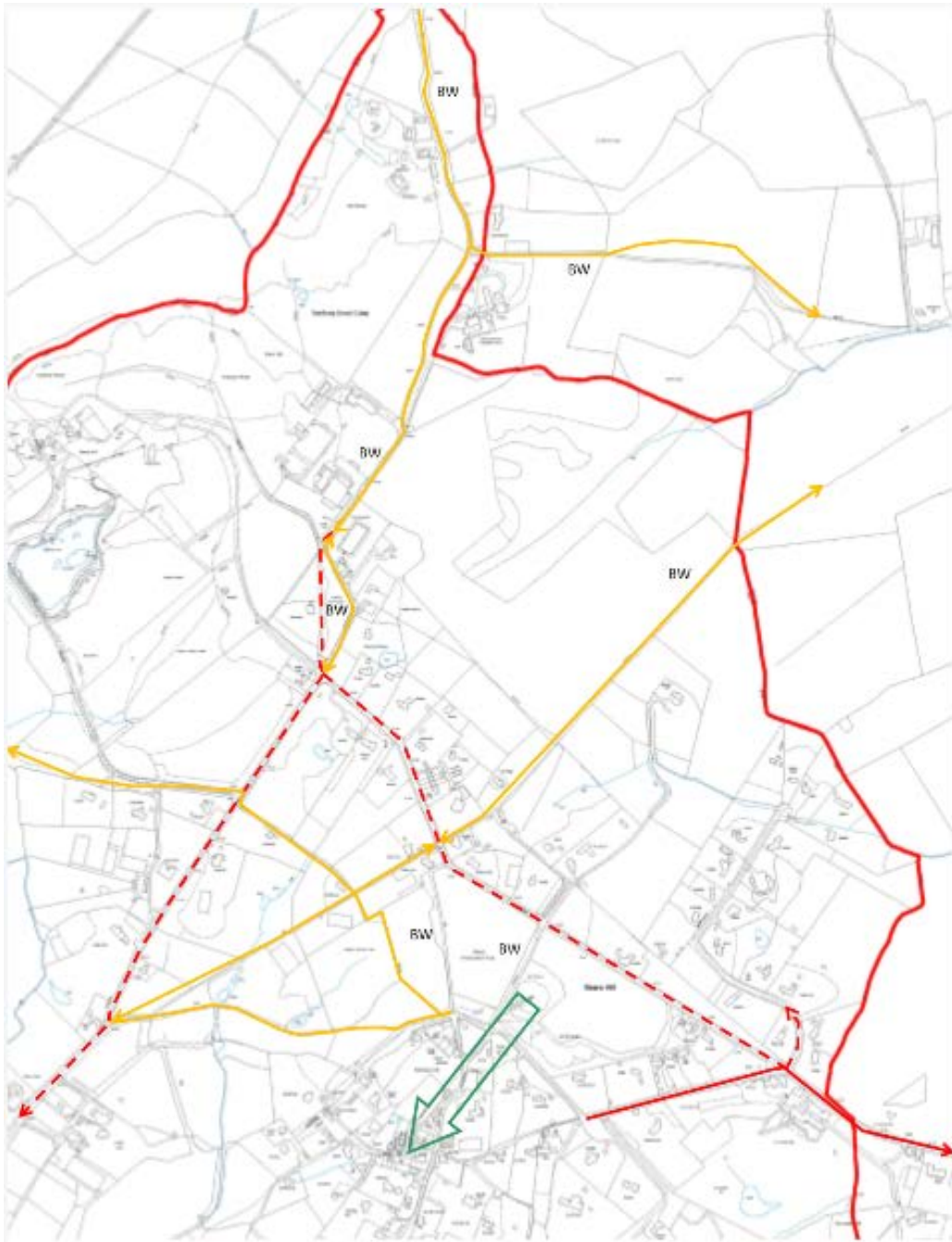
In the public consultation carried out, 94% of people who responded wanted to protect open green spaces such as this one in Shippon.

Strategic Vistas for Character Areas

(Maps courtesy TDRC Character Assessment, 2018)
(© Crown Copyright and Ordnance Survey Rights)

