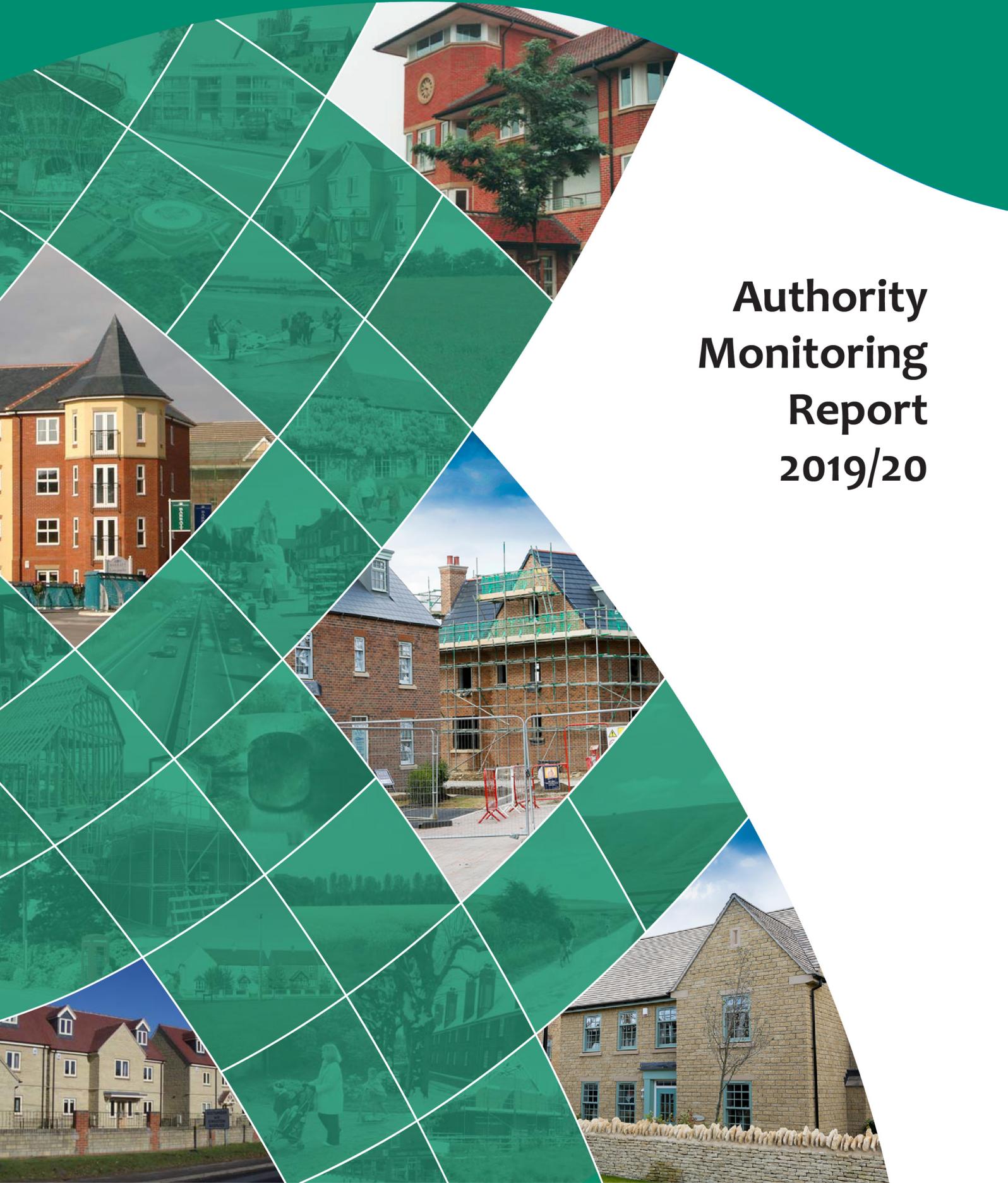




**Vale  
of White Horse**  
District Council

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# Authority Monitoring Report 2019/20



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## Revisions

1 March 2021 – paragraph 6.3, page 25 – Corrected annual housing requirement figure.

1 March 2021 – appendices A-C, pages 72-74 – Corrected label for requirement line in graph.

26 March 2021 – table 24, page 55 – corrected errors in number of permitted self and custom build plots

# 1. Introduction

## Purpose of Monitoring

- 1.1. The monitoring of a Local Plan enables us to track progress towards meeting the district's development needs and assess whether adopted policies are being implemented effectively. 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<sup>1</sup>, the council must monitor the requirements set out in Table 1.

