Vale
of White Horse
District Council

Authority Monitoring Report 2018/19

Contents

1. Introduction

Purpose of Monitoring

1.1.   The monitoring of a Local Plan enables progress towards meeting the district's development needs and whether adopted policies are being effectively implemented to be tracked. It also allows communities and interested parties to be aware of progress the council is making towards delivering its vision and objectives, as set out in the Development Plan, such as the Vale's Local Plan 2031: Part 1 and Part 2.

Requirement to Monitor

1.2.   The requirement to monitor annually was introduced under the Planning and Compulsory Purchase Act 2004 which placed a duty on the council to produce an Annual Monitoring Report. Since then, the requirement to monitor has evolved with the publication of the Localism Act in 2011 and subsequent Town and Country Planning (Local Planning) (England) Regulations 2012. The requirement is now to prepare and publish an Authority Monitoring Report. This replaces the previous duty for the council to publish an Annual Monitoring Report and there is no longer a need to submit the Report to the Secretary of State. However, there is still a minimum requirement to annually produce an Authority Monitoring Report, which, in the interests of transparency, should be made publicly available and updated as and when the information becomes available.

1.3.   As set out in the Local Planning Regulations 2012 and reiterated through the Planning Practice Guidance[1], the council must monitor the requirements set out in Table 1.

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[1] Paragraph 073, Plan Making Guidance available from https://www.gov.uk/guidance/plan-making#plan-reviews

Table 1: Requirement to Monitor

Requirement	Summary
Local Development Scheme (LDS)	The timescales and milestones for the preparation of documents as set out in the LDS, and progress towards meeting them.
Local Plan Policies	The status of adopted policies including the reason why any of the policies are no longer being implemented.
	How the adopted policies are being implemented and to what extent their objectives are being achieved.
Neighbourhood Development Plans and Orders	The progression of Neighbourhood Development Plans and Neighbourhood Development Orders.
The Community Infrastructure Levy (CIL)	The progression of CIL and how it will be implemented.
Duty-to-Cooperate	Details on how the council are cooperating with other statutory authorities (NPPF)
Sustainability Appraisal	Details on predicted significant effects the policies are having on sustainability objectives identified by the Sustainability Appraisal.
Supplementary Planning Documents and Local Development Orders	The status and progress of any Supplementary Planning Documents and Local Development Orders
Self and Custom build register	To provide an indication of the demand for self and custom build in the Vale of White Horse and to allow the council to develop its housing and planning policies to support self and custom build projects

Vale of White Horse District Council Monitoring Report

1.4.   This Monitoring Report covers the period 1 April 2018 to 31 March 2019 and details the progress of the Adopted Vale of White Horse Local Plan 2031 Part 1 policies for this timeframe unless otherwise specified. The Monitoring Framework is provided at Appendix D of this Report.

1.5.   The Local Plan 2031 Part 2: Detailed Policies and Additional Sites (The Part 2 Plan) was adopted after the period covered by this report. The council will monitor the policies, as set out in the Part 2 Plan, in future monitoring reports following a full year of implementation of the Part 2 Plan.

1.6.   This Report outlines the timescale and progress of the implementation of the Development Plan, as detailed in the Local Development Scheme (LDS), and the extent to which the adopted policies have been successfully implemented.

2. Vale of White Horse Profile

Vale of White Horse Context

1.1. The Vale of White Horse District takes its name from the 3,000-year-old White Horse figure cut into the chalk downs, near Uffington. Lying between the River Thames to the north and the ridgeway to the south, including the North Wessex Downs Area of Outstanding Natural Beauty (AONB), the district covers an area of some 224 square miles (580 square kilometres).

1.2. The Vale of White Horse District is located between the larger centres of Oxford (to the North East), and Swindon (to the SouthWest), with Didcot sited to the SouthEast boundary of the district, in neighbouring South Oxfordshire. The Vale of White Horse is largely rural by nature, with just over 70 settlements. The largest settlements are the historic market towns of Abingdon-on-Thames, Faringdon and Wantage. There are also two 'local service centres' at Botley and Grove, which provide essential services for the surrounding rural areas.

1.3. The high quality and rural nature of the district is borne out by the many designations that cover the area, such as the Oxford Green Belt, the North Wessex Downs Area of Outstanding Natural Beauty and 52 designated Conservation Areas. The district also has a long frontage to the River Thames and contains the River Ock, with tributaries including the Letcombe Brook, and contains a significant proportion of the route of the Wilts and Berks Canal.

1.4. The district is easily accessible from other parts of the UK. The A34 trunk road provides good access between the M4 to the south, and the M40 to the north. The A420 and A417 roads cross the district and provide links to Swindon in the west and Didcot in the east. Whilst there are two main railway lines (Bristol to London and Oxford to London) running through the district, there are only two stations situated on the Oxford line. Presently, there are no established stations on the Bristol line within the Vale of White Horse.

Science Vale

1.5. The district includes the majority of the Science Vale area, an internationally significant location for innovation, science-based research and business. It is one of the key growth areas for Oxfordshire, as identified within the Oxfordshire Strategic Economic Plan. The Science Vale area extends from Culham and Didcot to Wantage and Grove (east to west) and is a strategic focus, in terms of

employment and economic growth, for both the Vale of White Horse and South Oxfordshire District Councils. There are also two designated Enterprise Zones: the 'Science Vale' EZ, which includes the Harwell Campus and Milton Park sites, and the newly designated 'Didcot Growth Accelerator' EZ.

Didcot Garden Town

1.6.   Didcot was awarded Garden Town status in late 2015, after both the Vale of White Horse and South Oxfordshire District Councils prepared a joint bid to the UK Government. The Garden Town status will provide access to government funding for infrastructure, such as the £6.2 million announced in August 2017[2]. Fundamentally, the success of the bid gives Didcot a unique opportunity to grow in a number of ways and to become a better place to live and work.

1.7.   The vision for Didcot Garden Town is to deliver a highly sustainable and economically viable location, where the very best of town and country living are brought together. The council's aim is to provide affordable, attractive homes and living spaces, within a vibrant community. The Didcot Garden Town Delivery Plan was published as of October 2017 and is available on the council website[3]. During 2018/19 a project manager was appointed, a project review was undertaken and project governance has developed[4].

1.8.   In March 2019, £218 million of Housing Infrastructure Funding (HIF) was announced[5]. The funding will support the development of new homes and will improve transport links including walking and cycling routes. The lack of suitable crossings over the railway line and river coupled with the success of the Science Vale area has resulted in heavy congestion. HIF will support delivery of projects which include:

- A4130 widening from A34 Milton Interchange towards Didcot
- A new "Science Bridge" over the A4130, Great Western Railway Line and Milton Road into the former Didcot A Power Station site
- A new Culham to Didcot river crossing between the A415 and A4130
- A Clifton Hampden Bypass

[2]   http://www.southoxon.gov.uk/news/2017/2017-08/%C2%A362-million-government-boost-help-unlock-15000-new-homes-didcot-garden-town
[3]   http://www.whitehorsedc.gov.uk/business/didcot-garden-town-0
[4]   https://www.didcot.gov.uk/uploads/didcot-town-council-2019-4-nov.pdf
[5]   https://www.oxfordshiregrowthboard.org/didcot-garden-town-oxfordshire-county-council-secures-218m-for-major-transport-improvements/

Key Statistics for the Vale of White Horse

1.9.   The key statistics shown in Table 2 provide a snapshot of the Vale's demographics and the context for the monitoring indicators.

Table 2: Key Statistics

Contextual indicator		Vale of White Horse District	South East of England Region	Great Britain
Population (2018)[6]		133,700	9,133,600	64,553,900
Population aged 16-64 (2018)[7]		81,200 60.7%	61.5%	62.7%
Life Expectancy[8]	Male	82.5	80.6	79.2 (UK)
	Female	85.4	84	82.9 (UK)
Number of Households (2019)[9]		54,540	3,794,874	27,249,000
Economically Active[10]		75.8%	81.6%	78.9%
Unemployment rate[11]		3.2%	3.3%	4.1%
Education - Attainment 8 results[12] (2017-18)[13]		46.7 (Oxfordshire)	47.7	44.3 (England)
CO_2 emissions (2017)[14]	Per Capita (t)	6.5	4.8	5.3

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[6] Available from https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabrespop

[7] Available from https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabrespop

[8] Available from https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/datasets/lifeexpectancyatbirthandatage65bylocalareasuk

[9] Based on the 2016 household projections, available from https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/householdprojectionsforengland

[10] April 2018-March 2019 figures, available from https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabempunemp

[11] April 2018-March 2019 figures, available from https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabempunemp

[12] Attainment 8 is a measure of a pupil's average grade across a set suite of eight subjects.

[13] Provisional 2017-18 figures, available from https://www.gov.uk/government/statistics/gcse-and-equivalent-results-2017-to-2018-provisional

[14] 2017 estimates, available from https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2017

Contextual indicator		Vale of White Horse District	South East of England Region	Great Britain
	Total (kt)	854	43,907	351,501

3. Planning Framework

Introduction

3.1. The Planning Framework for the Vale of White Horse District is made up of Development Plan Documents and other planning documents, as shown in Figure 1. In combination, these documents, alongside the National Planning Policy Framework (NPPF) and any other relevant national planning guidance and/or legislation, are used in the determination of planning applications and future infrastructure provision and/or investment.

Figure 1: Planning Framework

3.2. The Local Development Scheme (LDS) sets out the timetable for the production of the council's Development Plan Documents (DPDs) and the Community Infrastructure Levy (CIL), including the Charging Schedule for CIL. This includes key production dates and public consultation stages. The Vale of White Horse LDS was updated in February 2018 and covers the period 2018-2020. The LDS provides information regarding the Local Plan 2031 Parts 1 and 2 and other

related documents. Table 3 sets out the timetable for each these documents and the progress that has been made.

Table 3: Progress of Development Plan Documents

Document	Milestone	Date	
		LDS Timescale	Achieved
Local Plan 2031 Part 1: Strategic Policies and Sites	Submission	Mar-15	Yes
	Hearings	September 2016 and February 2016	Yes
	Adoption	Dec-16	Yes
Local Plan 2031 Part 2: Detailed policies and additional sites	Preferred Options	February/March 2017	Yes
	Pre-Submission	October/November 2017	Yes
	Submission	February/March 2018	Yes
	Adoption	Dec-18	Adopted October 2019
Community Infrastructure Levy (CIL)	Submission	Apr-15	Yes
	Examination	Winter 2016	April 2017
	Adoption	Early 2017	Adopted November 2017

Adoption of Local Plan 1: Strategic Policies and Sites

3.3.   The Local Plan 2031 Part 1 (Part 1 Plan) sets out the development strategy and key strategic policies for the district, including the need for housing, employment and infrastructure required to support development up to 2031. The spatial strategy makes provision for growth of around 23,000 new jobs, 218 hectares of employment land, and at least 20,560 new homes, to be delivered during the plan period from 2011 to 2031.

3.4.   The Local Plan 2031 Part 1: Strategic Sites and Policies was adopted by Full Council on 14 December 2016. This is in accordance with the Local Development Scheme, as shown in Table 3 above.

Adoption of Local Plan Part 2: Detailed Policies and Additional Sites

3.5. To complement the Part 1 Plan, the Local Plan 2031 Part 2: Detailed Policies and Additional Sites (The Part 2 Plan) sets out:

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

3.6. In relation to the Vale's proportion of Oxford City's unmet housing need, this has been informed by co-operation with the Oxfordshire Growth Board[15] to apportion a 'working assumption' unmet need figure of 15,000 homes. The quantum of Oxford City's unmet housing need to be met within the Vale of White Horse is 2,200 dwellings for the period up to 2031, as agreed in the 'Memorandum of Co-operation' between the local authorities in the Oxfordshire Housing Market Area.

3.7. The Local Plan 2031 Part 2 was adopted by Full Council on Wednesday 9 October 2019..

Oxfordshire Plan 2050

3.8. On the 14 February 2018 the Vale of White Horse District Council formally signed up to the Oxfordshire Housing & Growth Deal. The agreement commits Oxfordshire's five district councils and the county council to work together to produce a Joint Statutory Spatial Plan, the Oxfordshire Plan 2050.

3.9. The Oxfordshire Plan builds on the foundations set by the current and emerging Local Plans and looks beyond them, at the strategic planning issues for the period up to 2050. It will give districts a framework for future planning policies and help determine planning applications where appropriate.

3.10. The Plan will not allocate sites for housing or employment. Instead, it will identify key areas for sustainable growth with associated housing / employment

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[15] Available from https://www.oxfordshiregrowthboard.org/

numbers. Districts will then use this to produce future Local Plans which will provide a detailed view of how housing and infrastructure will be delivered.

Sustainability Appraisal Significant Effect Indicators

3.11.   The role of a Sustainability Appraisal (SA), incorporating the Strategic Environmental Assessment (SEA), is to assess whether a Plan has integrated the principles of sustainable development and if there are likely to be any significant effects as a result of the Plan's policies. If the sustainability appraisal predicts any likely significant effects, it is essential that these effects are monitored to determine whether the implementation of a policy is causing the undue effect(s), and if so, whether the policy should be reviewed.

3.12.   The SA report on the Part 1 Plan identified a few potential significant effects, in which the Plan was amended to ensure it mitigated against these effects. The SA Adoption Statement stated the monitoring arrangements of these effects are included in the council's Monitoring Framework (Appendix H of the Part 1 Plan).

3.13.   The SA report on the Part 2 Plan, mainly predicted no 'significant negative effects', however it did conclude there were uncertainties regarding pollution and climate change adaptation. These will be monitored as part of the Monitoring Framework within the Part 2 Plan.

Neighbourhood planning

3.14.   Under the Localism Act 2011, communities have been given the power to directly influence land use planning by preparing either a Neighbourhood Development Plan (NDP), Neighbourhood Development Order (NDO) and/or a Community Right to Build Order. It is a requirement of the AMR to include details of the progress and 'made' Neighbourhood Development Plans and Neighbourhood Development Orders.

Community infrastructure levy

3.15.   The Community Infrastructure Levy (CIL), is a charge that the council may choose to levy on new development to help fund the infrastructure needed to support growth of the area. The CIL Regulations 2010 came into force in April 2010.

3.16.   A preliminary CIL Draft Charging Schedule for the Vale of White Horse was consulted on between 15 December 2016 and 26 January 2017. An Examination in Public was then carried out by Mr Malcolm Rivett, as appointed by the Secretary of State, who found the CIL charging schedule to be 'sound', subject to modifications. The charging schedule was then formally adopted by Council on the 27 September 2017 and came into effect on the 1 November 2017. This means any application decided on or after this date will be CIL liable, regardless of when the application was submitted.

3.17.   Following an update in September 2019, the restriction on pooling S106 and CIL revenues no longer applies and Charging Authorities no longer need to produce a Regulation 123 List (which previously set out infrastructure to be funded through CIL). Charging Authorities will instead produce an annual infrastructure funding statement, the first to be by no later 31 December 2020.

Other documents

3.18.   Supplementary Planning Documents (SPDs) provide the option for further detail and clarity to be published in regard to Local Plan policies. They can also provide further guidance on particular issues or regarding the development of specific sites.

3.19.   As SPDs provide further detail to Local Plan policies, it is not necessarily a requirement for SPDs to be monitored, unless the council wishes to monitor the effectiveness of an SPD.