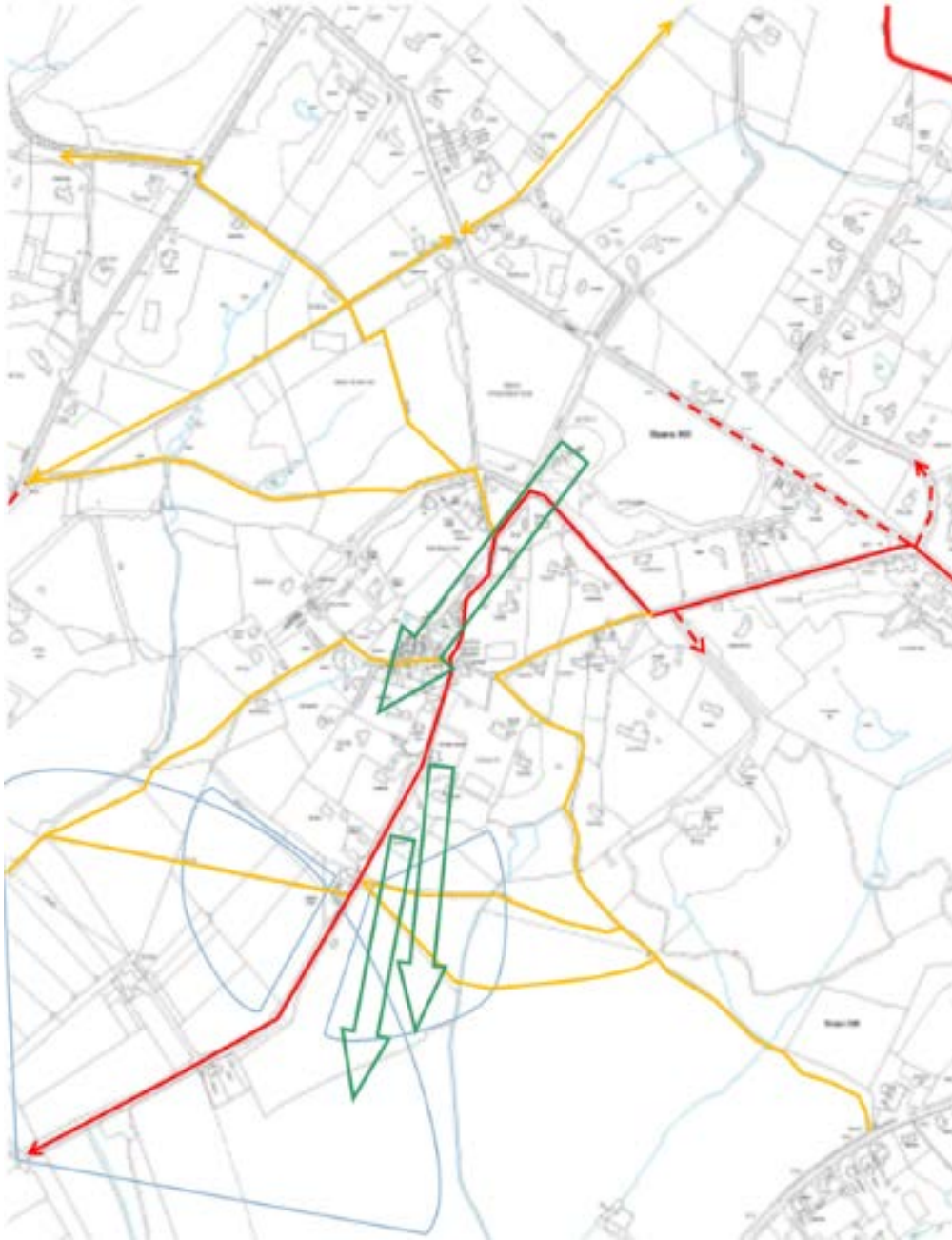
Key to Maps

KEY	
	Major views
	Glimpses
	Wide views
	Local route (private)
	Main routes
	Footpath/ Bridleway



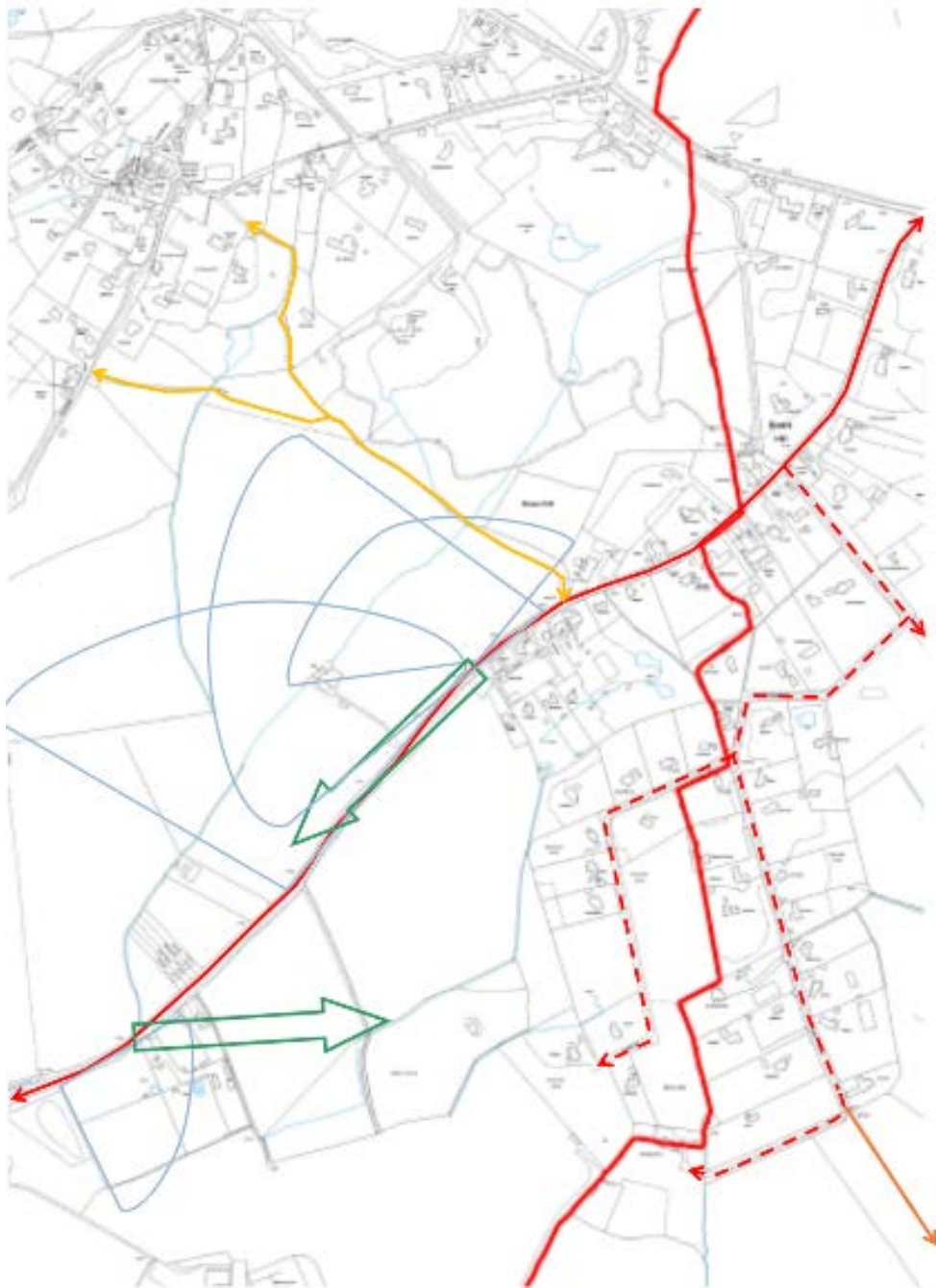
Boars Hill – Ridgeway Character Area

The views of note in this character area lie on the north-eastern side of the hill looking over Oxford, with less open views to the south-western side. Glimpses of the landscape around historic Wootton appear as Sandy Lane reaches the hamlet itself.