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<sup>1</sup> 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 is 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 2019 to 31 March 2020 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 during the period covered by this report in October 2019. The council will report on the policies set out in the Part 2 Local Plan in next year's report after a full year of implementation. The monitoring framework for the Part 2 Local Plan, which sets out the policies we will monitor, is set out in Appendix M of the 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

- 2.1. 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).
- 2.2. The Vale of White Horse District is located between the larger centres of Oxford (to the north-east), and Swindon (to the south-west), with Didcot sited on the eastern boundary of the district, with part of Didcot lying 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.
- 2.3. 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.
- 2.4. 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 at Radley and Appleford. Presently, there are no established stations on the Bristol line within the Vale of White Horse.

### Science Vale

- 2.5. 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 more recent 'Didcot Growth Accelerator' EZ.

## Didcot Garden Town

- 2.6. Didcot was awarded Garden Town status by the Government in 2015, after a joint bid by the Vale of White Horse and South Oxfordshire District Councils. The Garden Town status will provide access to government funding for infrastructure.
- 2.7. 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 in October 2017 and is available on the council website<sup>2</sup>. An Advisory Board has been formed along with three Sounding Boards which represent community, business and neighbouring parishes<sup>3</sup>.
- 2.8. In June 2020, £218 million of Housing Infrastructure Funding (HIF) was agreed that will support development in and around Didcot<sup>4</sup>. 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
- 2.9. From March to May 2020, Oxfordshire County Council ran an initial consultation on a new Local Transport & Connectivity Plan (LTCP)<sup>5</sup>. As part of the LTCP, the county council will work with the district council on a Local Cycling and Walking

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<sup>2</sup> <http://www.whitehorsedc.gov.uk/business/didcot-garden-town-0>

<sup>3</sup> <https://www.southoxon.gov.uk/south-oxfordshire-district-council/business-and-economy/garden-communities/didcot-garden-town/>

<sup>4</sup> <https://www.whitehorsedc.gov.uk/uncategorised/south-and-vale-welcome-didcot-infrastructure-news/>

<sup>5</sup> <https://news.oxfordshire.gov.uk/county-launches-engagement-survey-on-oxfordshires-local-transport-connectivity-plan-ltcp/>

Infrastructure Plan (LCWIP) for Didcot to improve the local cycle network and pedestrian connectivity<sup>6</sup>. Works will be supported by part of a £2.9m two-stage grant to Oxfordshire from the Department for Transport nationwide Active Travel Fund announced in June 2020<sup>7</sup>.

- 2.10. In October 2020, the Vale of White Horse and South Oxfordshire District Councils announced that they will move into a new building proposed for the Didcot Gateway site opposite Didcot Parkway Station<sup>8</sup>. The site for the new office building is owned by South Oxfordshire and is part of a mixed-use regeneration scheme being delivered with Homes England.
- 2.11. The council is part of the Mi-Link MultiCAV project to trial the use of Connected and Autonomous Vehicles (CAVs) in Milton Park<sup>9</sup>. A shuttle vehicle is currently being procured and vehicles are expected to be on site at Milton Park early in 2021 with passenger operations starting from around June 2021.

## Key Statistics for the Vale of White Horse

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

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<sup>6</sup> <https://news.oxfordshire.gov.uk/longer-term-plans-for-permanent-increases-in-cycleways-will-lead-to-a-step-change-in-oxfordshires-cycling-infrastructure/>

<sup>7</sup> <https://news.oxfordshire.gov.uk/oxfordshire-to-invest-29m--in-urgent-travel-recovery-plans/>

<sup>8</sup> <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/didcot-gateway-the-home-of-the-new-south-and-vale-district-council-offices/>

<sup>9</sup> <https://www.mi-link.uk/faqs>

Table 2: Key Statistics

Contextual indicator		Vale of White Horse District	South East of England Region	Great Britain
Population (2019) <sup>10</sup>		136,000	9,180,100	64,903,100
Population aged 16-64 (2019) <sup>11</sup>		82,300 60.5%	61.2%	62.5%
Life Expectancy <sup>12</sup>	Male	82.6	80.7	79.3 (UK)
	Female	85.4	84.1	82.9 (UK)
Number of Households (2020) <sup>13</sup>		56,937	3,807,079	27,429,653
Economically Active <sup>14</sup>		85.4%	82.3%	79.1%
Unemployment rate <sup>15</sup>		2.6%	3.1%	3.9%
Education - Attainment 8 results <sup>16</sup> (2019) <sup>17</sup>		47.4 (Oxfordshire)	-	44.7 (England)
CO <sub>2</sub> emissions (2018) <sup>18</sup>	Per Capita (t)	6.1	4.7	5.2 (UK)
	Total (kt)	822	42,746	344,824 (UK)