3.20.   As of March 2019, the council have 4 adopted SPDs, with none of them identifying specific monitoring arrangements. The SPDs are as follows:

- Design Guide 2015: The Design Guide was adopted on 10 March 2015 and sets out design principles to guide future development and encourage a design-led approach to development;

- Abbey Shopping Centre and Charter Area: The Abbey Shopping Centre and Charter Area SPD was adopted on 14 December 2011 and provides a guide to detailed applications and possible future development options for the area;
- Botley Centre SPD: The Botley Centre SPD was adopted on 18 January 2016. It provides direction on the shape of development at Botley Central Area in accordance with Local Plan 2031: Part 1, Core Policy 11: Botley Central Area. It is designed to create a flexible strategy to guide development that supports the existing and future local community and meet local regeneration aspirations, while attracting investment to serve the wider district.
- Developer Contributions SPD: The Developer Contributions SPD was adopted on 30 June 2017, and provides guidance on how planning obligations will work alongside CIL to deliver the infrastructure needed to support development in the Vale.

3.21. The council is currently preparing an SPD for Dalton Barracks in accordance with the draft Local Plan 2031 Part 2: Additional Sites and Detailed Policies. The SPD will be a material consideration in assessing future planning application.

Local development orders

3.22. Local Development Orders (LDOs) automatically grant planning permission for the development specified in an LDO (subject to conditions) and by doing so, removes the need for a planning application to be made. The main purpose of an LDO is to help to streamline the planning process for applications that comply with pre-set conditions. It is for the council to determine how LDOs are monitored.

3.23. The Vale currently have one LDO in place for Milton Park, which was adopted in December 2012. The aim of this LDO is to help deliver the planned growth of Oxfordshire's Science Vale UK Enterprise Zone. It allows a range of types of development to be fast tracked which will enable new and existing businesses to innovate, grow, and adapt to changing market opportunities, delivering additional jobs for the local economy. Details of the Milton Park LDO are available on the council's website[16].

3.24. During 2018/19, there were two permissions granted under the Milton Park LDO.

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[16] Available from http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/milton-park-local-development-order

4. Neighbourhood Plans

4.1.   The Government is providing local communities with the opportunity to shape the area in which they live and work in by encouraging them to prepare Neighbourhood Development Plans. The council strongly encourages and supports local communities who wish to prepare a Neighbourhood Development Plan. The Localism Act 2011 sets out that Neighbourhood Development Plan(s) can be made by a parish or town council, or a neighbourhood forum(s), where a parish or town council does not exist.

4.2.   Local communities wishing to play an active role in planning for their area and/or community, can:

- prepare a Neighbourhood Development Plan setting out the vision, objectives and planning policies to shape development of their neighbourhood, and/or
- seek to grant permission directly for certain types of development in their neighbourhood, through a Neighbourhood Development Order (NDO) or a Community Right to Build Order (CRtBO).

4.3.   To make a Neighbourhood Development Plan, there are formal stages set out in legislation that are the responsibility of the qualifying body and the council. The Localism Act also places a 'duty to support' on the council to guide Neighbourhood Development Plan preparation.

4.4.   The council takes a proactive and positive approach to neighbourhood planning, providing advice and support to those communities interested in producing Neighbourhood Development Plans, Neighbourhood Development Orders or Community Right to Build Orders. The aim is to produce high quality plans with a good level of community buy-in and to plan effectively for places.

4.5.   As of November 2019, there are 8 made Neighbourhood Plans in the district, with 1 being made during 2018/19 and 3 being made after 1 April 2019. Table 4 outlines the current stage of each Neighbourhood Plan.

Table 4: Neighbourhood Plan Progress

Plan in preparation	Pre-submission consultation	Plan submitted	Plan made
Chilton	Appleton with Eaton	North Hinksey	Ashbury - Made 17 July 2019

Plan in preparation	Pre-submission consultation	Plan submitted	Plan made
Cumnor	West Hanney	Shrivenham	Blewbury - Made 14 December 2016
East Challow		Wantage	Drayton - Made 15 July 2015
East Hanney			Faringdon - 14 December 2016
Stanford in the Vale			Great Coxwell - Made 15 June 2016
Steventon			Longworth - Made 12 October 2016
Sunningwell			Radley - Made 10 October 2018
Sutton Courtenay			Uffington and Baulking - Made 17 July 2019
			Wootton and St Helen Without – Made 18 December 2019

5. Duty to Cooperate

Introduction

5.1. Section 110 of the Localism Act 2011 introduced a statutory duty for the council to cooperate with neighbouring local authorities and other "prescribed bodies" in the preparation of development plans. In response, the council has a duty to engage constructively with other councils and public bodies in England on a continuous basis, in order to maximise the effectiveness of the Local Plan.

5.2. The duty to cooperate is not a 'duty to agree'. However, the council will continue to make every effort to secure the necessary cooperation on strategic cross-boundary matters regarding the Plan. The council must demonstrate how they have complied with the duty at the independent examination of any future Plan.

Vale of the White Horse neighbouring authorities and prescribed bodies

5.3. The relevant bodies to which the duty to cooperate applies in the Vale of White Horse, are as follows:

- Neighbouring authorities:
  - West Oxfordshire District Council
  - South Oxfordshire District Council
  - Cherwell District Council
  - Oxfordshire County Council
  - Oxford City Council
  - West Berkshire Council
  - Swindon Borough Council
  - Wiltshire Council
  - Cotswold District Council
  - Gloucestershire County Council

- Prescribed bodies as identified in Part 2 of the Town and Country Planning (Local Planning) (England) Regulations 2012:
  - The Environment Agency
  - Historic England
  - Natural England
  - Highways England
  - The Civil Aviation Authority
  - The Homes and Communities Agency

- o Clinical Commissioning Groups
- o The Office of Rail Regulations
- o The Highways Agency
- o Local Enterprise Partnership

Key stages of the duty to cooperate

5.4.   For the period April 2018 to March 2019 the key stages of the duty to cooperate related to the Part 2 Plan, and the Oxfordshire Plan 2050.

5.5.   The council submitted the Local Plan Part 2 to the Secretary of State on 23 February 2018 for independent examination. Details of cooperation and consultation were given in the Statement of Compliance with the Duty to Cooperate[17] and the Regulation 22 Statement[18]. A number of statements of common ground were prepared to demonstrate that the legal requirement was met[19]. None of the relevant bodies raised an objection on the grounds that the legal duty had not been met.

5.6.   On the 30 October 2018 the inspector noted in his post hearing letter that the Duty to Cooperate had been met in the preparation of the Local Plan Part 2[20].

5.7.   On the 14 February 2018 the Vale of White Horse District Council formally signed up to the Oxfordshire Growth Deal[21]. Throughout the period since there has been regular engagement with other Oxfordshire authorities through the Oxfordshire Growth Board Officers Group. The agreement also commits Oxfordshire's five district councils to work together to produce a Joint Statutory Spatial Plan, the Oxfordshire Plan 2050.

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[17] Available from
http://www.whitehorsedc.gov.uk/sites/default/files/CSD04%20Statement%20of%20Compliance%20with%20the%20Duty%20to%20Cooperate.pdf
[18] Available from
http://www.whitehorsedc.gov.uk/sites/default/files/CSD02%20Regulation%2022%20Consultation%20Statement,%20including%20Appendices%201%20and%202.pdf
[19] Statements of Common Grounds, the Part 2 Plan examination library, available from
http://www.whitehorsedc.gov.uk/java/support/Main.jsp?MODULE=FolderView&ID=950744698&CODE=1C9B149C854D073B0506367C46E88674&NAME=The%20Local%20Plan%202031%20Part%202:%20Detailed%20Policies%20and%20Additional%20Sites%20-%20%20Examination%20Library&REF=VALE_2031_3&REFERER_URL_IN=&SOVA_IN=VALE#exactline
[20] Available from
http://www.whitehorsedc.gov.uk/sites/default/files/PC03%20Inspectors%20Post%20Hearings%20Letter%20to%20VOWH%20dated%2030%20October%202018.pdf
[21] Available from https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/11/270218-Oxon-letter-to-SoS-on-Deal-DP-270118-with-signatures.pdf

5.8. During 2018/19 work has started on developing the Oxfordshire Plan with input from council members and officers through the Member sub-group, Officer Project Board and Liaison Team[22]. A Statement of Community Involvement was published in February 2019[23]. A Local Development Scheme was published in October 2018[24]. The first stage of public consultation (Regulation 18 part 1) was conducted during February/March 2019 with a report published in June 2019[25].

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[22] http://oxfordshireplan.org/about/#governance

[23] Available from https://oxfordshireplan.org/wp-content/uploads/2019/04/Statement-of-Community-Involvement-February-2019.pdf

[24] Available from https://oxfordshireplan.org/wp-content/uploads/2019/04/Local-Development-Scheme-October-2018.pdf

[25] Available from https://oxfordshireplan.org/wp-content/uploads/2019/06/Reg-18-Part-1-Consultation-Summary.pdf

6. Spatial Strategy

Core Policy 4: Meeting the Housing Need

6.1.   The Part 1 Plan identifies the district's housing requirement (20,560 dwellings) which is based on the district's objectively assessed housing need (OAN). In addition to its own need the council also committed to help to deliver housing to meet Oxford City's unmet housing need, which will be monitored and reported on through the 2019/2020 report. The OAN was determined by the Oxfordshire Strategic Housing Market Assessment[26] (SHMA), which was published in 2014. The Part 1 Plan also provides policies on housing density and mix (Core Policies 22 and 23 respectively).

6.2.   Core Policy 4: Meeting the Housing Need, in the Part 1 Plan describes how the council plans to meet the housing requirement of the district. Table 5 sets out the progress made towards this target, with the housing trajectory for the Part 1 Plan provided in Appendix A.

Table 5: Housing completions and permissions

Policy	Indicator	2018/19	Progress
CP4	Number of dwellings completed district wide	1,258	So far 7,511 dwellings have been completed over the plan period. Over the remaining plan period 13,049 dwellings are required.
	Net Number of dwellings currently with permission (Outline or full Permission) as of 31/03/19[27]	11,178	
	Number of Dwellings allocated through the Part 2 Plan and NDP's	Part 2 Plan – 2,420[28] NDP's[29]- 0	The Part 2 Plan allocates additional dwellings.

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[26] Available from http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031/evidence-base/strategi
[27] Does not include applications that have a Resolution to Grant
[28] Available from http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-plan-2031-part-2
[29] Drayton Neighbourhood Plan allocated 3 sites of which one is now complete and 2 are under construction

6.3.   The number of dwellings completed in 2018/19 was 1,258 dwellings which exceeds the Part 1 Plan target of 1028 dwellings per annum, with positive progress made towards the overall housing target. The total completions for the first 8 years of the plan period (2011-2019) was 7,511 dwellings. The council will monitor the revised housing requirement, as set out in the Part 2 Plan, in future monitoring reports following a full year of implementation of the Part 2 Plan.

Core Policy 5: Housing Supply Ringfence

6.4.   Core Policy 5 sets out how the council will employ a ring-fence approach to housing delivery in the Science Vale area. For the purposes of the assessment of housing land supply, the ring-fence area will be treated as a separate Sub-Area with a housing requirement of 11,850 homes in the plan period (593 homes per annum) in support of the 15,850 jobs planned in this Sub-Area and as a contribution towards the district's housing need set out in Core Policy 4.

6.5.   Table 6 outlines the net completions within the Science Vale ringfence area and the rest of the district.

Table 6: Housing completions by housing supply area

Year	Number of dwellings completed		
	Whole District	Science Vale Ringfence Area	Rest of District Area
2011/12	346	39	307
2012/13	268	140	128
2013/14	578	154	424
2014/15	740	204	536
2015/16	1,133	474	659
2016/17	1,615	486	1,129
2017/18	1,620	779	841
2018/19	1,258	514	744
Total	**7,511**	**2,790**	**4,721**

6.6.   The updated NPPF states "Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old. The supply of specific deliverable sites should in addition include a buffer (moved forward from later in the plan period) of:

- 5% to ensure choice and competition in the market for land; or the delivery of large scale developments may need to extend beyond an individual plan period, and the associated infrastructure requirements may not be capable of being identified fully at the outset. Anticipated rates of delivery and infrastructure requirements should, therefore, be kept under review and reflected as policies are updated.
- 10% where the local planning authority wishes to demonstrate a five-year supply of deliverable sites through an annual position statement or recently adopted plan, to account for any fluctuations in the market during that year; or
- 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply."[30]

6.7.   The council published an updated housing supply statement in July 2019[31]. This shows that the Vale has a district wide supply of 5.1 years, with supply in the Science Vale being 4.4 years and in the Rest of District 6.1 years. The supply calculation for both Sub-Areas and the district includes a 5% buffer, as indicated by housing delivery in the preceding 3 years.

6.8.   Appendices A, B and C provide the housing trajectories over the plan period for the district, and for the housing supply areas.

6.9.   A key indicator for Core Policy 5 is jobs growth. As is shown by the indicators for Core Policies 6 and 15, there has been strong jobs growth in the district with significant employment land permitted over the plan period in the South East Vale Sub-Area, which largely aligns with the Science Vale area.

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[30] Paragraph 73, Revised NPPF, available from https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740441/National_Planning_Policy_Framework_web_accessible_version.pdf
[31] Available from http://www.whitehorsedc.gov.uk/sites/default/files/Vale%205yhls%20July%202019_0.pdf

Core Policy 6: Meeting Business and Employment Needs

6.10. The Part 1 Plan sets out the required employment land needed to support the delivery of new jobs and ensure there is sufficient land available to support the projected employment growth.

6.11. Core Policy 6: Meeting Business and Employment Needs specifies the scale and location of opportunities for economic growth to ensure that sufficient land is provided across the district in appropriate locations. The Part 1 Plan identifies a need of 218 hectares of employment land, and it projects an additional 23,000 jobs over the Plan's period. Table 7 set out the progress made towards these targets and shows that since 2011 there has been an increase of approximately 10,000 jobs delivered in the district. Table 7 also shows that 162 hectares of land has been permitted on strategic employment sites, with Table 8 providing a breakdown of this in regard to permitted use classes and net floorspace. The significant increase in both land and floorspace during 2018/19 come largely from permissions on the former Didcot A power station site and the strategic employment site on Sutton Courtenay Lane.

Table 7: Monitoring of employment land and jobs

Policy	Indicator	2018/19	2011-19	Progress
CP6	Amount of employment land permitted on allocated sites	56 hectares	162 hectares	162 hectares of employment land permitted over the plan period. so far demonstrating good progress. There is 56 hectares of employment land remaining to be developed.
	Jobs growth (latest data runs to 2017)[32]	N/A	10,000	It is expected that there will be 13,000 additional jobs created in the district over the remaining years of the plan period. Good progress has been made so far towards the overall total of 23,000 jobs.
	Business Counts	30	840	N/A

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[32] Available from https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabjobs

	Growth - Enterprises[33]			

6.12. Table 8 provides the net amount of floorspace permitted on strategic sites in the district by use class[34]. This demonstrates there has been substantial progress made towards the delivery of employment floorspace.

Table 8: Net floorspace (m^2) permitted by use class

Period	A Class	B Class	C Class	D Class	S/G
2018/19	13,500	173,922	0	-216	0
2011-2019	23,057	327,790	21,528	31,230	14,437

Core Policy 7: Providing Supporting Infrastructure and Services

6.13. Core Policy 7: Providing Supporting Infrastructure and Services, specifies how all new development will be required to provide necessary on-site and, where appropriate, off-site infrastructure requirements arising from new housing and employment development. The type and level of infrastructure and service provision associated with development is set out in more detail in the Vale's Infrastructure Delivery Plan (IDP)[35] and the site development templates in Appendix A of the Part 1 Plan. Monitoring of Core Policy 33 provides information on the progress of key infrastructure projects in the district.