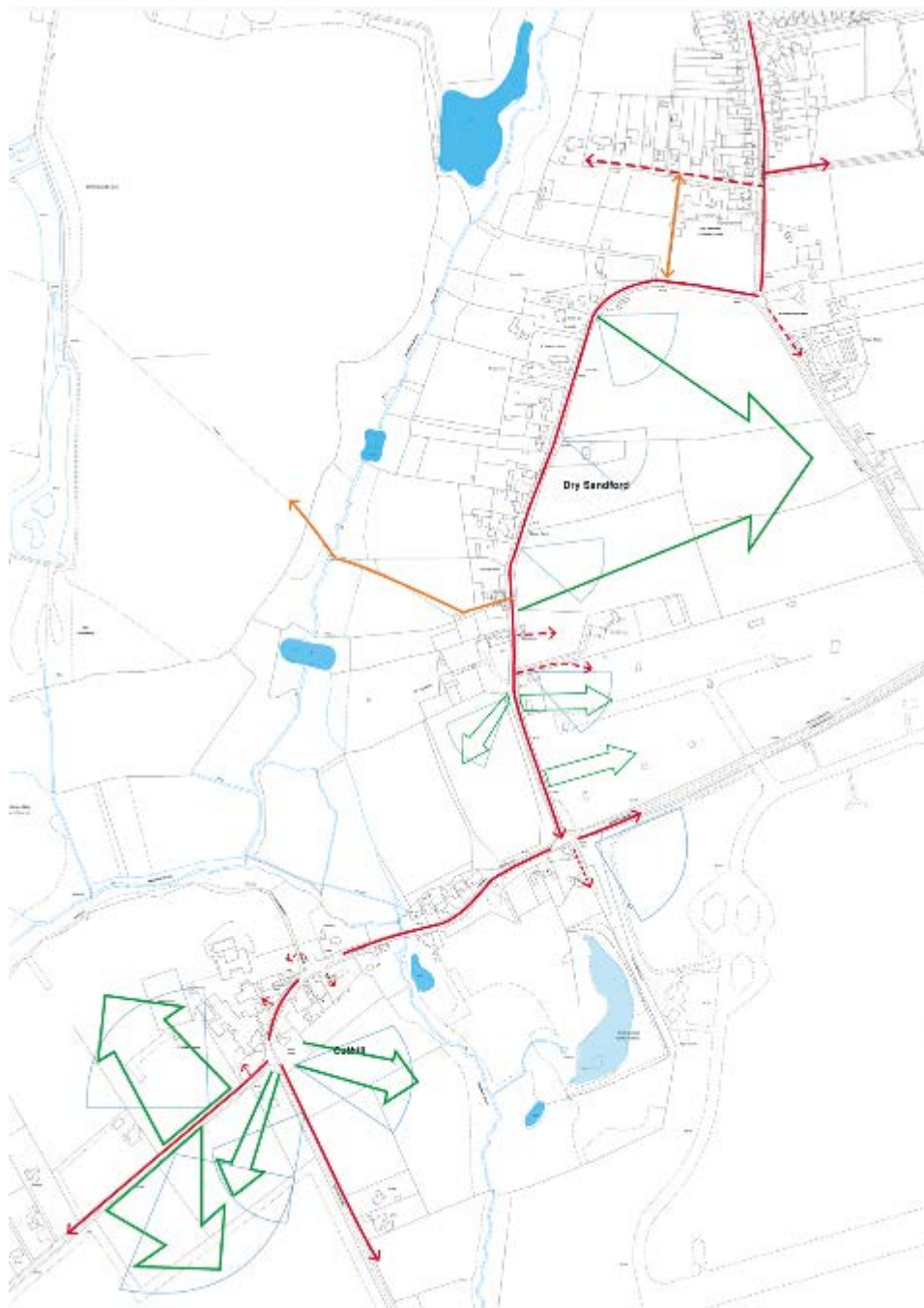
Old Boars Hill Character Area

The views of note in Old Boars Hill are at Jam Mound, which were intended to be wide and panoramic. There are other glimpses from the road, which widen as the route reaches more level ground. There are also wide views on both sides across the fields between the hedgerows where the Fox Lane-Wootton footpath crosses Old Boars Hill.



Foxcombe Hill Character Area

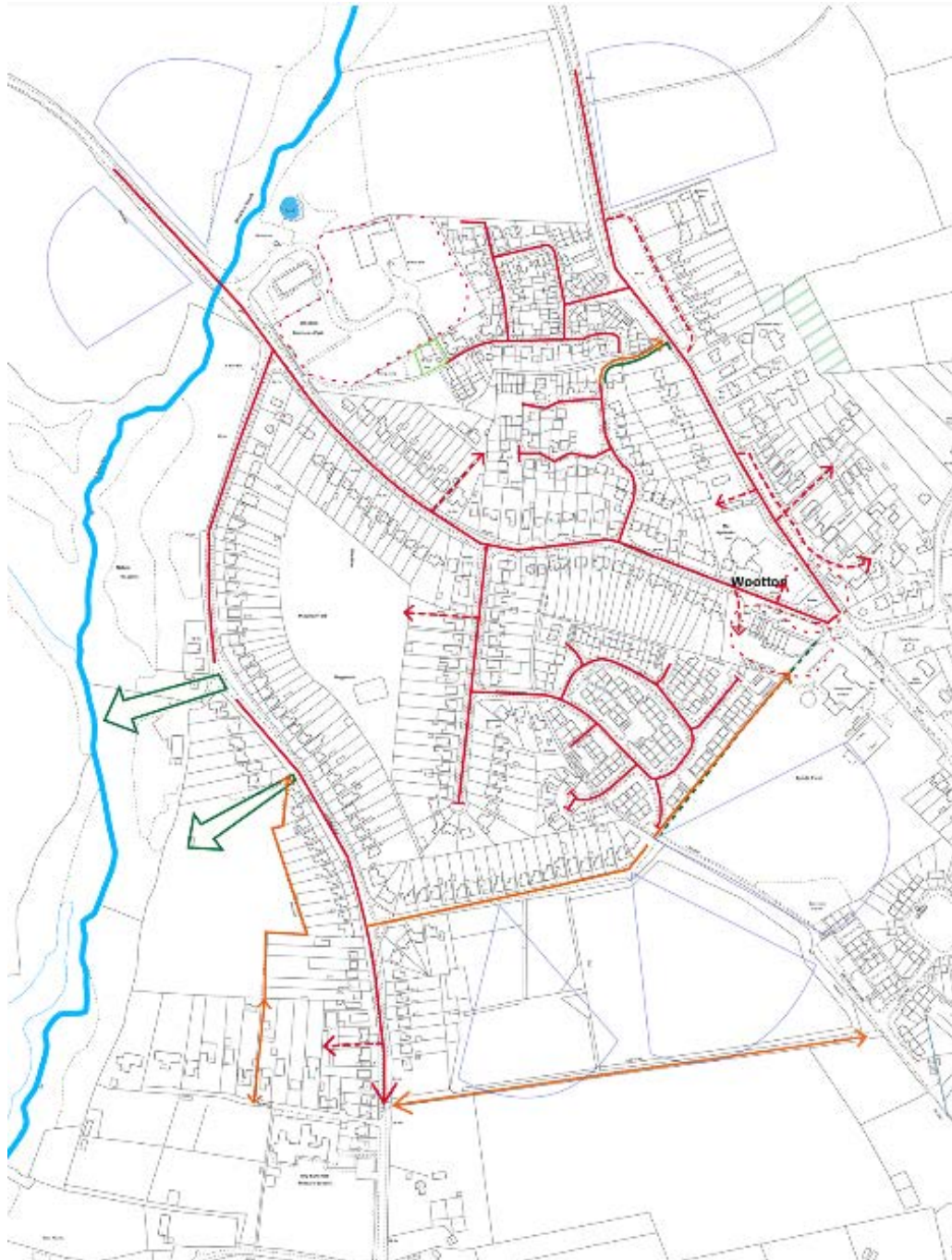
The views of note in this character area are where Fox Lane overlooks the open landscape plain along Lamborough Hill and the Wotton Road corridor, starting at the Fox Inn.