<sup>10</sup> Available from <https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabrespop>

<sup>11</sup> Available from <https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabrespop>

<sup>12</sup> Available from

<https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/datasets/lifeexpectancyatbirthandage65bylocalareasuk>

<sup>13</sup> 2018-based household projections, available from

<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/householdprojectionsforengland>

<sup>14</sup> April 2019-March 2020 figures, available from

<https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabempunemp>

<sup>15</sup> April 2019-March 2020 figures, available from

<https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabempunemp>

<sup>16</sup> Attainment 8 is a measure of a pupil's average grade across a set suite of eight subjects.

<sup>17</sup> Available from [https://www.compare-school-performance.service.gov.uk/schools-by-](https://www.compare-school-performance.service.gov.uk/schools-by-type?step=default&table=schools&region=931&la-name=oxfordshire&geographic=la&for=secondary&basedon=Attainment%208&show=All%20pupils)

[type?step=default&table=schools&region=931&la-name=oxfordshire&geographic=la&for=secondary&basedon=Attainment%208&show=All%20pupils](https://www.compare-school-performance.service.gov.uk/schools-by-type?step=default&table=schools&region=931&la-name=oxfordshire&geographic=la&for=secondary&basedon=Attainment%208&show=All%20pupils)

<sup>18</sup> 2018 estimates, available from <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics-2005-to-2018>

# 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



## **Adoption of Local Plan Part 1: Strategic Policies and Sites**

- 3.2. 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.
- 3.3. The Local Plan 2031 Part 1: Strategic Sites and Policies was adopted by Full Council on 14 December 2016.

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

- 3.4. 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.
- 3.5. 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<sup>19</sup> 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.

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<sup>19</sup> Available from <https://www.oxfordshiregrowthboard.org/>

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

## **Vale of White Horse Local Development Scheme**

- 3.7. Following publication of Local Plan Part 2, the council committed to progressing a new Local Plan 2041. We published a new Local Development Scheme (LDS) in February 2020 setting 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 new Vale of White Horse LDS, updated in February 2020, covers the period 2019-2020. The council intends to update the Local Development Scheme in 2021 to update the timetable for the Oxfordshire Plan 2050 (see below) and the Vale Local Plan 2041, and to report progress made on other documents. The impacts of the Covid-19 pandemic have significantly affected progress during 2020 and will be a consideration in the update of the LDS.
- 3.8. The LDS provides information regarding the Local Plan 2041 and other related documents. Table 3 sets out the timetable for each these documents and the progress that has been made (as at December 2020).

Table 3: LDS Progress

Document	Milestone	Progress
Local Plan 2041 'Preferred Options' draft plan (regulation 18)	LDS - April 2021	Expected in 2021
Statement of Community Involvement	LDS - Consultation February 2020	Completed February-April 2020
	LDS – Adoption April 2020	Adopted September 2020
Community Infrastructure Levy (CIL)	LDS – Consultation Summer 2020	Consultation now anticipated January-February 2021
	LDS – Submission Autumn 2020	Submission now anticipated March 2021
	LDS – Examination Autumn/Winter 2020	Examination now anticipated June 2021
	LDS – Adoption Early 2021	Summer 2021 (TBC)

## Vale of White Horse Local Plan 2041

- 3.9. Work on the new Local Plan 2041 began following adoption of Part 2 of the Local Plan Part 2. A Call for sites exercise took place in April/May 2020. This is the first step in the process where landowners, agents, developers, community groups and others who are interested in having land considered for a range of different uses are invited to submit information to us on the sites they would like to be assessed. Sites submitted will be added to our submitted sites register and a high-level review of the site will be undertaken by officers. The Call for Sites exercise is a data gathering exercise about sites which may be available for development. A high-level assessment of these sites will be undertaken through a Land Availability Assessment. The Land Availability Assessment is intended to be published with the next consultation on the draft Plan.
- 3.10. The council's current Local Development Scheme 2019-2020 states that a consultation on a 'Preferred Options' draft Plan (Regulation 18) will take place in April 2021. The LDS will be updated in 2021 to take account of COVID-19 related delays in 2020, and the new timetable for the preparation of the Oxfordshire Plan (see below).