6.14. Table 26 provides an update on the key transport projects in the district.

6.15. The Community Infrastructure Levy (CIL) is a levy charged on new development in the Vale. The money raised will be used to fund infrastructure to support growth in the district, in accordance with our spending priorities. The CIL charging schedule was adopted on the 27 September 2017, with implementation from the 01 November 2017. The total money received through CIL in 2018/19 (1 April 2018 to 31 March 2019) was £461,129.99. During 2018/19, there was no

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[33] Available from https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabidbr
[34] This includes permissions for all types of land use other than C3 residential
[35] Available from http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/delivering-infrastructure

CIL expenditure, £34,285.70 was transferred to town/parish councils and £23,056.50 was applied to administrative costs. More detailed information can be found in the CIL Annual Financial statement 2018/19[36]. A total of £13,494,983.07 was received in 2018/19 from S106 contributions for infrastructure in the Vale of White Horse.

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[36] Available from
http://www.whitehorsedc.gov.uk/sites/default/files/2019%20CIL%20Annual%20Financial%20Statement%20-%20Vale.pdf

7. Sub-Area Strategies

Abingdon-on-Thames & Oxford Fringe Sub-Area Strategy

Core Policy 8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area

7.1.   Core Policy 8 sets out the spatial strategy for the Abingdon-on-Thames and Oxford Fringe Sub-Area, with the aim being to maintain the service and employment centre roles for Abingdon-on-Thames and Botley. It sets out a housing requirement of 5,438 homes to be delivered and identifies 3.2 hectares of employment for future business and employment growth.

7.2.   Table 9 shows the net housing completions in the Sub-Area since the start of the plan period. This shows that housing delivery in the Sub-Area is on track to meet the housing requirement and is currently over delivering on the annual requirement, with a surplus of 889 dwellings over the plan period.

Table 9: Abingdon-on-Thames and Oxford Fringe Sub-Area housing completions

Abingdon-on-Thames and Oxford Fringe Sub-Area	Annual Housing completions	Annual Housing requirement
2011/12	77	272
2012/13	79	272
2013/14	304	272
2014/15	256	272
2015/16	444	272
2016/17	899	272

2017/18	533	272
2018/19	473	272
Total	**3,065**	**2,176**
Average	**383**	**272**

7.3.   Core Policy 8 sets out that development in the Sub-Area should be in line with the settlement hierarchy as set out in Core Policy 3. Figure 2 sets out the proportion of housing completions in each settlement category within the Sub-Area over the plan period. This shows that the majority of growth has been delivered in the Market Town, Local Service Centre and Larger Villages, with no development in the open countryside, in accordance with the settlement hierarchy.

Figure 2: Abingdon-on-Thames and Oxford Fringe Sub-Area housing delivery by settlement category, 2011-2019
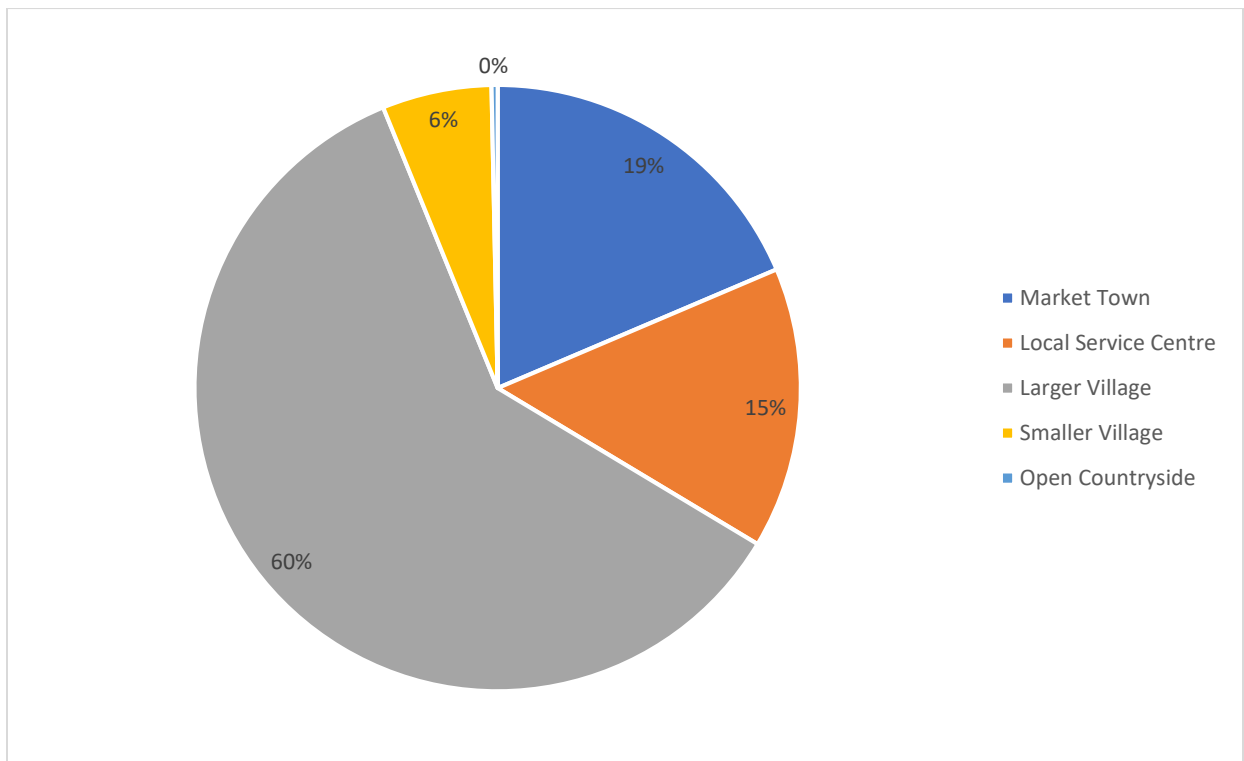
7.4.	Substantial progress is being made on strategic allocations in the Sub-Area, with all sites having either outline or full permission and one under construction;

- North of Abingdon-on-Thames- Outline permission was granted in November 2017 for up 950 dwellings and an 80-bed care home, C2 use. Reserved matters applications for initial phases were received in August and October 2019.
- North-West of Abingdon-on-Thames- Outline permission was granted in February 2018 for 200 homes on the site that is east of Wootton road. A Reserved Matters application was submitted in January 2019.
- North-West of Radley- Outline permission was granted in July 2019 for up to 240 dwellings.
- South of Kennington- Full permission was granted in March 2019 for 283 dwellings, with delivery expected to start in 2019/20.
- East of Kingston Bagpuize with Southmoor- Site is under construction, with 75 completed as of 1 April 2019.

7.5.	Core Policy 8 also sets out the amount of employment land to be delivered in the Sub-Area. Table 10 shows that permissions have been granted on nearly 2.5 hectares of strategic employment sites in the Sub-Area. As Table 11 shows, there has been strong increases in the amount of employment floorspace on the allocated sites.

Table 10: Abingdon-on-Thames & Oxford Fringe Sub-Area employment permissions

Policy	Indicator	2018/19	2011-19	Target
CP8	Amount of employment land permitted on allocated sites	0	2.49 hectares	3.2 Hectares

Table 11: Floorspace permitted at employment allocations 2011-2019, Abingdon-on-Thames & Oxford Fringe Sub-Area

Employment allocation	A class (m²)	B Class (m²)	C Class (m²)	D Class (m²)	S/G class (m²)
Abingdon Business Park	0	5,575	0	478	427
Abingdon Science Park	0	4,735	0	0	0
Cumnor Hill	0	0	0	0	0
Wootton Business Park	0	0	0	0	0
Total	**0**	**10,310**	**0**	**478**	**427**

Core Policy 9: Harcourt Hill Campus

7.6.   In December 2012, Oxford Brookes University published a Harcourt Hill Campus Masterplan[37]. In January 2015, the university announced a ten-year estates investment plan[38]. The plan set out a programme of refurbishment and potential new build on the Harcourt Hill campus. This was updated in November 2016 with the announcement of a vision[39] which reconfigured activities across the Oxford campuses. The status of the Harcourt Hill campus is currently under review[40].

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[37] http://static.brookes.ac.uk/spacetothink/documents/harcourt-hill-masterplan-dec2012-lowres.pdf
[38] https://www.brookes.ac.uk/about-brookes/news/ten-year-investment-plan-for-oxford-brookes--estate/
[39] https://www.brookes.ac.uk/space-to-think/our-vision/
[40] https://www.brookes.ac.uk/space-to-think/campuses/harcourt-hill-campus/

Core Policy 10: Abbey Shopping Centre and the Charter, Abingdon-on-Thames

7.7.   Core Policy 10 relates to the Abbey Shopping Centre and Charter Area in Abingdon-on-Thames. The policy states that proposals for retail led development will be supported in line with the adopted Supplementary Planning Document. During 2018/19 there were no applications permitted for retail development, or for the loss of current retail uses.

Core Policy 11: Botley Central Area

7.8.   The West Way Shopping Centre in Botley is identified in the Part 1 Plan as in need of redevelopment to fulfil its potential. Core Policy 11 ensures that any proposals for redevelopment in the Botley Central Area will be supported as long as they support Botley's role as a Local Service Centre.

7.9.   In September 2016 permission was granted for the redevelopment of the West Way shopping centre which will provide net additional retail floorspace of nearly 1,500m^2, along with residential and academic accommodation. The redevelopment will provide 20 retail units and, a food store with other supporting commercial uses. There are also a range of community and leisure uses proposed including a hotel, replacement library, replacement community hall and replacement Baptist church. This all fits within the parameters defined by the policy. During 2018/19, 2 permissions were granted for temporary works and variations to conditions to enable the redevelopment. The site is under construction and is due to open in summer 2020.

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

7.10.   Core Policy 12 sets out land to be safeguarded within the Sub-Area for strategic highway improvements. This ensures that no planning permissions will be granted on safeguarded land that will prejudice the delivery of key highway projects.

7.11.   During 2018/19 no permissions were granted on safeguarded land that would impact the delivery of the identified schemes.

Core Policy 13: The Oxford Green Belt

7.12. The Oxford Green Belt was first conceived in 1956 and its boundaries approved in 1975, some 40 years ago. The purpose of the Oxford Green Belt in the Vale of White Horse District is to prevent urban sprawl around Oxford by keeping the land permanently open, and to preserve the rural setting and special character of the city of Oxford.

7.13. Core Policy 13 sets out that development can be permitted in a number of settlements within the Green Belt where the development is within the existing built area of the settlement and defines the types of development that are considered acceptable in the Green Belt.

7.14. During 2018/19 there were approximately 83 permissions granted for new development in the Green Belt. These applications were all granted in line with Core Policy 13 and were considered to be appropriate development in the Green Belt.

Core Policy 14: Strategic Water Storage Reservoirs

7.15. Core Policy 14 safeguards land for a reservoir and ancillary works between the settlements of Drayton, East Hanney and Steventon, and to the north of Longworth unless subsequent publication of Thames Water's Resources Management Plan 2019 indicates that the location is not necessary for future reservoir provision[41]. Development that might prejudice the implementation of a new reservoir on the safeguarded sites will be refused.

7.16. During 2018/19, there was one permission granted near the safeguarded area. The site is not within the safeguarded area as set out in CP14 but it does lie within the extended safeguarded area as set out in Policy CP14a Local Plan 2031 Part 2. It was decided that the location and type of development would not significantly prejudice the implementation of the new reservoir.

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[41] The land North of Longworth is omitted in Local Plan 2031 Part 2, Core Policy 14a following the Thames Water WRMP19 Resource Options - Fine Screening Report Update (April 2017), which confirms that the site no longer needs to be safeguarded.

South East Vale Sub-Area Strategy

Core Policy 15: Spatial Strategy for South East Vale Sub-Area

7.17. Core Policy 15 sets out the spatial strategy for the South East Vale, stating the overarching priority for the Sub-Area is to secure the aligned delivery of housing and employment growth together with the infrastructure required to achieve sustainable development. Development in the Sub-Area should also be in accordance with the settlement hierarchy set out in Core Policy 3.

7.18. The policy sets out the requirement of at least 12,450 homes to be delivered in the plan period, with 9,055 homes to come through strategic allocations. CP15 also sets out the requirement of 208 hectares of employment land to be provided for business and employment growth in the Sub-Area. Table 12 sets out the housing completions in the Sub-Area since the beginning of the plan period.

Table 12: South East Vale Sub Area housing completions

South East Vale Sub-Area	Annual Housing completions	Annual Housing requirement
2011/12	53	623
2012/13	140	623
2013/14	154	623
2014/15	206	623
2015/16	479	623
2016/17	504	623
2017/18	802	623
2018/19	521	623
Total	**2,859**	**4,984**
Average	**357**	**623**

7.19. Table 12 shows that there has been an overall shortfall in housing delivery in the South East Sub-Area of 2,125 dwellings. However, delivery has improved since the Adoption of the Part 1 Plan. Figure 3 shows the housing growth in the Sub-Area according to the settlement hierarchy.

Figure 3: South East Vale Sub-Area housing delivery by settlement category, 2011-2019
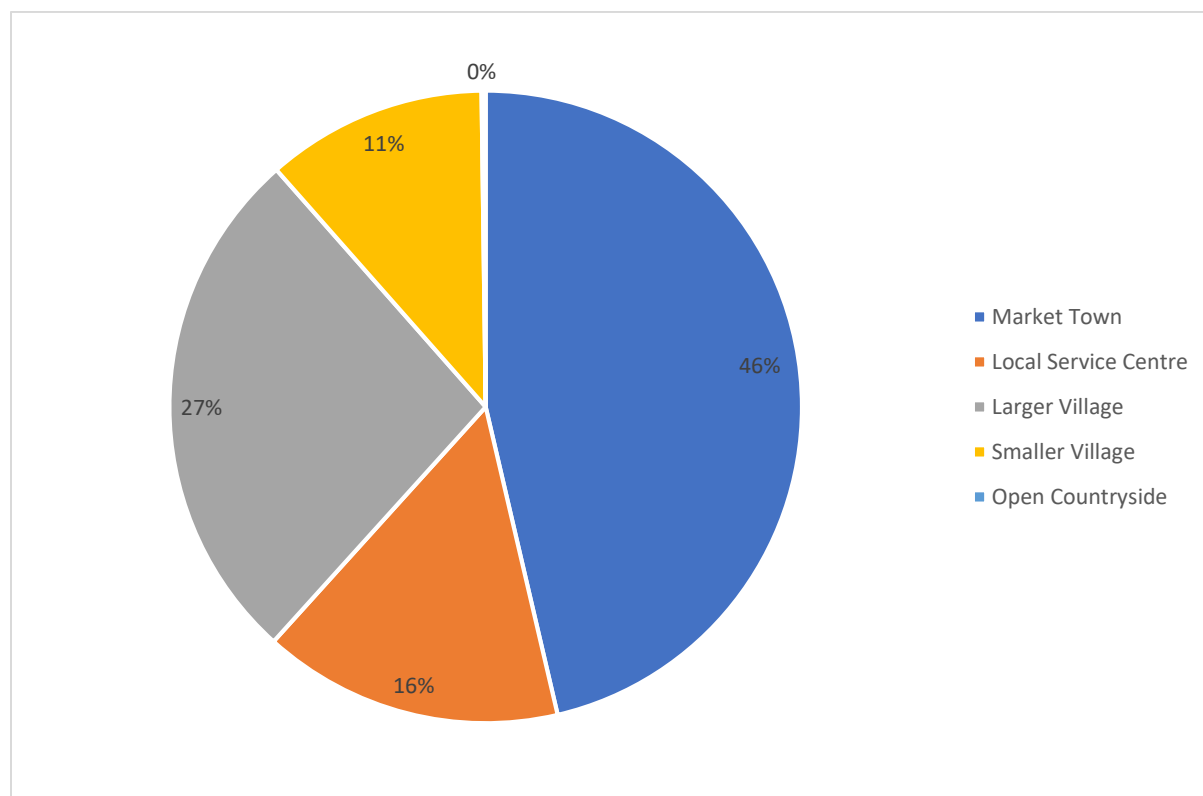
7.20. Figure 3 shows that housing growth in the South East Vale Sub-Area is in line with the settlement hierarchy, with the majority of housing being delivered in the Market Town and Local Service Centre. Of the 323 homes delivered in smaller villages in the Sub-Area a development at Land to the South of Chilton Field, which was allocated in the 2011 Local Plan, accounted for 275 of these and another site in Chilton accounted for 18. All other development in the smaller villages was of small scale, with no site delivering more than 4 dwellings in the period. There is almost no housing being delivered in the open countryside which is in accordance with the Policy.