Dry Sandford South and Cothill Character Areas

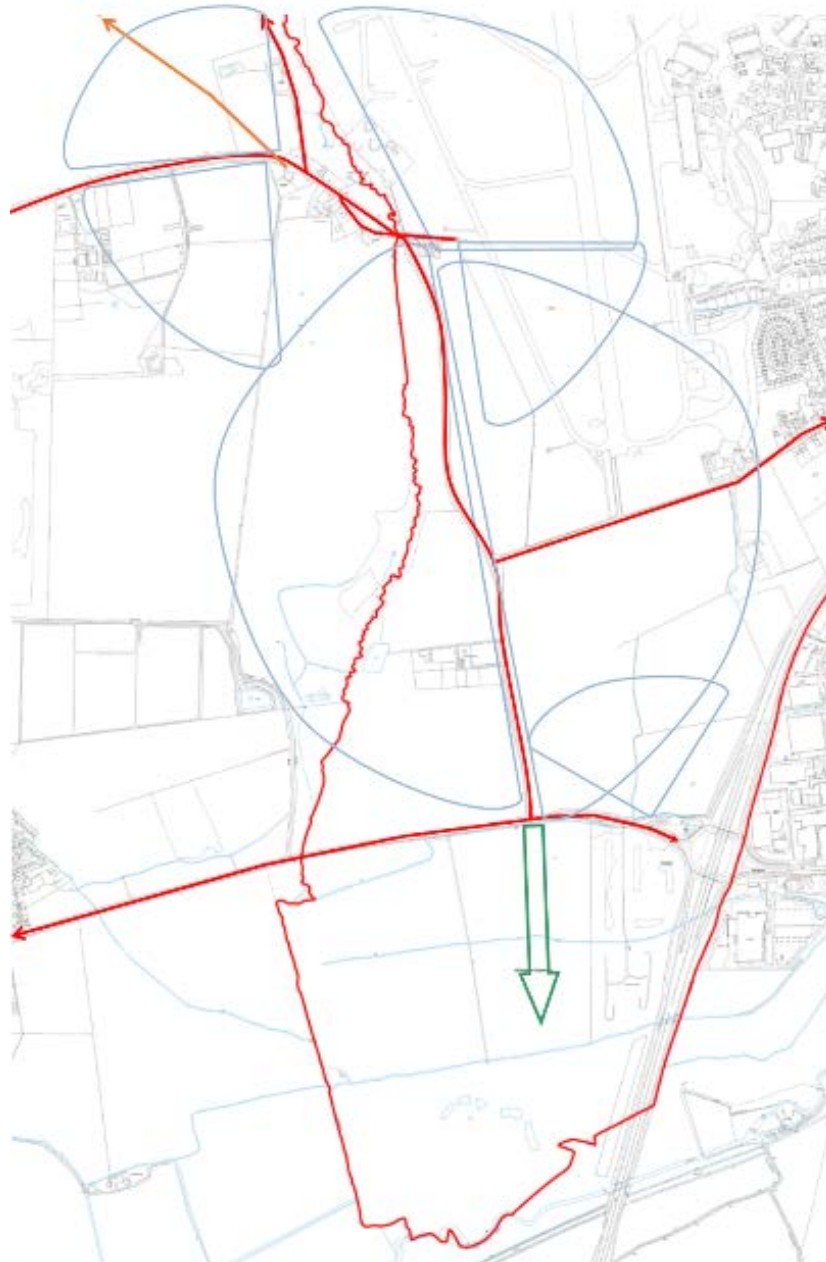
The views of note in Dry Sandford are of open countryside to the east, and the more limited views between buildings to the west. Dry Sandford is distinctly rural in nature and the views of the wider environment make an important contribution to this.

The views of note in Cothill are of the open countryside on the approach from the south and west of the hamlet. The flat landscape creates major views of wide open areas. There are also glimpses between buildings, and on the east side the landscape is open with views to the airfield. Cothill is frequently dominated by road traffic, so the views of the rich, wider natural environment are important to sustaining its character.



Dry Sandford North Character Area

The views of note in Dry Sandford North are along the roads themselves, but on the south side of Lansdowne Road there are wide views through the hedgerows to open fields. These views, along with the clear natural edges on the north, west and south sides, help to sustain the rural nature of Dry Sandford North.