## Vale of White Horse Statement of Community Involvement

- 3.11. Public consultation on the Statement of Community Involvement took place between February and April 2020. It was then adopted by Cabinet in September 2020. The SCI is a code of practice that sets out how and when we will involve different groups, organisations and our communities when we produce our planning documents, including our Local Plan.

## Oxfordshire Plan 2050

- 3.12. In 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.
- 3.13. 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.
- 3.14. The Plan will not allocate sites for housing or employment. Instead, it will identify key areas for sustainable growth with associated housing / employment 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.
- 3.15. Consultation on the 'Preferred Options' for the Oxfordshire Plan was due to take place in June/July 2020. Consultation has been delayed and a revised timeline for the Oxfordshire Plan has been published on the Oxfordshire Plan website<sup>20</sup>.
- 3.16. Consultation on 'Spatial Growth Options (including scale and Broad Locations of Growth) (Reg18 part 2) is now expected in Summer 2021. This will be followed by a consultation on Submission (draft) Plan (Reg 19) in Spring 2022. Anticipated submission to the Planning Inspectorate will be September 2022. The Vale of White Horse Local Development Scheme will need to be updated to reflect this revised timetable.

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<sup>20</sup> <https://oxfordshireplan.org/timeline/>

## **Sustainability Appraisal Significant Effect Indicators**

- 3.17. 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.
- 3.18. The SA report on the Part 1 Plan identified a few potential significant effects and 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).
- 3.19. 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 and included in the 2020/21 AMR.
- 3.20. Sustainability appraisal will also be integral to the preparation and development of the new Vale Local Plan 2041. It is anticipated that a sustainability appraisal scoping report will be included in the next stage of consultation on the Vale Local Plan 2041.

## **Neighbourhood planning**

- 3.21. 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. This information is set out in Section 4 of this report.

## Community Infrastructure Levy

- 3.22. 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.
- 3.23. A CIL Charging Schedule for the Vale of White Horse was 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 is CIL liable, regardless of when the application was submitted.
- 3.24. An update to the CIL Charging Schedule is currently being prepared. A draft schedule has been produced for consultation in early 2021, following which it must be submitted for independent examination before it can be adopted by the Council.
- 3.25. The Infrastructure Funding Statement<sup>21</sup> was published in December 2020. The Regulation 123 list, which restricted the pooling of contributions for infrastructure, is no longer in place. These changes were driven by the 2019 amended CIL Regulations.

## Other documents

- 3.26. 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.
- 3.27. 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.
- 3.28. The council has 4 adopted SPDs, with none of them identifying specific monitoring arrangements. The SPDs are as follows:

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<sup>21</sup> <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/community-support/infrastructure-to-support-communities-2/>

- 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.
- 3.29. The council is currently preparing an SPD for Dalton Barracks in accordance with the Local Plan 2031 Part 2: Additional Sites and Detailed Policies. The SPD will be a material consideration in assessing future planning applications.
- 3.30. Vale of White Horse and South Oxfordshire District Councils are currently preparing a Joint Design Guide SPD to replace the 2015 Design Guide. A draft Guide will be produced for consultation in 2021. The Guide will be a material consideration in assessing future planning applications.
- 3.31. The council is preparing an update to the Developer Contributions SPD in tandem with an update to the CIL Charging Schedule. A draft SPD has been produced for consultation in early 2021.
- 3.32. The council is currently not progressing SPDs for Harwell Campus and Grove from Local Plan 2031 Part 2 Core Policies 15b and 15c.

## Local Development Orders

- 3.33. 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.

- 3.34. The Vale currently has 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<sup>22</sup>. A review of the LDO has started.
- 3.35. During 2019/20, there were four notifications agreed under the Milton Park LDO.
- 3.36. The council is currently considering preparing a Local Development Order for Didcot Technology Park.

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<sup>22</sup> 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 2020, there are 9 made Neighbourhood Plans in the district, with 3 being made during 2019/20. Table 4 outlines the current stage of each Neighbourhood Plan. Due to Covid-19, new regulations were introduced during 2020 delaying referenda (including Neighbourhood Development Plan referenda) until 6 May 2021.