7.21. The Part 1 Plan allocated sites in the Sub-Area are making good progress towards delivery with the majority of allocated sites having full or outline permission, and construction has started on 5 sites;

- Milton Heights- Site received full permission in October 2017 and is under construction with 13 homes delivered in 2018/19.
- Valley Park- This site received a resolution to grant permission at planning committee in April 2016. Work on the completion of the S106 is ongoing.

- North West Valley Park- No application has been submitted
- West of Harwell- This site has full permission and is currently under construction, with 97 homes completed up to 1 April 2019.
- Crab Hill- Outline permission was granted in July 2015 for 1,500 homes. A number of reserved matters applications have been submitted and permitted, and work has commenced on site with 18 homes delivered in 2018/19.
- Monks Farm- This site allocation has had a number of different applications submitted. There are 368 homes that have detailed permissions through 3 separate applications with 183 homes delivered up to 1 April 2019. An outline application submitted for around 400 homes was given resolution to grant at planning committee in July 2018, this is expected to be finalised in the near future.
- Grove Airfield- Outline permission was granted in July 2017 for 2500 homes on this site. Since April 2018 three reserved matters applications have been permitted and construction has started, with 13 homes delivered during 2018/19.
- East of Sutton Courtenay- Outline application was submitted on this site and was refused in August 2019.

7.22. Table 13 sets out the progress in the South East Sub-Area in regard to employment. There was sharp growth in the early years of the plan period, strongly influenced by the creation of the enterprise zones at Harwell and Milton. The significant increase during 2018/19 has come largely from permissions on the former Didcot A power station site and the strategic employment site on Sutton Courtenay Lane.

Table 13: South East Vale employment permissions

Policy	Indicator	2018/19	2011-2019	Target 2011-2031
CP15	Amount of employment land permitted on strategic and allocated sites	58.27 hectares (gross)	162.25 hectares (gross)	208 Hectares

7.23. Table 14 sets out the amount of net change of floorspace at each allocation by use class. As is shown, the vast majority of the floorspace permitted is B use class.

Table 14: Floorspace permitted on employment allocations 2011-2019, South East Vale

Employment allocation	A class (m²)	B Class (m²)	C Class (m²)	D Class (m²)	S/G (m²)
Milton Park	497	53,981	14,258	0	14,438
Harwell campus	0	66,169	7,270	1,700	307
Monks Farm, North Grove	0	0	0	0	0
Didcot A	13500	157,363	0	0	0
Milton Hill Business and Technology Park	0	13,789	0	0	268
Grove Technology	0	2,587	0	0	240
Total	13,997	293,889	21,528	1,700	15,253

7.24. The Milton Park LDO sets out the permitted uses of applications in the Enterprise Zone area. Table 14 provides the floorspace permitted for the LDO, which is in line with these permitted uses.

Core Policy 16: Didcot A Power Station

7.25. Core Policy 16 states the council's support for the redevelopment of Didcot A power station to provide a high quality mixed use development and provides the key design principles for the development. An application for a mixed-use development was given outline permission in February 2019.

7.26. The policy also safeguards land for the proposed route of the new Science Bridge and A4130 re-routing. No planning applications have been granted that would prejudice the construction or operation of this highway infrastructure.

Core Policy 17: Delivery of Strategic Highway Improvements within the South East Vale Sub-Area

7.27. In order to deliver the growth in the South East Vale Sub-Area and the wider Science Vale area, the Science Vale Area Strategy has identified highways infrastructure to mitigate the impact of the planned growth across Science Vale and secure the future economic viability of the area. Other infrastructure needs will be considered through the development of the Local Transport Plan 4 being progressed by Oxfordshire County Council, and the Part 2 Plan.

7.28. There has been progress on a number of infrastructure projects in the South East Vale. Improvements to Milton and Chilton interchanges, Backhill lane cycle and pedestrian scheme have been completed with a number of projects in the Access to Economic Zone[42] package also complete.

7.29. The CIL annual financial report[43] details the amount of CIL money received and spent and can be found on the council website[44]. The county and district councils have received nearly £2.9 million from S106 funding related to allocated sites in the Sub-Area.

Core Policy 18: Safeguarding of land for Transport Schemes in the South East Vale Sub-Area

7.30. Core Policy 18 sets out the land safeguarded to support the delivery of infrastructure schemes in the Sub-Area. There were no planning applications approved in 2018/19 that would prejudice the transport schemes.

Core Policy 19: Re-opening of Grove Railway Station

7.31. Core Policy 19 states the council's support for the re-opening of Grove railway station and ensures that no planning applications that would prejudice the delivery of the station will be permitted on land identified for the development. As

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[42] As set out in table 5 of the Infrastructure Delivery Plan, available from
http://www.whitehorsedc.gov.uk/sites/default/files/Updated%20IDP.PDF
[43] Available from
http://www.whitehorsedc.gov.uk/sites/default/files/CIL%20Statement%202017_18%20Vale.pdf
[44] Available from http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/delivering-infrastructure/community-infras

mentioned above, there have been no planning applications approved on the safeguarded land that would prejudice the railway station coming forward.

7.32. Detailed feasibility works are underway to inform the preferred location of the new railway station and the Local Transport Plan has identified the need to safeguard a wider area for the provision of a new station[45]. Core Policy 18a and 19a in the Part 2 Plan seek to update the Part 1 Plan policies relating to this.

Western Vale Sub-Area Strategy

Core Policy 20: Spatial Strategy for Western Vale Sub-Area

7.33. The spatial strategy for the Western Vale is set out in Core Policy 20 of the Part 1 Plan. It sets out that the overarching priority for the Sub-Area is to protect the service centre role of Faringdon and deliver a balance of housing and employment to improve the self-sufficiency of the area and to protect the vitality and viability of our rural communities. The housing requirement for the Sub-Area is 3,173 new homes, with 1,650 delivered through strategic allocations. 7.38 hectares of employment has been identified to provide for business and employment growth, whilst strategic employment sites have also been safeguarded.

7.34. Table 15 sets out housing delivery in the Sub-Area against the housing requirement since the start of the plan period. This shows that Western Vale has been meeting its housing requirement and has slightly over delivered in the previous plan years, with a surplus of 315 dwellings over the plan period.

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[45]Page 52,
http://www.whitehorsedc.gov.uk/java/support/dynamic_serve.jsp?ID=961882223&CODE=A7CCE4B786B5EC90B866FD9194A937C4

Table 15: Western Vale Sub-Area housing completions

Western Vale Sub-Area	Annual Housing completions	Annual Housing requirement
2011/12	216	159
2012/13	49	159
2013/14	120	159
2014/15	278	159
2015/16	210	159
2016/17	212	159
2017/18	238	159
2018/19	264	159
Total	**1,587**	**1,272**
Average	**198**	**159**

7.35. Figure 4 illustrates the split of development according to the settlement hierarchy. The majority of growth has been in the Market Town and Larger Villages, in line with the settlement hierarchy. There has been a small amount of growth in the open countryside, which has largely come through the change of use and redevelopment of agricultural buildings, which is in accordance with the overall Development Plan.

Figure 4: Western Vale Sub-Area housing delivery by settlement category, 2011-2019
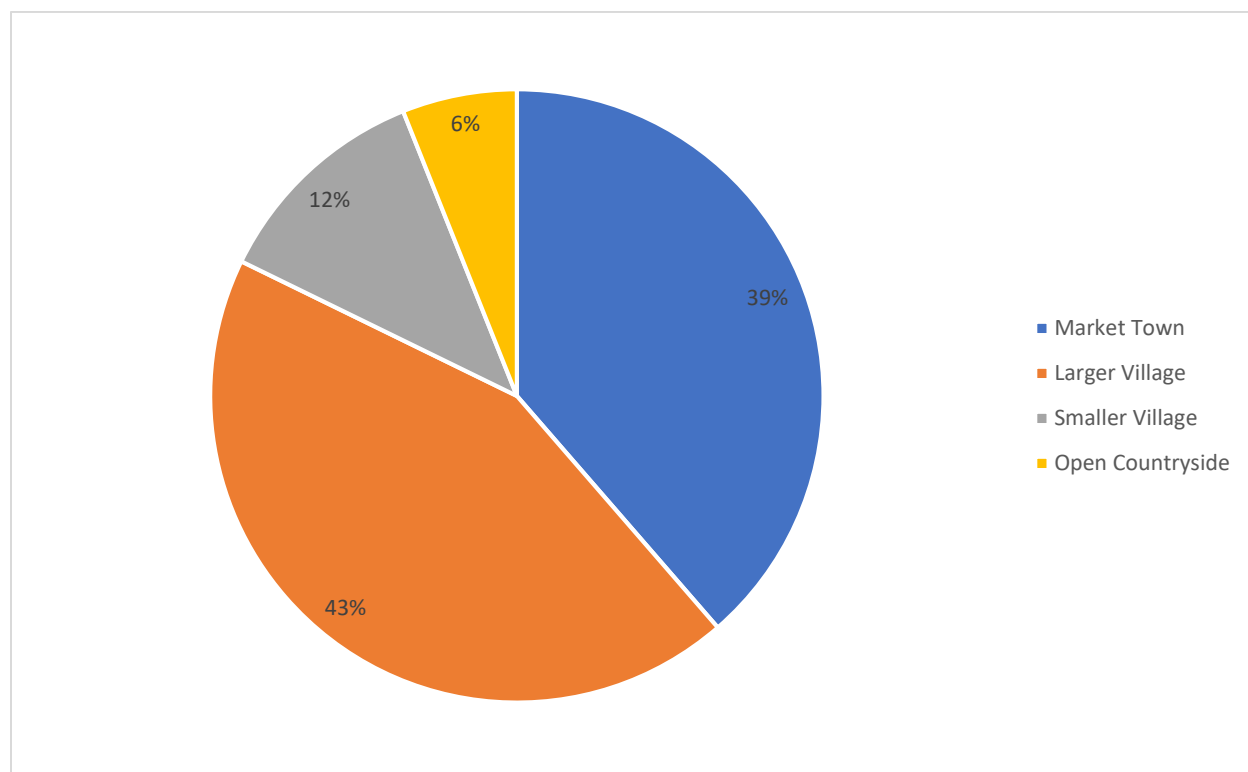
7.36. The progress of the strategic allocations in the Western Vale is set out below. This shows that substantial progress is made with strategic allocations in the Western Vale, five sites have permission and two sites are under construction;

- Land South of Park Road- A hybrid application for 425 homes was submitted in April 2017 which included detailed permission for 103 homes and outline permission for 322 homes. This application was given resolution to grant in September 2018.
- West of Stanford in the Vale- This site has two outline permissions which were granted during 2016/17. Reserved matters applications for both parts of the site were received in August 2018 and are currently under consideration.
- South of Faringdon- Detailed permission was granted for this site in June 2017. Construction has commenced with 83 homes being completed up to 1 April 2019.
- South West of Faringdon- An application on this site was submitted in March 2016, with outline permission granted in June 2018.
- East of Coxwell road- This site is under construction with a total of 135 homes being completed up to 1 April 2019.

- North of Shrivenham- This site has two outline permissions for 240 and 275 homes granted in April and October 2017 respectively. Reserved matters were granted for 240 homes in November 2018.

7.37. Table 16 sets out the progress in the Sub-Area to meeting its employment land requirement. It shows that the overall target for the plan period has been met, having permitted over the target land amount.

Table 16: Western Vale employment permissions

Policy	Indicator	2018/19	2011-2019	Target 2011-2031
CP20	Amount of employment land permitted on strategic and allocated sites	0 hectares	13.01 hectares (gross)	7.4 Hectares

7.38. The floorspace permitted at each strategic allocation site is set out in Table 17.

Table 17: Floorspace permitted on employment allocations 2011-2019, Western Vale

Employment allocation	A class (m²)	B Class (m²)	C Class (m²)	D Class (m²)	S/G class (m²)
South of Park Road, Faringdon	0	0	0	0	0
Land adjacent to A420 (4 & 20 site), Faringdon	2,817	1,189	0	0	0
Land north of Park Road (HCA site), Faringdon	2247	-2013	0	0	-680
Total	**5,064**	**-824**	**0**	**0**	**-680**

Core Policy 21: Safeguarding of Land for Strategic Highway Improvements within the Western Vale Sub-Area

7.39. Core Policy 21 sets out the safeguarded land in the Western Vale, with 2 areas around Shrivenham and one by Great Coxwell and Faringdon. Maps of the areas can be found in the appendices of the Part 1 Plan. There have been no relevant planning applications permitted that would prejudice the delivery of key infrastructure projects on this land.

8. District Wide Policies

Building Healthy and Sustainable Communities

Core Policy 22: Housing Mix

8.1.   Core Policy 22 details the mix of dwelling types and sizes to meet the needs of current and future households on all new residential development, in accordance with the Oxfordshire Strategic Housing Market Assessment 2014. It is important to note that Core Policy 22 in the Part 1 Plan takes a flexible approach to the implementation of housing mix[46] to ensure the viability of schemes. The SHMA also identifies that when applying the housing mix targets regard should be had to "the nature of the development site and character of the area, and to up-to-date evidence of need as well as the existing mix and turnover of properties at the local level."[47] This means that there can be some diversion from the SHMA targets.

8.2.   Table 18 below provides information for the combined market and affordable housing mix on sites given permission during 2018/19. This does not represent all permissions in 2018/19, only permissions where bed split data was available, for example outline permissions may not include an agreed housing mix. It shows the number of 1 bed and 3 bed properties permitted being under the target and the number of 2 beds and 4 beds permitted being over the target.

Table 18: Housing permissions bed split, 2018/19

	1 bed	2 bed	3 bed	4+ bed
Percentage	10%	34%	33%	23%
SHMA Target Percentage	15%	30%	40%	15%

8.3.   Table 19 shows the bed split of market housing permitted in 2018/19. 1 bed unit provision is over the SHMA target, with 3 bed units having under provision. Permissions for 2 bed and 4 bed units are in line with SHMA target percentages.

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[46] Core Policy 22, Page 106, available from
http://www.whitehorsedc.gov.uk/sites/default/files/359975%20VWH%20Plan_Body_DIGITAL%205-7.pdf
[47] Paragraph 7.4, Page 137, Strategic Market Housing Assessment 2014, available from
http://www.southoxon.gov.uk/sites/default/files/2014-04-14_Final%20SHMA%20Report.pdf

The high level of 1 bed units is due to applications for apartments for the elderly as noted in paragraph 8.6 below.

Table 19: Market Housing permissions bed split, 2018/19

	1 bed	2 bed	3 bed	4+ bed
Percentage	9%	24%	35%	32%
SHMA Target Percentage[48]	6%	22%	43%	29%

8.4.   Table 20 shows the bed split of affordable housing permitted in 2018/19, against the targets set out in the SHMA. Welfare reform since the publication of the SHMA has resulted in a significant number of households being unable to access the smallest and largest units, with a corresponding increase in demand for 2 and 3 bed units. In accordance with CP22 housing register data is also being used to inform need, as part of a wider demand analysis. As of 31 March 2019, housing register demand was predominantly for 1 and 2 bed units. A lower proportion of 1 bed units and a higher proportion of 2 and 3 bed units were permitted during 2018/19 relative to this demand.