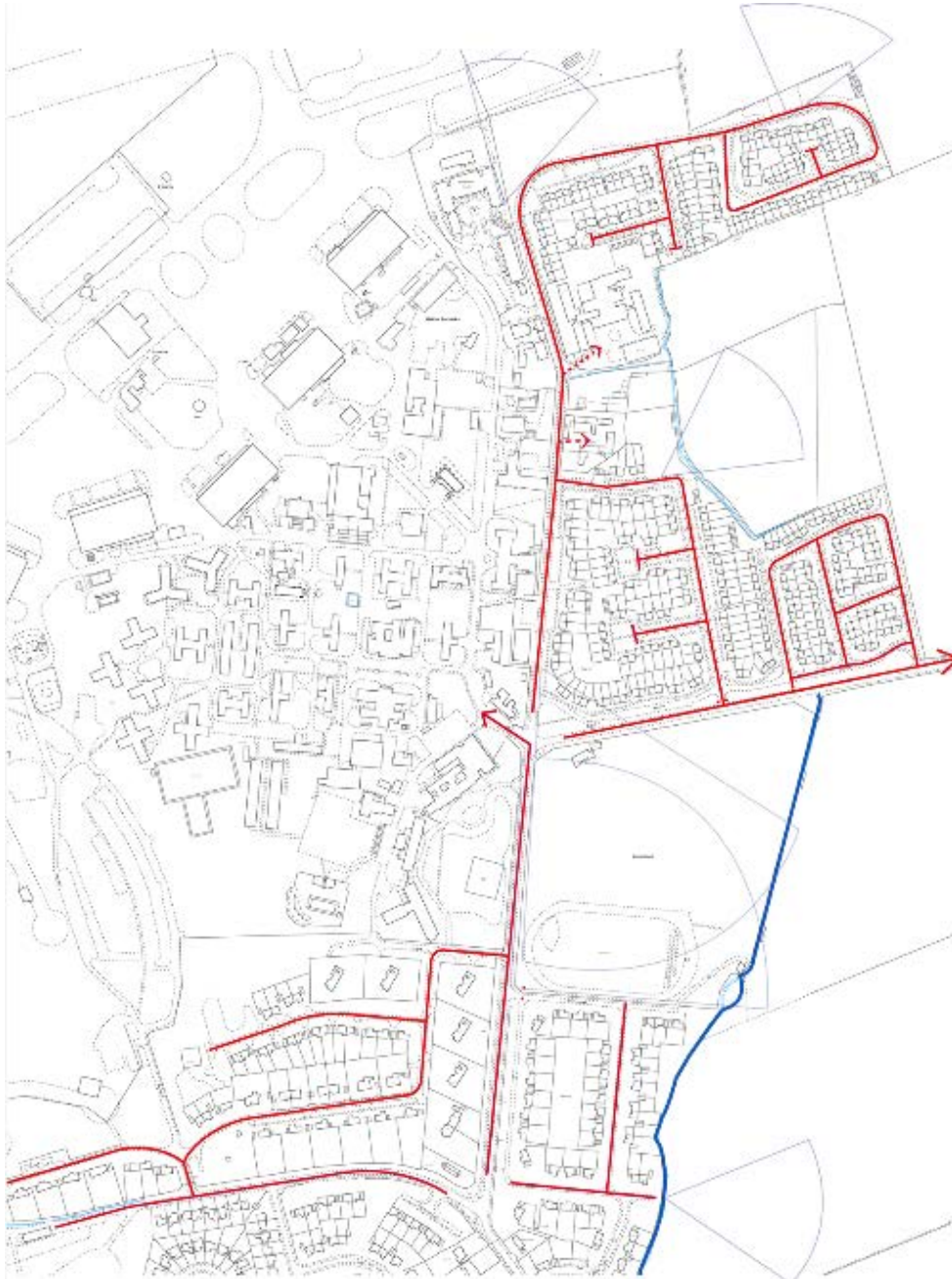
Gozzard's Ford Character Area

The views of note in this character area are the wide views of open countryside on both sides of Barrow Road. There are also long-distance views from Barrow Road southwards. The end of Faringdon Road has an open aspect to the north, east and south, and the views are also wide west of the Black Horse pub. There are more limited views between buildings in the settlement itself.



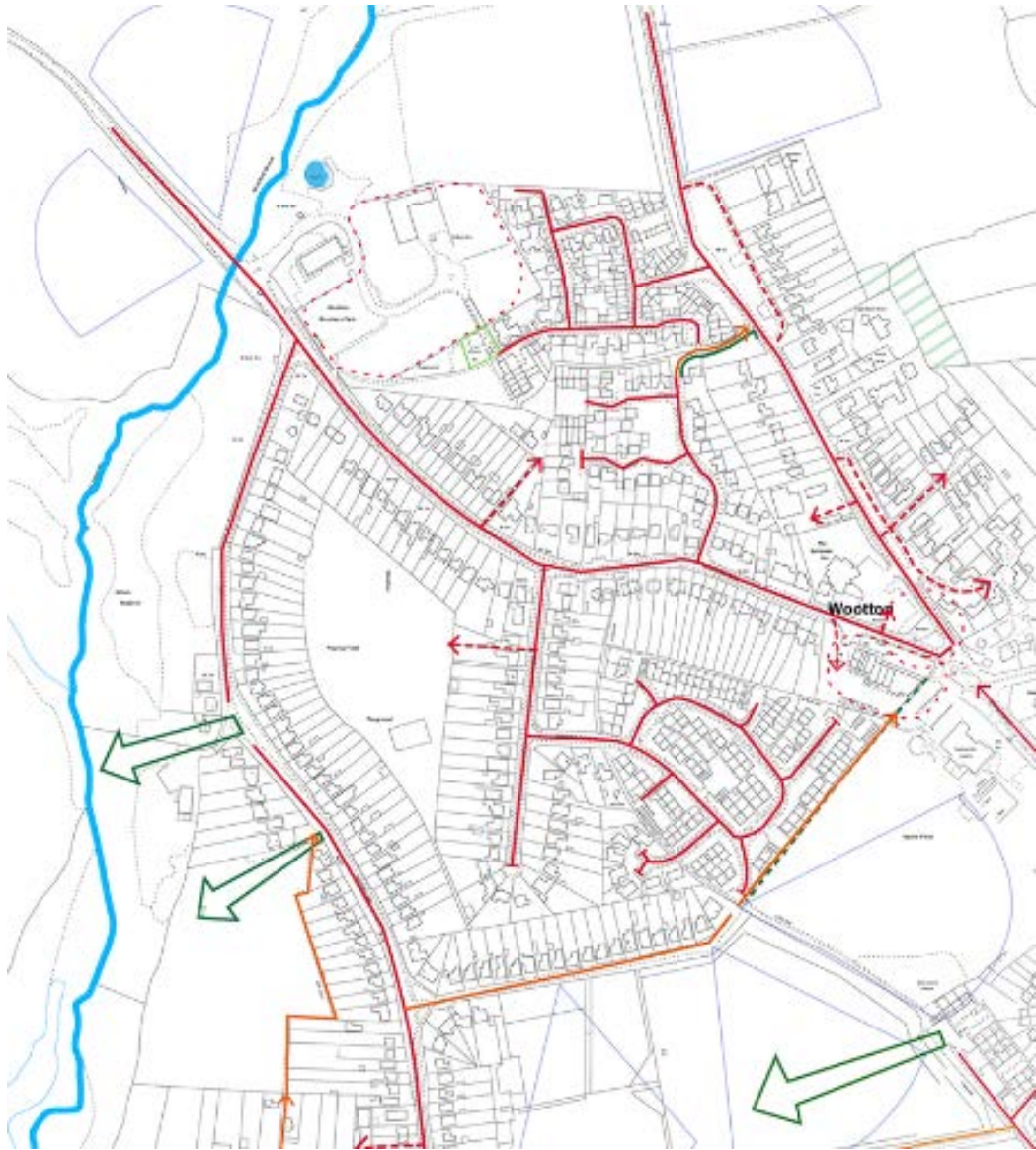
Shippon Character Area

The views of note in Shippon are of the open fields south and west of Barrow Road, which are wide and panoramic in places. There are also views across the green spaces within the built area to the north side. These views are important to sustaining the rural sense of place of Shippon, which is becoming increasingly urban and is increasingly affected by traffic.