Table 4: Neighbourhood Plan Progress

Plan in preparation	Pre-submission consultation	Plan submitted	Referendum (Postponed until May 2021)	Plan made
East Challow	Appleton with Eaton	Cumnor	North Hinksey	Ashbury - Made 17 July 2019
East Hanney	Chilton		Shrivenham	Blewbury - Made 14 December 2016
Stanford in the Vale	West Hanney			Drayton - Made 15 July 2015
Steventon				Faringdon - 14 December 2016
Sunningwell				Great Coxwell - Made 15 June 2016 (minor review 7 October 2020)
Sutton Courtenay				Longworth - Made 12 October 2016
Wantage				Radley - Made 10 October 2018
				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

- Homes England (formerly The Homes and Communities Agency)
- Clinical Commissioning Groups
- The Office of Rail Regulations
- The Highways Agency
- Local Enterprise Partnership

## Key stages of the duty to cooperate

- 5.4. The Inspector confirmed (in his letter of 30<sup>th</sup> October 2018<sup>23</sup>) that the duty to cooperate had been met in respect of the preparation of the Local Plan Part 2 which was subsequently adopted in October 2019. For the period April 2019 to March 2020 the key stages of the duty to cooperate related to the Oxfordshire Plan 2050 and the emerging Vale Local Plan 2041.
- 5.5. As highlighted in the previous AMR, on the 14 February 2018 the Vale of White Horse District Council formally signed up to the Oxfordshire Growth Deal<sup>24</sup>. 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.
- 5.6. During 2019/20, work continued developing the Oxfordshire Plan with input from council members and officers through the Member sub-group, Officer Project Board and Liaison Team<sup>25</sup>. A Local Development Scheme, for the Oxfordshire Plan, was published in October 2018<sup>26</sup> and a Statement of Community Involvement in February 2019<sup>27</sup>. The first stage of public consultation (Regulation 18 part 1) was conducted during February-March 2019 with a report published in June 2019<sup>28</sup>. It is anticipated that the next consultation on 'Spatial Growth Options (including scale and Broad Locations of Growth) Regulation 18 part 2 will take place in Summer 2021, in line with the updated programme.

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<sup>23</sup>

<http://www.whitehorsedc.gov.uk/sites/default/files/PC03%20Inspectors%20Post%20Hearings%20Letter%20to%20VOWH%20dated%2030%20October%202018.pdf>

<sup>24</sup> Available from <https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/11/270218-Oxon-letter-to-SoS-on-Deal-DP-270118-with-signatures.pdf>

<sup>25</sup> <http://oxfordshireplan.org/about/#governance>

<sup>26</sup> Available from <https://oxfordshireplan.org/wp-content/uploads/2019/04/Local-Development-Scheme-October-2018.pdf>

<sup>27</sup> Available from <https://oxfordshireplan.org/wp-content/uploads/2019/04/Statement-of-Community-Involvement-February-2019.pdf>

<sup>28</sup> Available from <https://oxfordshireplan.org/wp-content/uploads/2019/06/Reg-18-Part-1-Consultation-Summary.pdf>

- 5.7. In addition to work on the Oxfordshire Plan, council officers have also met at least twice a year with Swindon Borough Council, Oxfordshire County Council and the Oxfordshire Plan 2050 team to discuss cross-boundary issues.
- 5.8. The council has also attended forums with Water Resources South East and Thames Water regarding preparation of the Water Resources South East Regional Resilience Plan. Public consultation on the plan is expected in January 2022.
- 5.9. In addition to these key actions, the council engages with all the neighbouring authorities and prescribed bodies listed above when undertaking consultations.

## 6. Spatial Strategy

### Core Policy 4: Meeting the Housing Need

- 6.1. The Vale Local Plan 2031 Part 1 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. The OAN was determined by the Oxfordshire Strategic Housing Market Assessment<sup>29</sup> (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 provided in Appendix A.

Table 5: Housing completions and permissions

Policy	Indicator	2019/20	Progress
CP4	Number of dwellings completed district wide as of 31/03/20	1,602	So far 9,112 dwellings have been completed over the plan period. Over the remaining plan period 11,448 dwellings are required.
	Net Number of dwellings currently with permission (Outline or full Permission) as of 31/03/20 <sup>30</sup>	10,022	
	Number of Dwellings allocated through the Part 2 Plan and NDP's	Part 2 Plan – 2,420 <sup>31</sup> NDP's <sup>32</sup> - 0	The Part 2 Plan allocates additional dwellings.