Table 20: Affordable housing permissions bed split, 2018/19

	1 bed	2 bed	3 bed	4+ bed
Percentage	13%	56%	27%	4%
SHMA Target Percentage[49]	27%	35%	34%	4%

8.5.   During 2018/19, there was one permission granted for C2 use. This was for redevelopment of an existing building to provide 72 new student bedrooms at a boarding school.

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[48] The percentage figures have been rounded to the nearest whole number
[49] The percentage figures have been rounded to the nearest whole number

8.6.   There were 39 class C3 apartments for the elderly approved in 2018/19. Of these, 26 were 1 bed units and 13 were 2 bed units.

Core Policy 23: Housing Density

8.7.   Core policy 23 specifies the minimum density of 30 dwellings per hectare that the council will seek on all new housing development, unless material considerations and/or circumstances indicate otherwise. The policy gives a minimum requirement and encourages higher densities where appropriate. Densities above this level would be a positive indicator of efficient development but excessively high densities might have adverse effects.

8.8.   The average density on sites permitted in 2018/19 was 37 dwellings per hectare. This is above the minimum requirement and shows that efficient use of land is being achieved.

Core Policy 24: Affordable Housing

8.9.   The 2014 SHMA assessed the affordable housing needs within the district and determined there was a need of 273 dwellings annually. To address this need, Core Policy 24 in the Part 1 Plan states that for housing developments providing a net gain of eleven dwellings or more the council will seek 35% provision of affordable housing, subject to viability[50]. Core Policy 24 also states that the affordable housing provided should be split into rent (either social or affordable) and intermediate, with a 75:25 split respectively. Table 21 and Table 22 show that delivery is generally in accordance with these targets over the plan period. Against the target of 273 dwellings as put forward by the SHMA, the district has exceeded the target for the past 4 years

8.10.   CP24 provides the council target of 35% of affordable housing on sites of 11 dwellings or more, subject to the viability of provision on each site. In November 2014 a Written Ministerial Statement was issued, which stated that affordable housing contributions should not be sought from developments of 10 dwellings or

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[50] Paragraph 63 of the updated NPPF states that "affordable housing should not be sought for residential developments that are not major developments, other than in designated rural areas". A major development is defined as a site of providing 10 or more homes. This supersedes the threshold set out in adopted policy CP24 and has been applied when monitoring this policy.

less[51]. Paragraph 63 of the revised NPPF[52] now states that affordable housing provision should not be sought on residential developments that are not major developments[53].

Table 21: Delivery of affordable housing by type, 2011-2019

Year	Affordable rent	Shared ownership	Total
2011/12	51	12	63
2012/13	93	50	143
2013/14	42	25	67
2014/15	193	57	250
2015/16	241	85	326
2016/17	265	71	336
2017/18	200	111	311
2018/19	254	138	392
Total Percentage share	**71%**	**29%**	**1888**

Table 22: Affordable housing delivery against 35% target, 2011-2019

Year	Total Dwellings (Sites with net gain of 11+)	Affordable units	Percentage (Target 35%)
2011/12	223	63	28
2012/13	171	143	84
2013/14	469	67	14
2014/15	630	250	40

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[51] Available from https://www.parliament.uk/documents/commons-vote-office/November%202014/28%20Nov%202014/2.%20DCLG-SupportForSmallScaleDevelopersCustomAndSelf-Builders.pdf

[52] Available from https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740441/National_Planning_Policy_Framework_web_accessible_version.pdf

[53] Major development: For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more

Year	Total Dwellings (Sites with net gain of 11+)	Affordable units	Percentage (Target 35%)
2015/16	947	326	34
2016/17	1150	336	29
2017/18	1376	311	23
2018/19	1081	392	36
Total	**6047**	**1888**	**36**

Core Policy 25: Rural Exception Sites

8.11.   Core Policy 25 relates to rural exception sites. Rural exception sites are defined in the NPPF as "Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection."[54] There were no rural exception sites permitted during 2018/19.

Core Policy 26: Accommodating Current and Future Needs of the Ageing Population

8.12.   Core Policy 26 details the council's aim to increase the delivery of housing designed for older people. In 2018/19 a redevelopment to form 39 apartments for the elderly was permitted in Abingdon. There were no permissions granted for elderly accommodation under C2 use. Over the period 2011-2019, 695 homes designed for the use of older people have been permitted.

8.13.   The following strategic allocations are providing homes for an ageing population;

- Grove Airfield- An 80-bed care home is to be constructed as part of the development;

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[54] Available from
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

- Crab Hill- It has been agreed at outline stage that a care home will be built as part of the development;
- North of Abingdon-on-Thames- This strategic development will provide 50 retirement homes and an 80-bed care home;
- Land South of Park Road, Faringdon- The outline permission provides for an extra care facility of up to 60 units.

Core Policy 27: Meeting the Housing Needs of Gypsies, Travellers and Travelling Show People

8.14. Core Policy 27 states the council will aim to provide at least 13 pitches for Gypsies and Travellers during the plan period. The following permission have been granted for gypsies and travellers, which has also been delivered:

- P12/V1901/FUL - on land at the south-western side of Highworth Road, Watchfield, for change of use of land for the stationing of caravans for residential purposes for eight gypsy pitches together with the formation of additional hard standing and utility/dayrooms ancillary to that use

8.15. The council produced an updated joint Gypsy, Traveller and Travelling Show People accommodation assessment with Cherwell District Council, Oxford City Council and South Oxfordshire District Council in 2017. The new assessment identifies that only one new pitch is required in the later part of the plan period (2027-2031). The council is therefore currently meeting its requirements and future planning applications will continue to be considered against the criteria set out in CP27.

Self-Build & Custom Housebuilding

8.16. Under the Self-build and Custom Housebuilding Act 2015, authorities are required to keep a register of individuals and associations who wish to acquire serviced plots of land to bring forward self-build and custom housebuilding projects.

8.17. Table 23 shows the number of new entries to the register and the number of self-build and custom housebuilding developments permitted. The data is broken down by year between 31-30 October after 2016.

Table 23: Self-Build & Custom Housebuilding Register, 2016-19

	1 Apr 2016 – 30 Oct 2016	2016/17	2017/18	2018/19	Total
Entries on the Register	50	109	82	97	**338**
Number of Permissions	2	2	29	18	**51**

Supporting Economic Prosperity

Core Policy 28: New Employment Development on Unallocated sites

8.18. Core Policy 28 supports Core Policy 6 by supporting appropriate B-Class employment development on unallocated sites across the district. During 2018/19 there was a total of 6.45 hectares of land permitted to provide employment uses on unallocated sites. This is a positive increase to support sustainable growth.

Core Policy 29: Change of Use of Existing Employment Land and Premises

8.19. Core Policy 29 seeks to ensure that employment use is maintained on land where it is viable and needed. In 2018/19 there was 1.95 hectares of employment land given permission to change its use. This is less than the amount of land permitted for new employment uses. This shows that overall provision of employment land is increasing in line with the policy.

8.20. Of the 1.95 hectares of employment land lost, 0.86 hectares of this was to provide new homes. Changes through Permitted Development rights, where CP29 does not come into effect, account for 0.15 hectares of this.

Core Policy 30: Further and Higher Education

8.21.   Core Policy 30 supports improvements to further and higher education facilities to help ensure local people have opportunities to gain the skills needed to access the jobs available and local employers have access to a suitably skilled local labour force.

8.22.   Table 24 sets out the new education facilities planned for the district relating to new housing developments[55].

Table 24: New education facilities

Location	Type of school	Opening date	Sponsor
Aureus Primary School, Didcot Great Western Park	2 form entry primary school	Sep-18	GLF schools
Grove Airfield	All-through 2-16 free school with 2 form entry primary and 4 form entry secondary (subject to final approval by Secretary of State)	2022 (tbc)	Vale Academy Trust
North East Wantage (Crab Hill)	2 form entry primary school, 2-11, being directly delivered by housing developer	2020	To be decided
Didcot Valley Park	SEN school, 100 pupils	2022 (tbc)	To be decided
Didcot Valley Park	Two 2 form entry primary schools with nursery classes	Housing dependent	To be decided
Didcot North West Valley Park	One primary school with nursery classes	Housing dependent	To be decided

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[55] Available from
https://www2.oxfordshire.gov.uk/cms/sites/default/files/folders/documents/childreneducationandfamilies/educationandlearning/schools/ourworkwithschools/pupilplaceplan/PupilPlacePlan.pdf

Location	Type of school	Opening date	Sponsor
North Abingdon	1.5-2 form entry primary school with nursery classes	Housing dependent	To be decided
Grove Airfield	2 form entry primary school with nursery classes	Housing dependent	To be decided

8.23.   There were four applications approved in 2018/19 for extending existing education facilities in the district;

- Faringdon Community College - Removal of four temporary classroom buildings and erection of a two storey classroom building
- St Helen and St Katharine, Abingdon – Conversion of an existing open-air agricultural shelter into a Sports Pavilion
- Abingdon School – Erection of a new single storey, pitched roof timber clad estates building

Core Policy 31: Development to Support the Visitor Economy

8.24.   Core Policy 31 encourages development that advances the visitor economy for leisure and business purposes and supports proposals that fit within the guidelines of the policy.

8.25.   During 2018/19 there were 11 permissions approved which contribute to the visitor economy. The majority of these were for small scale developments in the smaller villages and open countryside, permitted in line with the policy. However, there was one major permission granted for a motorcycle assembly building with a museum/display area near Buckland.

Core Policy 32: Retailing and Other Town Centre Uses

8.26.   Core Policy 32 determines that the Market Towns and Local Service Centres, as defined by the settlement hierarchy, are the preferred locations for larger scale retail development or redevelopment. Proposals for retail developments intended

to serve the day to day needs of the community in the larger and smaller villages is also supported by this policy.

8.27.   Table 25 shows the amount of new retail development or change of use to retail permitted during 2018/19 in settlements as defined by the settlement hierarchy.

Table 25: Retail floorspace permitted, 2018/19

Settlement Hierarchy	A1 floorspace (m^2)
Market Towns	1,394
Local Service Centres	0
Larger Villages	14,130
Smaller Villages	0
Open Countryside	372

8.28.   There have been two permissions during 2018/19 that meet the policy indicator criteria of being over 500m^2 (or 1000m^2 in Abingdon-on-Thames and Wantage), with one being in a Market Town and one being in a Larger Village. For these applications it is expected that a retail impact assessment is submitted. The applications were as follows:

- P18/V0442/FUL - Mixed use development comprising retail and hotel space in Faringdon. This application was accompanied by a retail impact assessment.
- P15/V1304/O – Outline permission for a large mixed-use development including retail, employment and residential space on the site of the former Didcot A Power Station. This application was accompanied by a retail impact assessment.

Supporting Sustainable Transport and Accessibility

Core Policy 33: Promoting Sustainable Transport and Accessibility

8.29.   The overall aim of Core Policy 33 is to ensure that the impacts of development on the road network are minimised, that key improvements to the transport network are supported and that new developments are designed in a way that promotes sustainable transport.

8.30.   A key indicator for this policy is the change in average journey times, on areas that are monitored by the local Highways Authority. There has been no updated information on average journey times relating to the district during 2018/19. The last previous journey time surveys undertaken in the district were done in September 2017[56].

8.31.   Table 26 provides the status of key infrastructure projects in the district.

Table 26: Key infrastructure projects

Project	Cost	Status
Milton Interchange – Junction Improvements	£11,560,000	Completed
Chilton Interchange Junction Improvements	£10,833,000	Completed
Access to the EZ Package, including Hagbourne Hill, Featherbed Lane & Steventon Lights, Harwell Link Road	£30,000,000 - £40,000,000	In Progress (Harwell Link Road complete)
Backhill Lane cycle/pedestrian scheme	£1,200,000	Completed
Sustainable Transport Package: Cycle maintenance and route improvements, upgrade to Didcot to Harwell Bus service	£1,000,000	Completed

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[56] Available from https://www.oxfordshire.gov.uk/residents/roads-and-transport/traffic/transport-monitoring

8.32. Air quality is a key indicator in determining the sustainability of transport methods in the district. Further information on Air Quality can be found in the Environment and Climate Change section of the AMR.

8.33. Figure 5 below shows the number of road traffic accidents in Oxfordshire[57], statistics are not available for the district. The general trend shows a decrease year on year for the number of total accidents and slight accidents.

Figure 5: Road Traffic Accidents in Oxfordshire
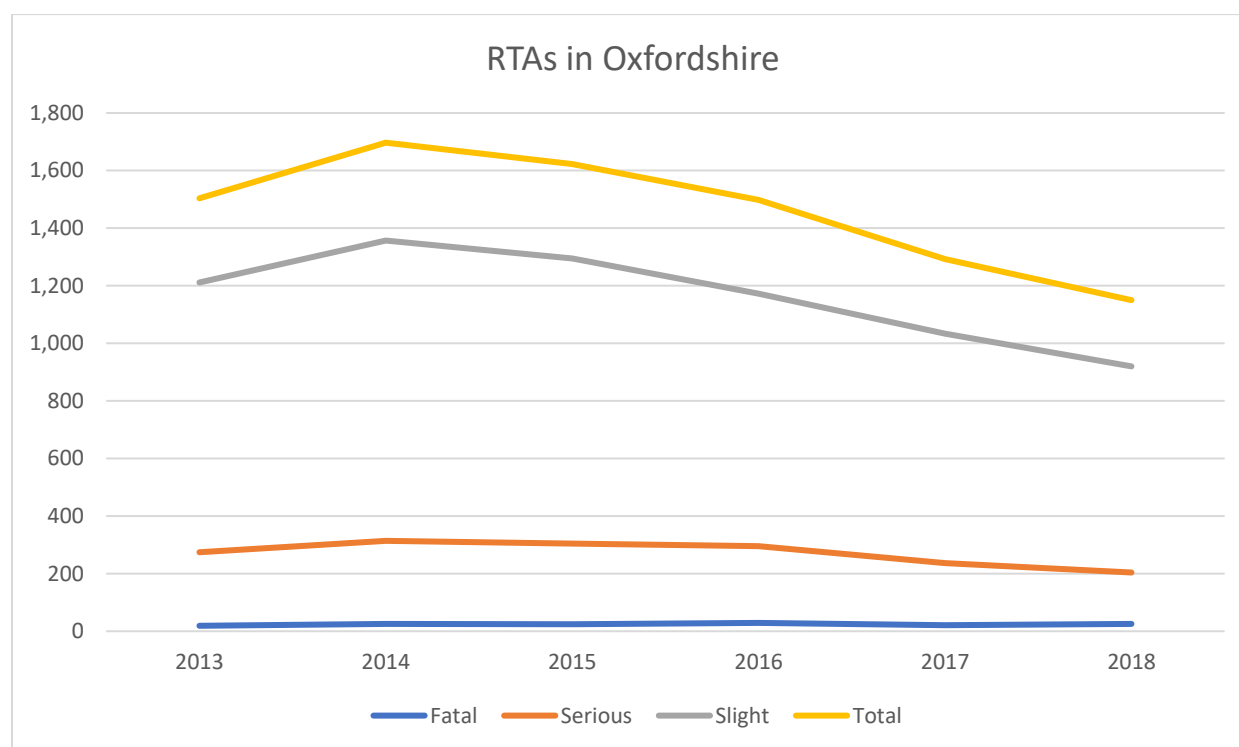
Core Policy 34: A34 Strategy

8.34. Core Policy 34 sets out the council's aim to develop a route-based strategy for the A34 to enable its function as a major strategic route, and therefore reduce consequential congestion on the local road network. It also sets out that air quality should be monitored to determine if there is a significant impact from the A34, this information can be found in the environment section of the AMR.