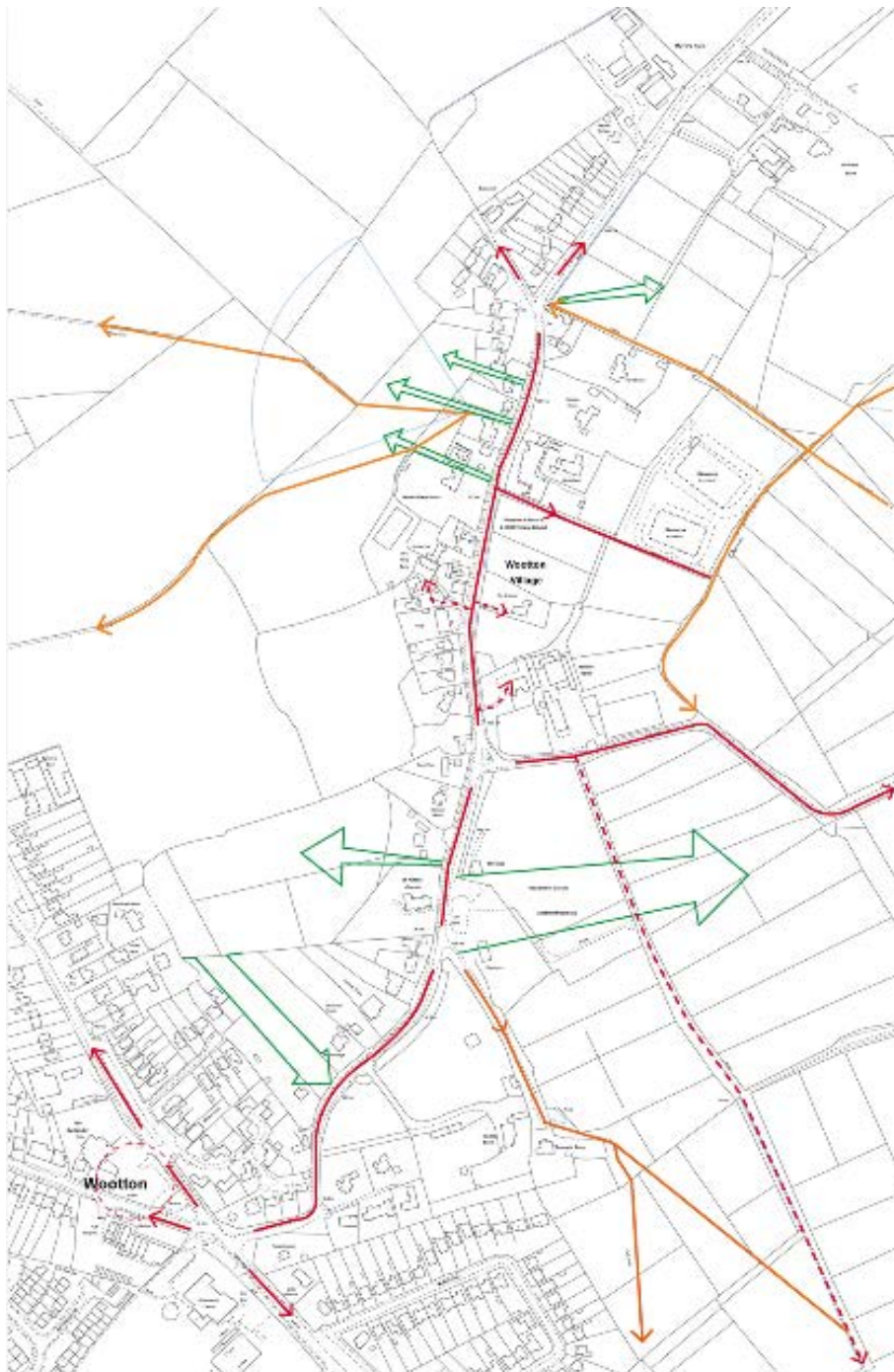
Dalton Barracks Character Area

The views of note in this character area are of the airfield and open fields to the east, including the sports ground, which are wide and panoramic. There are also more limited views through the secure compound.



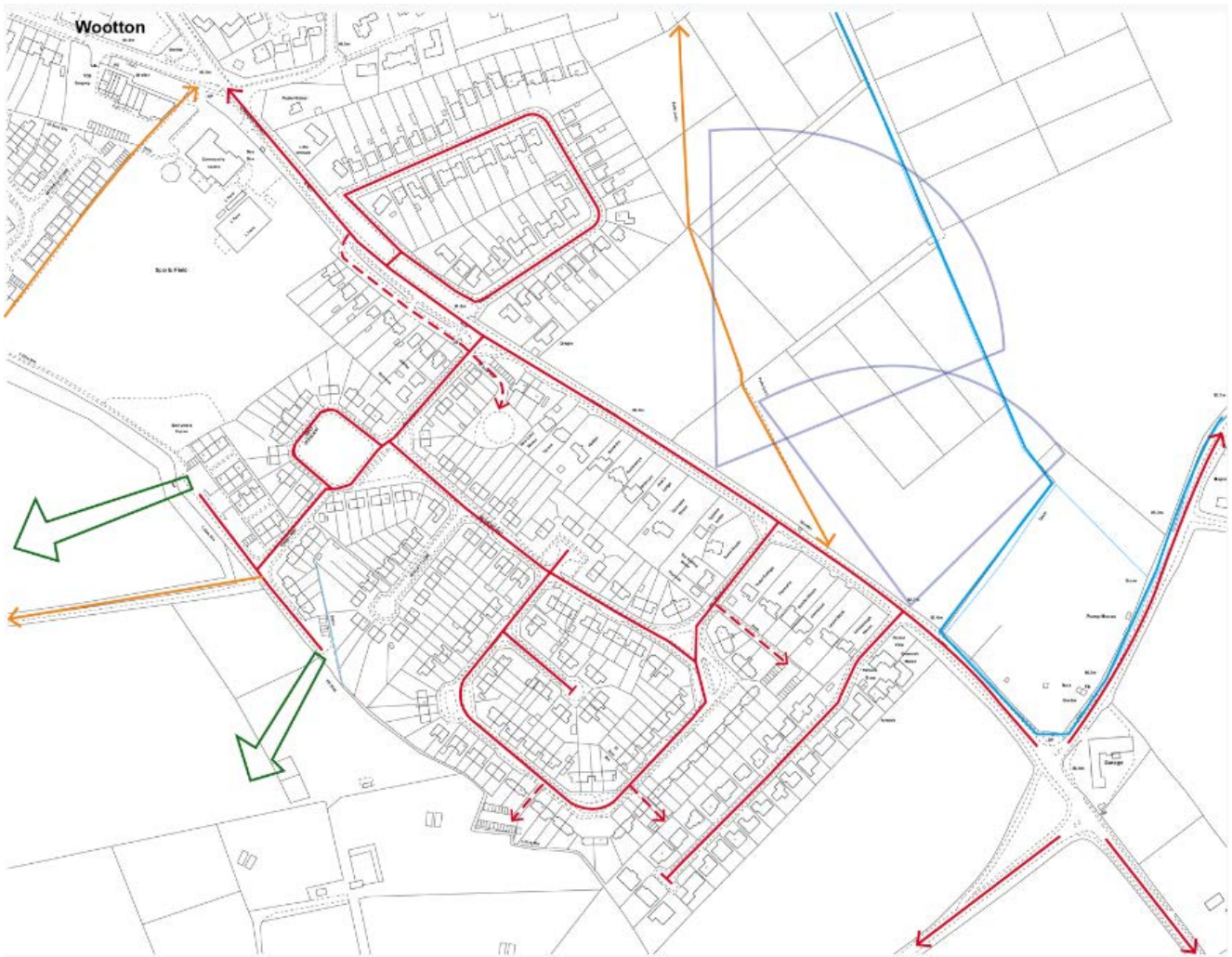
Wootton West Character Area

The views of note in Wootton West are in the north, where Cumnor Road meets the open green 'gap' between Wootton and Henwood, where there are long and attractive views to Boars Hill to the east.