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[57] Available from https://www.gov.uk/government/statistical-data-sets/ras10-reported-road-accidents#table-ras10015

8.35. In 2016 the National Infrastructure Commission was asked to consider how to maximise the potential of the Cambridge-Milton Keynes-Oxford corridor. Accelerating the delivery of the Oxford to Cambridge expressway was a key recommendation and Highways England are taking forward more detailed development proposals. In September 2018, the government announced the chosen corridor with a specific route to be decided following further consultation[58]. Details on the progress of the expressway and the council's engagement can be found on the council website[59].

Core Policy 35: Promoting Public Transport, Cycling and Walking

8.36. Core Policy 35 seeks to ensure that new development in the district promotes public transport, cycling and walking as sustainable modes of transport.

8.37. Table 27 below shows the Annual Average Daily Traffic (AADT) from areas in the Vale of White Horse that have automatic traffic counters. The trend appears to be a slight decrease in the number of journeys on bicycle. This information has been taken from Oxfordshire County Council's website[60].

Table 27: Journeys by Bicycle, AADT

Site Number	Site Description	AADT						
		2012	2013	2014	2015	2016	2017	2018
99000001	Gibson Close, Abingdon	117	112	110	92	88	92	92
99000002	The Motte, Abingdon	91	80	77	64	60	0	0
99000003	Tesco's to Ladygrove Footpath, Abingdon	85	57	76	80	68	111	114

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[58] Available from https://www.gov.uk/government/speeches/oxford-to-cambridge-expressway-road-scheme-update
[59] Available from http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/delivering-infrastructure/oxford-cambridge
[60] Available from https://www.oxfordshire.gov.uk/residents/roads-and-transport/traffic/transport-monitoring

Site Number	Site Description	AADT						
		2012	2013	2014	2015	2016	2017	2018
99000004	Peep-O-Day Lane, Sutton Courtney	157	140	112	125	98	149	149
99000014	A4185 North of North Drive, Harwell.	109	129	144	153	104	132	93
99000024	Abingdon Audlett Drive	236	219	233	230	176	243	252
99000030	B4017 North of Drayton	151	145	179	159	131	153	152

8.38. A key indicator for this policy is the provision of new cycle schemes. Part of the Science Vale Cycling Network (SVCN), route 6A Didcot to Milton Park, was completed in 2018. Other parts of the SCVN are planned to complete or be in construction in 2019/20[61].

8.39. Information from the 2011 Census shows that the majority of people in the district travel to work by motor vehicle, with only 8% using forms of public transport. This policy aims to increase the proportion of public transport use by release of the next Census data in 2021.

8.40. During 2018/19 Oxfordshire Housing & Growth Deal funds were secured towards the delivery of a pedestrian and cycle crossing of the A34 at the Milton Interchange. The Growth Deal funding supports the earlier stages of the project, followed by developer contributions from the Milton Heights allocated site[62].

8.41. Travel plans will ensure residents of new developments are aware of sustainable transport options available to them and encourage them to use these. Major developments are required to be supported by a Transport Assessment and Travel Plan, in accordance with Oxfordshire County Council guidance[63]. During 2018/19, 12 permissions were granted for developments supported by travel

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[61] Available from https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/major-current-roadworks/science-vale-cycling-network

[62] Available from https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/12/OGB-projects-years-1-2-5-OCC-V2_jasedit.pdf

[63] Available from https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments/travel-plans-advice

plans or with conditions requiring travel plans to be produced in line with the guidance.

Core Policy 36: Electronic Communications

8.42.   Core Policy 36 seeks to ensure that new development has the appropriate infrastructure provided which is sufficient to enable all properties to be connected to superfast broadband without any post development works needed. During 2018/19 there were no enforcement cases relating to lack of provision of communication infrastructure.

Protecting the Environment and Responding to Climate Change

Core Policy 37: Design and Local Distinctiveness

8.43.   During 2018/19, one application was permitted against the advice of urban design officers as the result of an appeal[64]. The urban design objection was based on cumulative elements which did not follow design principals within the Vale of White Horse Design Guide SPD[65] but the inspector concluded that the development would be compliant with Core Policy 37.

Core Policy 38: Design Strategies for Strategic and Major Development Sites

8.44.   Proposals for housing allocations and major development sites must be accompanied by a site-wide design strategy that includes a Masterplan and Design and Access Statement. Of the 33 major sites approved in 2018/19, all had a Design and Access Statement and 9 had a Masterplan. In practice, the Design and Access Statement and application plans often contain the information specified for the masterplan in Core Policy 38

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[64] Available from https://acp.planninginspectorate.gov.uk/ViewCase.aspx?caseid=3178348
[65] Available from http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-development-framework/supplementar-2?utm_source=Leaflet&utm_medium=Posted&utm_campaign=Design%20Guide%20consultation

Core Policy 39: The Historic Environment

8.45. One of the greatest assets of the Vale is its rich and varied built heritage, which contributes greatly to the distinctive character and cherished identity of its towns, villages and countryside. The district displays a subtle range of building types and materials reflecting the underlying geology of the area. The historic landscape also plays an important role in shaping the varied character of the district as a heritage asset in itself. Core Policy 39 sets out how the council will seek to protect and enhance the historic environment in the district.

8.46. Currently in the Vale of White Horse there are 7 sites on Historic England's at-risk register[66], down from 9 sites in 2017/18.

8.47. There were no new Conservation Area Character Appraisals in 2018/19, and currently there are no heritage partnership agreements in place in the district.

8.48. A key indicator for Core Policy 39 is the number of planning permissions granted contrary to technical advice. No permissions were granted in 2018/19 contrary to conservation officers' advice.

Core Policy 40: Sustainable Design and Construction

8.49. Responding to climate change is one of our Strategic Objectives and has informed our Spatial Strategy, the location of our strategic site allocations and many of the Local Plan policies.

8.50. In 2018/19 there were a number of applications where adaptation and design methods were taken into account in line with Core Policy 40. As the policy details there are several ways that climate change mitigation can be incorporated into a development. Of particular note were developments approved including electric vehicle charging points;

- Land south of Kennington – Residential development with EV charging points for all market units with a garage.
- Botley Centre redevelopment – Mixed retail and residential development with several EV charging points in carpark.

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[66]Available from https://historicengland.org.uk/advice/heritage-at-risk/search-register/results/?advsearch=1&Lpa=Vale%20of%20White%20Horse&searchtype=harsearch

- Land East of Sutton Courtenay Lane – Industrial/warehouse development with several EV charging points in carpark.

8.51. Currently data is unavailable on the water usage of new developments, so no information can be provided on the indicator which requires developments to achieve a water usage of 110 litres per person per day. However, data provided by the Consumer Council for Water in England and Wales shows that average water usage for a one-person household is 180 litres per day (66 cubic metres per year)[67].

Core Policy 41: Renewable Energy

8.52. Core Policy 41 sets out the council's support for renewable energy schemes in order to help the government meet its renewable energy targets, providing applications do not cause significant adverse effects. During 2018/19 there were 2 applications relating to new renewable energy installations, both for rooftop solar panels.

8.53. Table 28 provides the number of renewable energy installations, capacity and generation in the district since 2014, when government began recording data[68], with total electricity consumption in the district[69].

Table 28: Renewable energy

Year	Renewable energy installations	Renewable energy capacity (MW)	Renewable electricity generation (MWH)	Total electricity consumption (MWh)
2014	1,347	132.4	166,071	731,823
2015	1,654	170.2	255,340	727,394
2016	1,708	170.8	247,771	720,084

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[67]Available from https://www.ccwater.org.uk/households/using-water-wisely/averagewateruse/
[68] Available from https://www.gov.uk/government/statistics/regional-renewable-statistics
[69] Available from https://www.gov.uk/government/statistical-data-sets/regional-and-local-authority-electricity-consumption-statistics

Year	Renewable energy installations	Renewable energy capacity (MW)	Renewable electricity generation (MWH)	Total electricity consumption (MWh)
2017	1,755	171.5	238,082	708,360
2018	1,821	171.9	238,482	717,745

Core Policy 42: Flood Risk

8.54.   Core Policy 42 seeks to ensure that development provides appropriate measures for the management of surface water as an essential element of reducing future flood risk to both the site and its surroundings. In the district, during 2018/19, there were no applications that were approved contrary to the advice of the Environment Agency (EA)[70].

Core Policy 43: Natural Resources

8.55.   National planning policy underlines the importance of prudent use of natural resources, from using land effectively to encouraging the use of renewable resources. Core Policy 43 incorporates all elements of natural resources, including land, water and air quality, to ensure they are protected from decline.

8.56.   Table 29 shows the amount of waste from households in the district, and the amount of that waste which was recycled[71]. It shows that the proportion of waste recycled remains relatively stable in the lower 60 percentages even though there has been a steady increase in the total waste collected.

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[70] Available from https://www.gov.uk/government/publications/environment-agency-objections-to-planning-on-the-basis-of-flood-risk
[71] Data available from https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables

Table 29: Household Waste and Recycling in Vale of White Horse

	2014/15	2015/16	2016/17	2017/18	2018/19
Total waste collected (Thousand Tonnes)	41,608	42,240	42,443	42,303	44,265
Recycling rate	66%	65%	62%	63%	63%

8.57. In 2018/19 there were 41 applications approved where Core Policy 43 was taken into consideration.

8.58. During 2018/19 there were no applications approved in the district contrary to Environment Agency advice on water quality grounds, which shows that this aspect of the policy is working positively.

8.59. The annual Air Quality Status Report[72] provides an annual update on air quality in the district. There are three Air Quality Management Areas (AQMAs) in the district. These are in Abingdon, Botley and Marcham. These were declared due to NO^2 levels which exceed national objectives, primarily due to traffic emissions. There is currently positive progress being made in the Abingdon AQMA area, with work being undertaken to determine how the situations in Botley and Marcham can be improved, as detailed below;

- In Abingdon, since the AQMA was declared traffic management measures have led to a reduction in NO^2 levels. There are currently no exceedances of the NO^2 levels in the AQMA area. The Abingdon AQMA could be revoked if levels remain consistently below 36 µg/m^3 for three consecutive years.
- In Botley, the issue relates to the proximity of houses to the A34 which is heavily trafficked, and there are some exceedances of the objective. Additional monitoring is being undertaken and solutions being investigated, with traffic management by restricting Heavy-Duty Vehicle (HDV)[73] traffic having been assessed as not feasible by Oxfordshire County Council. The council's environmental health team will work with Highways England to consider any options to reduce air pollution in this area.
- In Marcham there are regular exceedances within the AQMA, again due to the amount of traffic. The Air Quality report identifies road improvements as

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[72]Available from https://oxfordshire.air-quality.info/documents/Vale_of_White_Horse_ASR_Template_England_2019_Final.pdf
[73] HDVs are defined as freight vehicles of more than 3.5 tonnes (trucks) or passenger transport vehicles of more than 8 seats (buses and coaches).

being part of the solution to improving air quality in Marcham. The county council is in the process of reviewing previous work associated with a Marcham Bypass. The next steps will be to develop options to test what will be the best strategy to alleviate traffic issues and improve air quality within Marcham

8.60. During 2018/19 there were no applications granted contrary to the advice of technical officers regarding contaminated land. Where there were issues of contaminated land, conditions were imposed to ensure these were addressed in line with the policy.

8.61. Figure 6 shows that during 2018/19 there were significantly more applications[74] approved on previously developed land than on greenfield land. However, a higher proportion of the land permitted was on greenfield sites due to a small number of permissions relating to large greenfield sites allocated in the Local Plan.

Figure 6: Brownfield/Greenfield applications, 2018/19

Applications permitted: Percentage of Brownfield vs Greenfield

- Brownfield
- Greenfield

27%

73%
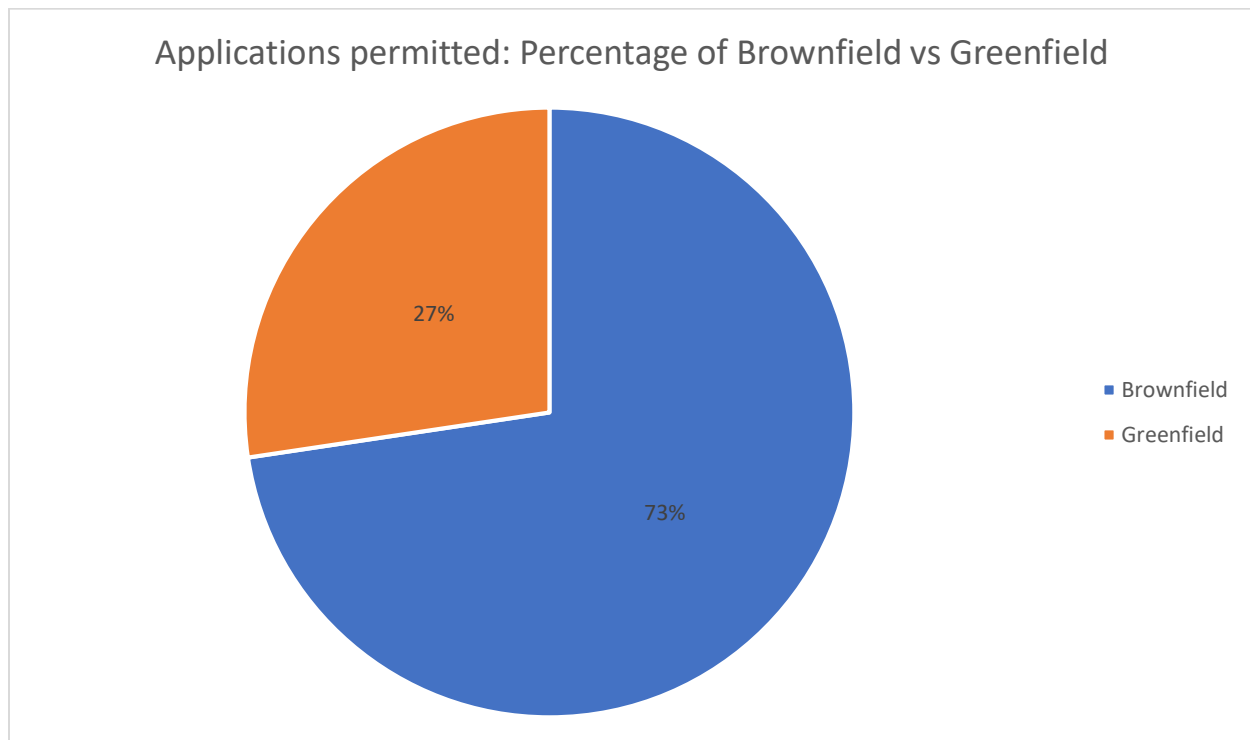
8.62. Core Policy 43 also restricts development on the best and most versatile agricultural land, unless it is demonstrated to be the most sustainable choice

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[74] Approved applications relating to new housing, employment and facility class developments

from reasonable alternatives. During 2018/19 there were no applications granted contrary to the advice of technical officers regarding agricultural land.

Core Policy 44: Landscape

8.63. The conservation of the intrinsic character and beauty of the countryside is a core planning principle of the NPPF, stating that the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes. Core Policy 44 details how the key features that contribute to the nature and quality of the Vale of White Horse's landscape will be protected from harmful development.

8.64. During 2018/19 there were 39 permissions granted in the AONB. All of these were in line with Core Policy 44, with the majority being applications for redevelopment of sites and most of the remainder being small works, amendments or reserved matters to extant permissions.

Core Policy 45: Green Infrastructure

8.65. Green Infrastructure relates to the active planning and management of substantial networks of multifunctional open space. Such networks need to be planned and managed to deliver the widest range of linked environmental and social benefits, including conserving and enhancing biodiversity as well as landscape, recreation, water management, and social and cultural benefits to underpin community health and wellbeing. Core Policy 45 seeks to ensure that there is no net loss in the amount of Green infrastructure.

8.66. During 2018/19 there were 39 permissions granted that took account of Core Policy 45. All these permissions were granted in accordance with the policy.

Core Policy 46: Conservation and improvement of Biodiversity

8.67. The district contains a rich variety of semi-natural habitats including woodlands, hedgerows, rivers, streams, and meadows. Together they help secure the

survival of many species. There are a number of important nature conservation sites, which are protected at international, national and local level. These include:

- International- Two Special Areas of Conservation (SAC)[75,76];
- National- One National Nature Reserve[77] and 22 Sites of Special Scientific Interest (SSSI)[78];
- Local- 82 Local Wildlife Sites[79], Two Local Nature Reserves[80] and Nine Geologically Important Sites[81].

8.68.   Core Policy 46 seeks to provide a net gain in the amount of biodiversity land. The area of Local Wildlife sites has increased by 18.8 hectares since last year, increasing from 1816 to 1835 hectares. Further information on the status of sites is available from the Thames Valley Environmental Records Centre (TVERC)[82] and Natural England[83].

8.69.   No planning permissions were granted in 2018/19 contrary to consultee advice on the impact on SAC's, in line with Core Policy 46.

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[75] Cothill Fen https://sac.jncc.gov.uk/site/UK0012889
[76] Hackpen Hill https://sac.jncc.gov.uk/site/UK0030162
[77] Cothill NNR https://www.gov.uk/government/publications/oxfordshires-national-nature-reserves/oxfordshires-national-nature-reserves#cothill
[78] List of Oxfordshire SSSIs, available from https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=&countyCode=34&responsiblePerson=&DesignationType=SSSI
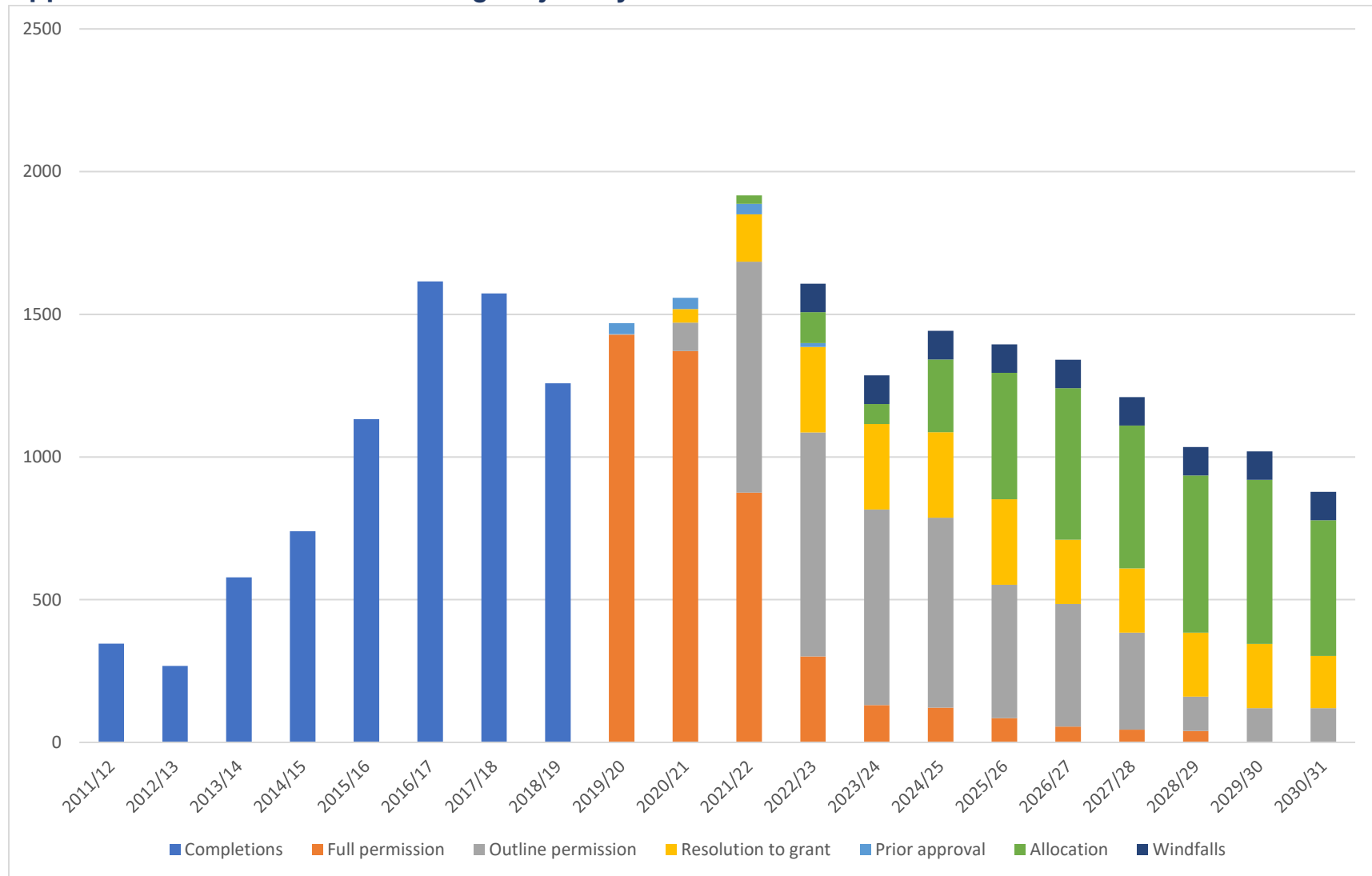[79] http://www.tverc.org/cms/content/local-wildlife-sites
[80] List of Oxfordshire LNRs, available from https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=&countyCode=34&responsiblePerson=&DesignationType=LNR
[81] http://www.tverc.org/cms/content/local-geological-sites
[82] Available from http://www.tverc.org/cms/
[83] Available from https://designatedsites.naturalengland.org.uk/SearchCounty.aspx

Appendix A: Whole District Housing Trajectory[84]

Chart legend: Completions, Full permission, Outline permission, Resolution to grant, Prior approval, Allocation, Windfalls

Years shown: 2011/12, 2012/13, 2013/14, 2014/15, 2015/16, 2016/17, 2017/18, 2018/19, 2019/20, 2020/21, 2021/22, 2022/23, 2023/24, 2024/25, 2025/26, 2026/27, 2027/28, 2028/29, 2029/30, 2030/31

Y-axis: 0 to 2500

[84] Housing completions up to date as of 31 March 2019, permissions up to date as of 31 October 2019.

Appendix B: Science Vale Ringfence Area Housing Trajectory[85]

Legend: Completions, Full permission, Outline permission, Resolution to grant, Prior approval, Allocation, Windfalls

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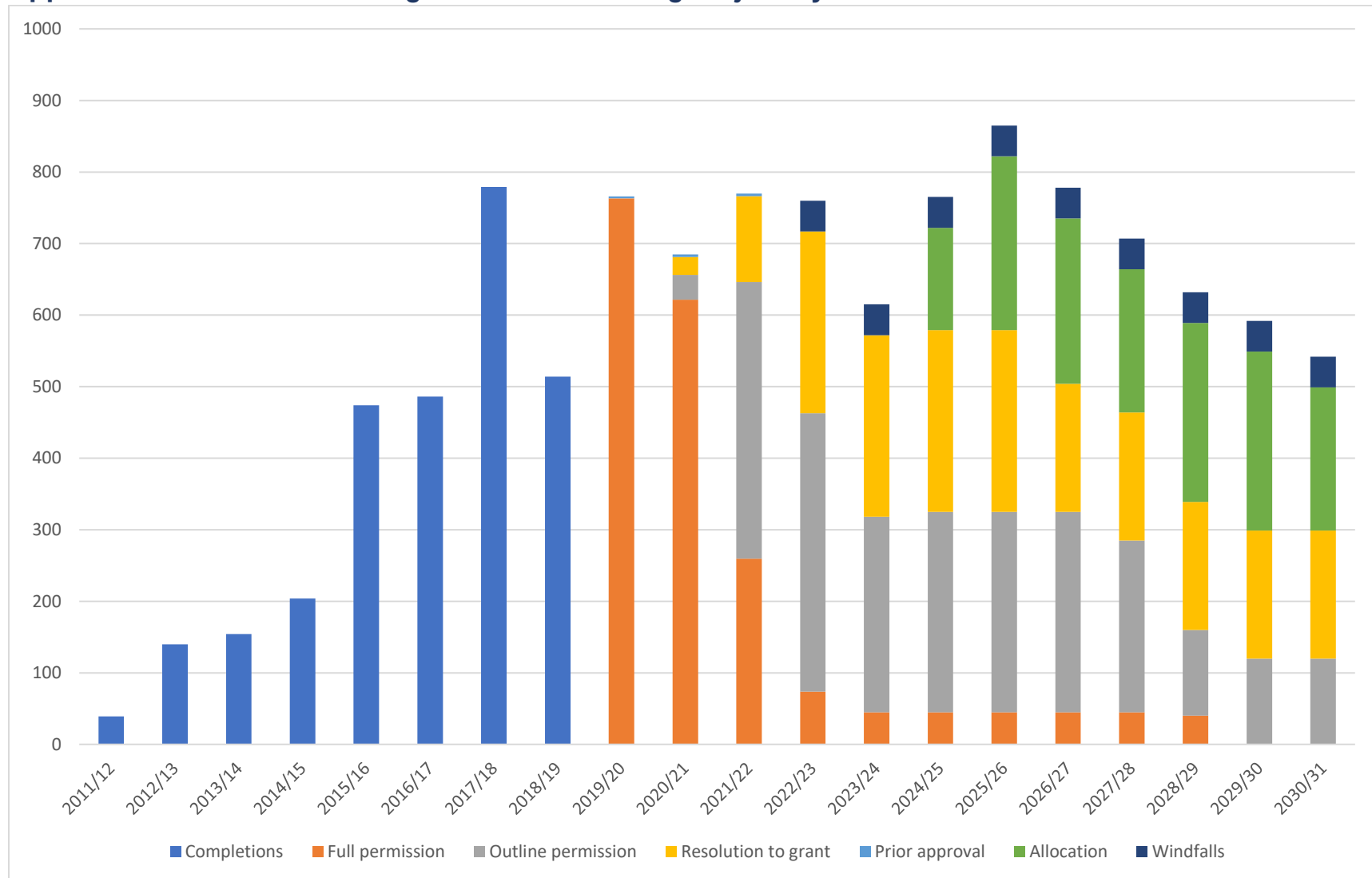
[85] Housing completions up to date as of 31 March 2019, permissions up to date as of 31 October 2019.

Appendix C: Rest of District Area Housing Trajectory[86]

Legend: Completions · Full permission · Outline permission · Resolution to grant · Prior approval · Allocation · Windfalls

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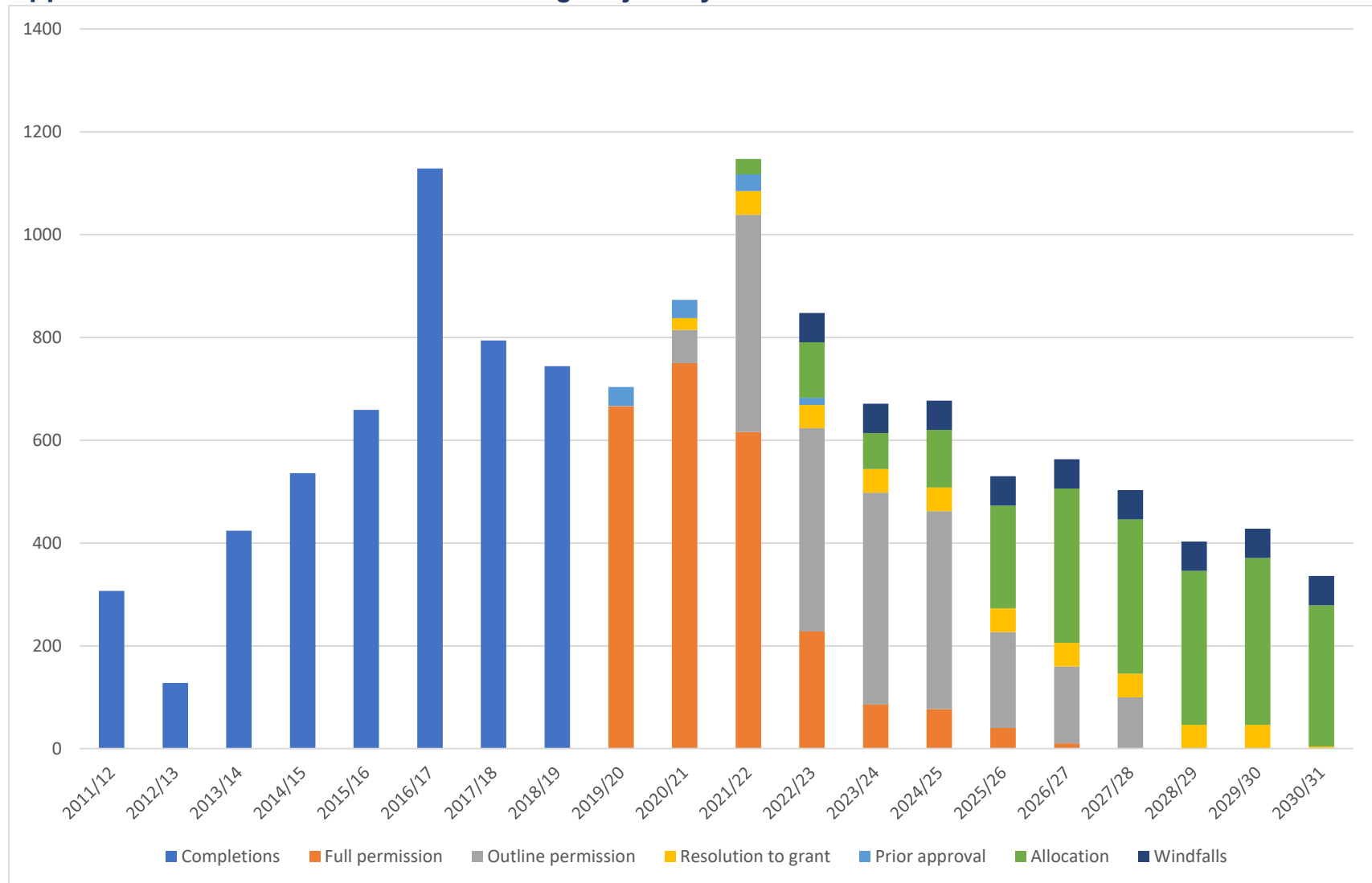[86] Housing completions up to date as of 31 March 2019, permissions up to date as of 31 October 2019.