Wootton East Character Area

The views of note in Wootton East are numerous and varied. On the west side, there are significant long-distance views as well as narrow glimpses to the countryside. On the east side, the most significant views are where the recreation ground opens out the east towards Boars Hill, and further north where the footpath leads eastwards with glimpses between sections of hedgerow.



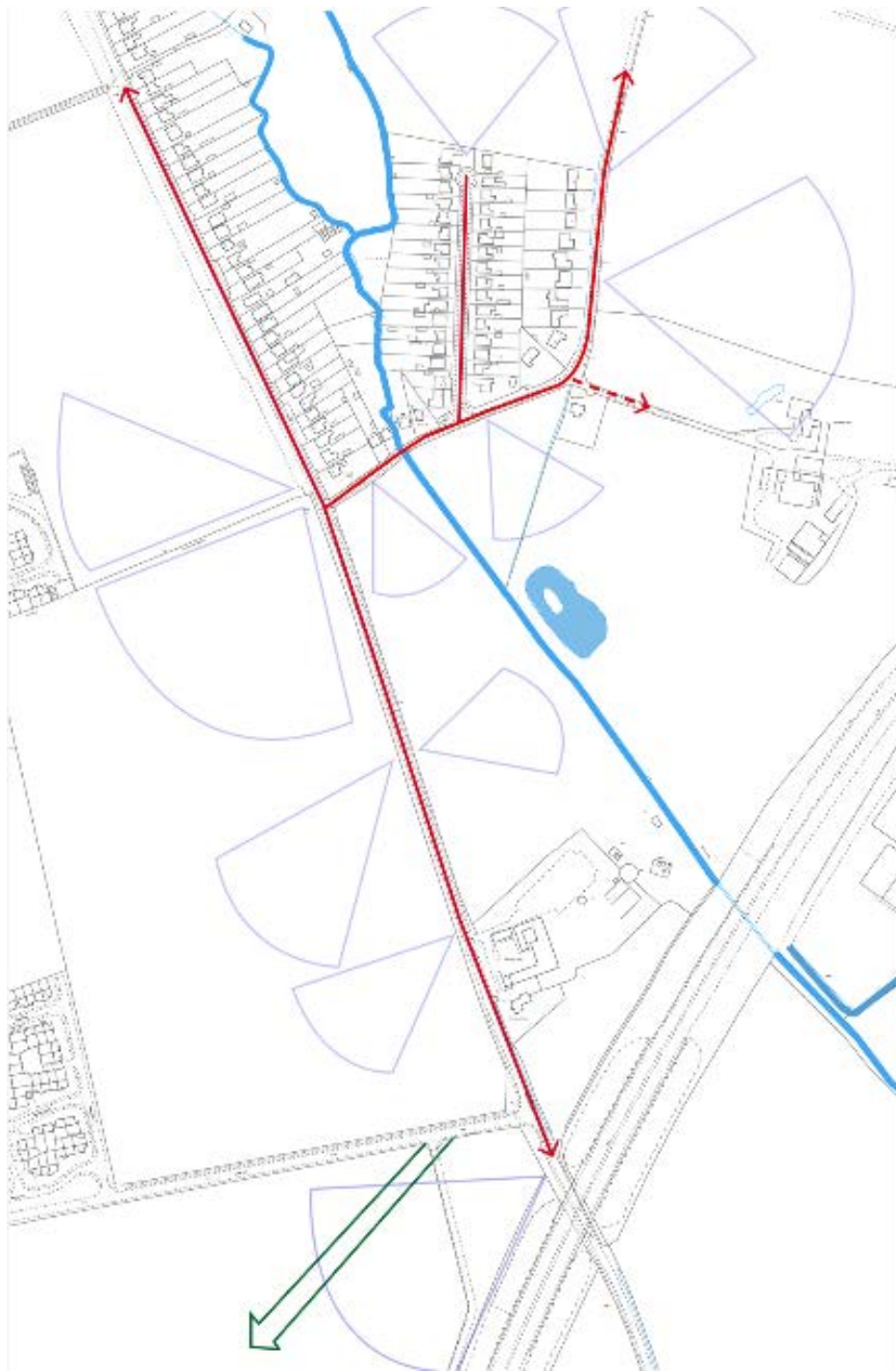
Wootton-Cumnor Road Corridor Character Area (1)

The views of note in this character area are the wide, open views from Lamborough Hill. On the west of the Wootton-Cumnor Road corridor, there are also glimpses between the houses around Matthews Way towards Dry Sandford. Honeybottom Lane has wide, open views to the south over the airfield and beyond.



Wootton-Cumnor Road Corridor Character Area (2)

The wide, open views of Lamborough Hill become glimpses between the buildings in Whitecross, although the southern section feels part of the landscape plain as the views open out again.



Wootton-Cumnor Road Corridor Character Area (3)