Appendix D: Monitoring Framework

Local Plan Policies	Indicators	Targets	Progress
CP1: Presumption of Sustainable Development	Covered by all other indicators within the Framework	Covered by all other targets within the Framework	Covered by all progress within the Framework
CP2: Cooperation on Unmet Need for Oxfordshire	Extent of progress of The Part 2 Plan or if more appropriate the full or focused partial review of the Local Plan in accordance with CP2 and the Local Development Scheme.	To progress The Part 2 Plan or if more appropriate the full or focused partial review of the Local Plan in accordance with CP2 and the Local Development Scheme.	Achieved
CP3: Settlement Hierarchy	Covered by indicators for Policies CP4, CP6, CP8, CP15, CP20, CP27, CP28, CP30, CP31, CP32	Covered by targets for Policies CP4, CP6, CP8, CP15, CP20, CP27, CP28, CP30, CP31, CP32	Covered by progress for Policies CP4, CP6, CP8, CP15, CP20, CP27, CP28, CP30, CP31, CP32
CP4: Meeting our Housing Needs.	Number of dwellings permitted and completed by Sub-Area and strategic allocation.	To deliver the amount of dwellings planned for in each Sub-Area over the plan period.	Positive Progress
	Housing Trajectory showing: i. Annual dwelling completions, ii. Annual average no. of additional dwellings required to meet housing targets.	To deliver 20,560 dwellings over the plan period based on 1,028 dwellings per annum.	Positive Progress
	Number of dwellings allocated through Local Plan Part 2 and Neighbourhood Plans	Neighbourhood Plans and Local Plan Part 2 to cumulatively allocate 1,000 dwellings over the plan period.	Achieved

Local Plan Policies	Indicators	Targets	Progress
	Amount of land available that contributes to the 5-year housing land supply in both supply areas	To provide a 5-year housing land supply of deliverable sites based on Liverpool methodology for the ring fence supply area and Sedgefield methodology for rest of district supply area.	Achieved
CP5: Housing Supply Ring-Fence	Housing Trajectory showing for the ring fence area and the rest of district area: i. Annual dwelling completions, ii. Annual average no. of additional dwellings required to meet housing targets.	To provide 11,850 dwellings in the ring fence area over the plan period based on 593 dwellings per annum.	Positive Progress
	Amount of land available that contributes to the 5-year housing land supply in both supply areas	To provide a 5-year housing land supply of deliverable sites based on Liverpool methodology for the ring fence supply area and Sedgefield methodology for rest of district supply area.	Achieved
	Jobs Growth	To provide for 15,850 jobs in the ring fence area over the plan period.	Positive Progress
CP6: Meeting Business and Employment Needs	Quantum of land permitted and completed for employment by strategic site and allocation.	To deliver 218 hectares of employment land over the plan period.	Positive Progress
	Jobs Growth	To provide for 23,000 jobs over the plan period.	Positive Progress

Local Plan Policies	Indicators	Targets	Progress
	Business Counts	Increase in Businesses	Positive Progress
CP7: Providing Supporting Infrastructure and Services.	Progress of essential strategic infrastructure items	To deliver strategic infrastructure items in accordance with the timeframes identified within the Infrastructure Delivery Plan.	Positive Progress
	Progress of other strategic infrastructure items		Positive Progress
	Funding and monies received and spent.	To progress the funding and expenditure of monies including S106 and CIL received in a timely manner to support new development as set out in the plan.	Positive Progress
CP8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area.	Number of dwellings permitted and completed by location and strategic allocation.	To permit and deliver the amount of dwellings planned for the Sub-Area.	Positive Progress
	Quantum of land and use permitted for employment at strategic sites and allocations.	To permit and deliver 3.20 net hectares of employment land as planned for the Sub-Area.	Positive Progress
CP9: Harcourt Hill Campus	Progress of masterplan for Harcourt Hill Campus Site	To agree a masterplan for Harcourt Hill Campus site which guides any subsequent planning application.	No Change
CP10: Abbey Shopping Centre and the Charter, Abingdon-on-Thames	Status and type of planning permissions granted at Abbey Shopping Centre and the Charter Area.	To permit and deliver planning permissions that provide a redevelopment scheme for the Abbey Shopping	No Progress

Local Plan Policies	Indicators	Targets	Progress
		Centre and Charter Area that accords with the policy.	
CP11: Botley Central Area	Status and type of planning permissions granted at Botley Central Area	To permit and deliver planning permissions that provide a redevelopment scheme for the Botley Central Area that accords with the policy.	Positive Progress
CP12: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area	Status and type of planning permissions on land safeguarded.	To ensure all relevant planning permissions are only granted in accordance with the policy.	Achieved
CP13: The Oxford Green Belt	Status and type of planning permissions granted within the Green Belt.	To ensure all relevant planning permissions are only granted in accordance with the policy.	Achieved
CP14: Upper Thames Reservoir	Status and type of planning permissions granted on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	Achieved
CP15: Spatial Strategy for South East Sub-Area.	Number of dwellings permitted and completed by location and strategic allocations.	To permit and deliver the amount of dwellings planned for the Sub-Area.	Positive Progress
	Quantum of land and use permitted for employment at	To permit and deliver 208 net hectares of employment land as	Positive Progress

Local Plan Policies	Indicators	Targets	Progress
	strategic sites and allocations.	planned for the Sub-Area.	
CP16: Didcot A Power Station	Status, type and amount of land permitted at Didcot A	To permit and deliver planning permissions that provide a mixed-use development including 29 hectares for employment uses.	Positive Progress
	Status and use of planning permissions on land safeguarded for the Science Bridge and A4130 re-routing.	To ensure all planning permissions are only granted in accordance with the policy.	Achieved
CP17: Delivery of Strategic Highway Improvements within the South-East Vale Sub-Area.	Progress of the infrastructure as identified within the Infrastructure Delivery Plan.	To deliver infrastructure items in accordance with the timeframes identified within the Infrastructure Delivery Plan.	Positive Progress
	Funding and monies received and disbursed.	To progress the funding and expenditure of monies including S106 and CIL monies received in a timely manner to support delivery of infrastructure items set out in the policy.	Positive Progress
CP18: Safeguarding of land for Transport Schemes in the South-East Vale Sub-Area.	Status and use of planning permissions on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	Achieved
CP19: Re-opening of	Progress of the Re-opening of Grove Railway Station	To maintain commitment to progress re-opening	Positive Progress

Local Plan Policies	Indicators	Targets	Progress
Grove Railway Station.		of the Railway Station.	
	Status and use of planning permissions on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	Achieved
CP20: Spatial Strategy for Western Vale Sub-Area.	Number of dwellings permitted and completed by location and strategic allocations.	To permit and deliver the amount of dwellings planned for the Sub-Area. .	Positive Progress
	Quantum of land and uses permitted for employment at strategic sites and allocations.	To permit and deliver 7.38 net hectares of employment land as planned for the Sub-Area.	Positive Progress
CP21: Safeguarding of Land for Strategic Highway Improvements within the Western Vale Sub-Area.	Status and use of planning permissions on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	Achieved
CP22: Housing Mix	Average housing mix of planning permissions	To ensure the cumulative delivery of planning permissions for housing developments provides a housing mix that accords with the SHMA.	Positive Progress
CP23: Housing Density	Average density of housing planning permissions	To ensure the cumulative delivery of planning permissions for housing developments provides an average	Positive Progress

Local Plan Policies	Indicators	Targets	Progress
		density that accords with the policy.	
CP24: Affordable Housing	Percentage of affordable housing provided on sites of more than 3 dwellings or larger than 0.1ha	To ensure all planning permissions for housing sites of 3 or more dwellings or sites larger than 0.1 ha to provide 35% affordable housing or in accordance with the policy.	Positive Progress
	Tenure split	To provide for around a 75:25 split between rented and intermediate housing tenures of affordable housing.	Positive Progress
CP25: Rural Exception Sites	Status of permissions granted for rural exceptions sites.	To ensure all planning permissions are granted in accordance with the Policy.	Achieved
CP26: Accommodating Current and Future Needs of the Ageing Population	Amount and type of housing designed for older people permitted as part of strategic allocations and within the district.	To increase the delivery of housing designed for older people and ensure all planning permission are granted in accordance with the policy.	Positive Progress
CP27: Meeting the housing needs of Gypsies, Travellers and Travelling Show People.	Net additional pitches and sites for gypsy and travellers.	To deliver 13 gypsy and traveller pitches (net) over the plan period.	Positive Progress
	Five-year supply of pitches	To maintain a five-year supply of pitches[87].	Achieved
CP28: New Employment	Status and type of permissions granted	To ensure all planning	Achieved

[87] As of April 2016, the five-year supply target is approximately 3.25 pitches.

Local Plan Policies	Indicators	Targets	Progress
Development on Unallocated Sites.	for B uses on unallocated sites.	permissions are granted in accordance with the policy.	
CP29: Change of Use of Existing Employment Land and Premises.	Quantum of land permitted and completed for employment by strategic site.	To ensure all planning permissions are granted in accordance with the policy.	Positive Progress
	Status and use of permissions for the change of use of existing employment sites (that are not strategic) for non-employment uses granted.	To ensure all planning permissions are granted in accordance with the policy	Positive Progress
CP30: Further and Higher Education	Progress of further and higher education facilities.	To ensure delivery of further and higher education in accordance with the Infrastructure Delivery Plan.	Positive Progress
CP31: Development to Support the Visitor Economy	Status and type of permissions granted for visitor economic developments.	To deliver a net increase in development for visitor economy over the plan period in accordance with the policy.	Positive Progress
CP32: Retailing and Other Town Centre Uses.	Status, type and amount of floorspace granted for retail by location.	To deliver a net increase in retail development over the plan period in accordance with the policy	Positive Progress
	Number of permissions granted for retail developments over 1,000m^2 (Abingdon-on-Thames and Wantage) and 500m^2	To ensure all planning permissions granted for retail development over 1,000m^2 or 500m^2 in appropriate	Achieved

Local Plan Policies	Indicators	Targets	Progress
	(elsewhere in the District) accompanied by a Retail Impact Assessment.	locations to be accompanied by a comprehensive Retail Impact Assessment.	
CP33: Promoting Sustainable Transport and Accessibility.	Average Journey times[88]	To ensure journey times do not significantly[89] increase based on trend analysis	No data
	Monitoring of Travel Plans for developments over 80 dwellings.	To ensure developments meet sustainable travel targets in Travel Plans	Positive Progress
	Progress of transport schemes.	To help progress of transport schemes in a timely manner to support delivery of new development in accordance with the Infrastructure Delivery Plan.	Positive Progress
	To monitor designated quality Air Quality Management Areas.	To ensure development supports improvements to air quality and meets the AQMA's standards	Positive Progress
	Number of road accidents casualties[90]	To ensure development supports improvements to road safety	Positive Progress
CP34: A34 Strategy	Progress of a Route Based Strategy for the A34.	To progress the Route Based Strategy for the A34 in a timely manner, in association with the Oxford to	Positive Progress

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[88] On those areas that are monitored by the Highways Authority.
[89] Assessed on an individual area basis.
[90] On a County-wide basis

Local Plan Policies	Indicators	Targets	Progress
		Cambridge Infrastructure Review.	
	Progress of air quality monitoring framework for the A34.	To help progress, in a timely manner, the Air Quality Monitoring Framework associated with the A34	Positive Progress
CP35: Promoting Public Transport, Cycling and Walking.	Level of cycle movements[91]	To increase the proportion of journeys undertaken by cycling locally.	Decrease in travel movements
	New cycle schemes	To help facilitate the delivery of new cycle schemes	Positive Progress
	Bus patronage[92]	To increase the proportion of journeys undertaken by in buses locally.	No Data
	Funding secured for sustainable transport schemes	To help secure funding to deliver sustainable transport schemes in accordance with the Infrastructure Delivery Plan.	Positive Progress
	Monitoring of Travel Plans for developments over 80 dwellings.	To ensure developments meet sustainable travel targets identified in Travel Plans	Positive Progress
	Number of permission granted for major development supported by a Transport Assessment and Travel Plan	To ensure all planning permissions granted for major development to be accompanied by a Transport	Achieved

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[91] On those routes that are monitored by the Highways Authority
[92] On a County-wide basis

Local Plan Policies	Indicators	Targets	Progress
		Assessment and Travel Plan.	
CP36: Electronic Communications	Compliance with Building Regulations	To ensure delivery of dwellings is in compliance with Building Regulations.	Achieved
CP37: Design and Local Distinctiveness	Number of planning permissions granted contrary to urban design officers advice.	To ensure all relevant planning permissions are granted in accordance with the policy	Achieved
CP38: Design Strategies for Strategic and Major Development Sites	Number of planning permissions granted for major development contrary to urban design officers advice.	To ensure all major planning permissions are granted in accordance with the policy	Achieved
	Number of permissions granted for major development supported by an appropriate masterplan and design and access statement.	To ensure all major development is accompanied by a masterplan and design and access statement.	Achieved
CP39: The Historic Environment	Number of planning permissions granted contrary to technical advice.	To ensure all planning permissions are granted in accordance with the policy	Achieved
	Number of buildings on the 'Heritage at Risk' Register	To protect all buildings on the 'Heritage at Risk' Register and facilitate their subsequent removal from the Register.	Positive Progress

Local Plan Policies	Indicators	Targets	Progress
	Number of new Conservation Area Character Appraisals.	To agree a programme of the review and production of Conservation Area Character Appraisals and deliver that agreed programme	No Change
	Progress of Heritage Partnership Agreements	To ensure the completion of Heritage Partnership Agreements where appropriate for any listed building on an 'at risk' register.	No Change
CP40: Sustainable Design and Construction	Number of permissions granted that incorporate climate change adaptation measures	To ensure all planning permissions are granted in accordance with the policy.	Positive Progress
	Number of permissions granted that achieve the water use below 110 litres/person/day	To ensure all planning permissions to achieve a water use of 110 litres/person/day.	No data
CP41: Renewable Energy	Status and type of permission granted for renewable energy.	To deliver of schemes for renewable energy in accordance with the policy, thereby contributing to the UK's renewable energy target.	Positive Progress
CP42: Flood Risk	Number and detail of permissions granted contrary to Environment Agency advice on flooding	To ensure all planning permissions are granted in accordance with the policy.	Achieved

Local Plan Policies	Indicators	Targets	Progress
CP43: Natural Resources	Percentage of household waste sent for re-use, recycling or composting.	To take the opportunities presented by new development to deliver a percentage increase of household waste sent for re-use, recycling or composting	No Change
	Number of planning permissions granted contrary to Environment Agency advice on water quality grounds	To ensure all planning permissions are granted in accordance with the policy.	Achieved
	To monitor designated quality Air Quality Management Areas.	To ensure all development supports improvements to air quality and meets the AQMA's standards	Positive Progress
	Number of permissions granted contrary to technical advice on contaminated land	To ensure all planning are granted in accordance with the policy.	Achieved
	Amount and detail of permissions granted on PDL.	To ensure the delivery of development schemes helps to maximise the reuse of PDL[93].	Positive Progress
	The amount of the best and most versatile agricultural land permissions are granted on for other uses.	To ensure no loss of the best and most versatile agricultural land unless in accordance with the policy.	Achieved
CP44: Landscape	Number of permissions granted	To ensure all planning	Achieved

Local Plan Policies	Indicators	Targets	Progress
	contrary to technical advice.	permissions are only granted in accordance with the policy.	
	Status and type of permissions granted in the AONB		Achieved
CP45: Green Infrastructure	Permissions granted and completions for change in Green Infrastructure	To deliver a net gain in green infrastructure.	Positive Progress
	Funding and monies received and spent for Green Infrastructure.	To progress funding and expenditure monies, including CIL and S106 monies in a timely manner to support delivery of green infrastructure projects set out in the Green Infrastructure Strategy or as otherwise agreed.	Positive Progress
CP46: Conservation and Improvement of Biodiversity	Change in biodiversity area and/or sites.	To deliver a net gain in biodiversity area.	Positive Progress
	Number of permissions granted contrary to consultee advice on impact on Special Areas of Conservation.	To ensure all planning permissions are granted in accordance with the policy	Achieved

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