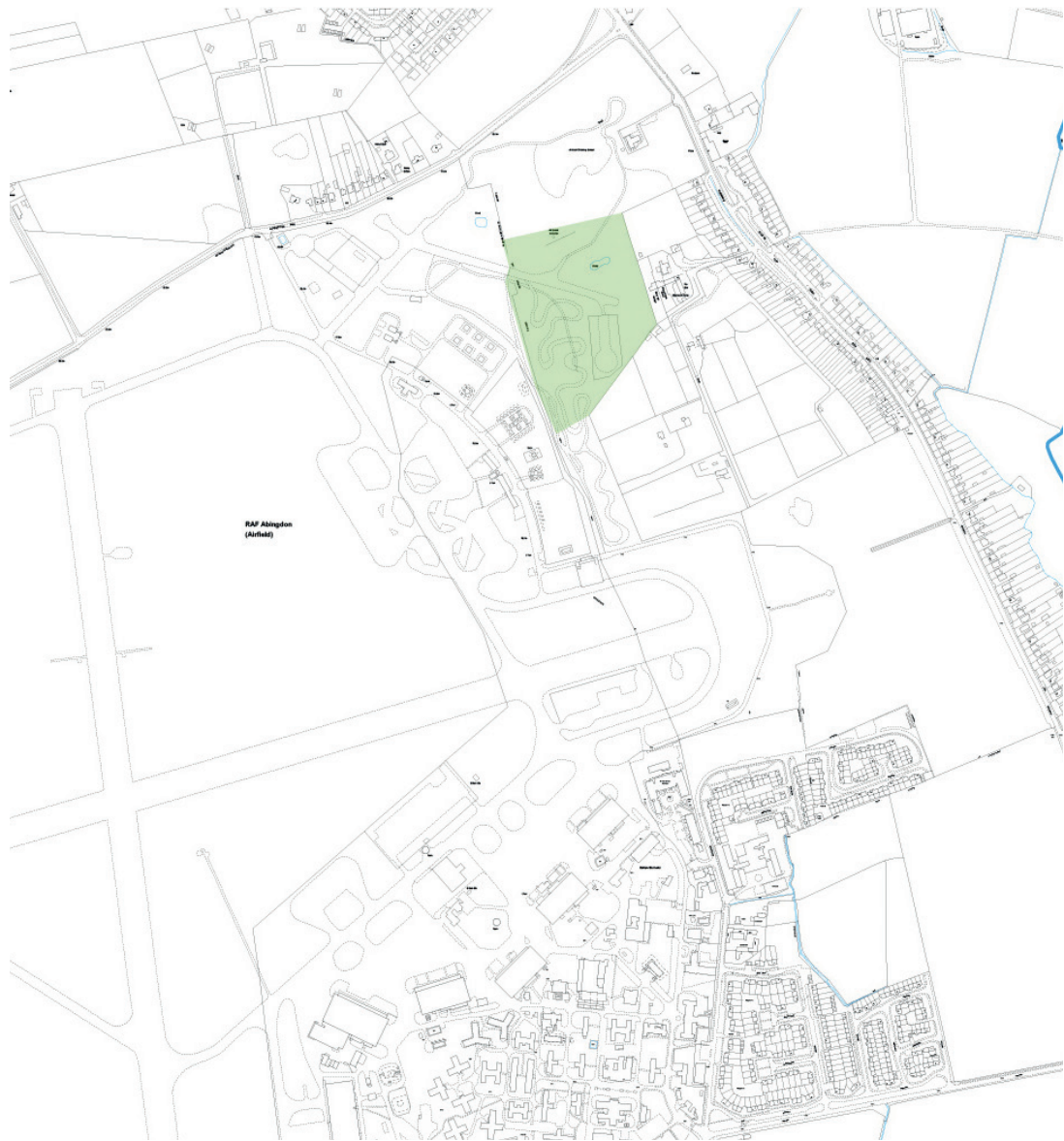
The glimpses in Whitecross become wide, open views again on Wootton Road and Sunningwell Road looking towards the flat landscape and rise of Boars Hill and Foxcombe Hill. This contributes strongly to the very rural and open character of the corridor, supported by the glimpses in Whitecross between the more expansive views to the north and to the south.

Garden Village Buffers

(Copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License no. 100057460)



Shippon Buffer



Whitecross Buffer

Heritage Assets

(Copyright of Crown Copyright and Ordnance Survey Rights Parish Council PSMA OS License no. 100057460)



Heritage Assets – Wootton and environs



Heritage Assets – Shippon and Dalton Barracks



References

AECOM Infrastructure and Environment UK Limited (2018a) VWHDC Level 1 Strategic Flood Risk Assessment (SFRA) Update

AECOM Infrastructure and Environment UK Limited (2018b) Sustainability Appraisal (SA) of the Dalton Barracks Supplementary Planning Document (SPD) Scoping Report

AECOM Infrastructure and Environment UK Limited (2017) Sustainability Appraisal (SA) of the Vale of White Horse District Local Plan 2031 Part 2

Department for Communities and Local Government (2016) Locally Led Garden Villages, Towns and Cities

Department for Communities and Local Government (2015) English Indices of Deprivation 2015

Department for Communities and Local Government (2009) Local Index of Child Well-being. Summary Report

Hankinson Duckett Associates (2017) Green Belt Study – Land Surrounding Dalton Barracks

HM Government (2016) Cities and Local Government Devolution Act

HM Government (2011) The Localism Act

Ministry of Defence (2016) A Better Defence Estate

Ministry of Housing, Communities and Local Government (2018) Guidance: Neighbourhood Planning. <https://www.gov.uk/guidance/neighbourhood-planning--2>

Ministry of Housing, Communities and Local Government (2018b) National Planning Policy Framework

Natural Environment and Rural Communities Act (2006) Habitats and Species of Principal Importance in England, updated for 2010. <http://webarchive.nationalarchives.gov.uk/20140712055944/http://www.naturalengland.org.uk/ourwork/conservation/biodiversity/protectandmanage/habsandspeciesimportance.aspx>

Oxford Consultants for Social Inclusion (2017) Local Insight Profile for 'Wootton – St Helen's – NP' Area

Placecheck (community mapping) <http://www.placecheck.info/maps/view/?map=wootonsthelen>

Thomas Design Regeneration and Consultation Ltd (2018) Wootton and St Helen Without Parishes Character Assessment

Town and Country Planning Association (2018) Understanding Garden Villages: An Introductory Guide. <https://www.tcpa.org.uk/understanding-garden-villages>

Town and Country Planning Association (2017) TCPA Practical Guides – Guide 1: Locating and Consenting New Garden Cities: A Practical Guide. <https://www.tcpa.org.uk/guide-1-locating-and-consenting-new-garden-cities>

Town and Country Planning Association, Garden City Principles. <https://www.tcpa.org.uk/garden-city-principles>

Vale of White Horse District Council (2016) Local Plan 2031 Part 1

Vale of White Horse District Council (2017) Local Plan 2031 Part 2: Detailed Policies and Additional Sites, Publication Draft

Vale of White Horse District Council (2017) Local Plan 2031 Part 2: Detailed Policies and Additional Sites, Publication Draft, Appendices



The Neighbourhood Plan Steering Group would like to thank everyone who has been involved in helping to develop our Neighbourhood Plan, including the Parish Councillors, Steering Group members, Working Group volunteers and our wider volunteer base. There are, quite simply, too many to name everyone individually, but we are grateful for each and every contribution to the development of the Neighbourhood Plan, no matter how large or small and no matter how fleeting or sustained.

We are grateful to:

- The generous individuals, business and organisations who sponsored or contributed to NP events and prizes
- The businesses and venues that kindly agreed to receive consultation responses to the household questionnaire and the draft NP
- Everyone who formally participated in an NP group
- All those members of our communities who helped to distribute questionnaires and flyers for the NP, and to gather consultation responses
- The statutory bodies, especially the Vale of White Horse District Council, who have supported the development of our NP
- MoD personnel who supported the promotion of the NP at Dalton Barracks
- Everyone who provided information and advice on neighbourhood planning and our own Designated Area
- Those who gave their time to help compile, design and proof-read NP documentation, from flyers and newsletter inserts, to questionnaires and the plan itself
- Anyone who attended public NP events or provided consultation feedback.

Thank you.