<sup>29</sup> Available from <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031/evidence-base/strategi>

<sup>30</sup> Does not include applications that have a Resolution to Grant

<sup>31</sup> Available from <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/local-plan-2031-part-2>

<sup>32</sup> 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 2019/20 was 1,602 dwellings which exceeds the total housing requirement of 1,211 dwellings per annum. In accordance with Core Policy 2 of the Part 1 Plan, from 2019/20 the housing requirement consists of the District's own housing need of 1,028 homes per annum, and the District's apportionment of Oxford City's unmet housing need which represents an increase of 183 homes per annum from 1 April 2019. Positive progress has been made towards the overall housing target. The total completions for the first nine years of the plan period (2011-2020) was 9,112 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<sup>33</sup>. 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.

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<sup>33</sup> Map showing the ring-fence area available in the Vale Local Plan 2031 Part 1, p49, Fig.4.3  
<https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2020/10/Local-Plan-2031-Part-1.pdf>

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
2019/20	1,602	795	807
<b>Total</b>	<b>9,113</b>	<b>3,585</b>	<b>5,528</b>

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.”<sup>34</sup>
- 6.7. The council published an updated housing supply statement in August 2020<sup>35</sup>. This shows that the Vale has a district wide supply of 5.0 years, with supply in the Science Vale being 4.2 years and in the Rest of District 6.0 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.

## **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 8,000 jobs in the district. Table 7 also shows that 208 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 2019/20 come largely from

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<sup>34</sup> 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](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740441/National_Planning_Policy_Framework_web_accessible_version.pdf)

<sup>35</sup> Available from <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/supporting-documents/>

permissions at Harwell Campus, Grove Technology Park and sites adjacent to Didcot Power Station.

Table 7: Monitoring of employment land and jobs

Policy	Indicator	2019/20	2011-20	Progress
CP6	Amount of employment land permitted on allocated sites	47 hectares	208 hectares	208 hectares of employment land permitted over the plan period. so far demonstrating good progress. There is 10 hectares of employment land remaining to be developed.
	Jobs growth (latest data runs to 2018) <sup>36</sup>	N/A	8,000	Progress has been made so far towards the overall total of 23,000 jobs.
	Business Counts Growth - Enterprises <sup>37</sup>	280	1,120	N/A

6.12. Table 8 provides the net amount of floorspace permitted on strategic sites in the district by use class<sup>38</sup>. This demonstrates there has been substantial progress made towards the delivery of employment floorspace.

Table 8: Net floorspace (m<sup>2</sup>) permitted by use class

Period	A Class	B Class	C Class	D Class	S/G
<b>2019/20</b>	0	150,577	0	241	198
<b>2011-2020</b>	22,557	476,487	21,678	31,471	14,635

<sup>36</sup> Available from <https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabjobs>

<sup>37</sup> Available from <https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabidbr>

<sup>38</sup> This includes permissions for all types of land use other than C3 residential

## 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)<sup>39</sup> and the site development templates in Appendix A of the Part 1 Plan. Table 15 under Core Policy 17, below, provides an update on key transport projects in the district.
- 6.14. 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 Vale CIL charging schedule was implemented 1 November 2017. The total money received through CIL from 1 April 2019 to 31 March 2020 was £1,670,558.86. During 2019/20, £238,691.10 was transferred to town/parish councils and £84,130.08 was applied to administrative costs, 79.5% of the allocated 5% admin proportion. The total CIL receipts from 2019/20 retained at the end of the reported year was £1,396,796.03, and £174,995.72 to which regulation 59E or 59F applied.
- 6.15. S106 agreements are legal documents drawn up during the planning process, committing the developer to deliver infrastructure or funding at certain points of the development. These funds are used alongside CIL to provide infrastructure to support communities. The total amount of financial contributions received from S106 from 1 April 2019 to 31 March 2020 was £7,496,184.70.
- 6.16. More detailed information can be found in the Infrastructure Funding Statement which was published in December 2020<sup>40</sup>.
- 6.17. The council has also published a Spending Strategy 2019<sup>41</sup> which sets out the arrangements for spending CIL and how it will be allocated.

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<sup>39</sup> Available from <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/delivering-infrastructure>

<sup>40</sup> <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/community-support/infrastructure-to-support-communities-2/>

<sup>41</sup> <https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2020/08/20190405-Approved-Vale-CIL-Spending-Strategy-Final.pdf>

## 7. Sub-Area Strategies<sup>42</sup>

### 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 1,417 dwellings over the plan period.

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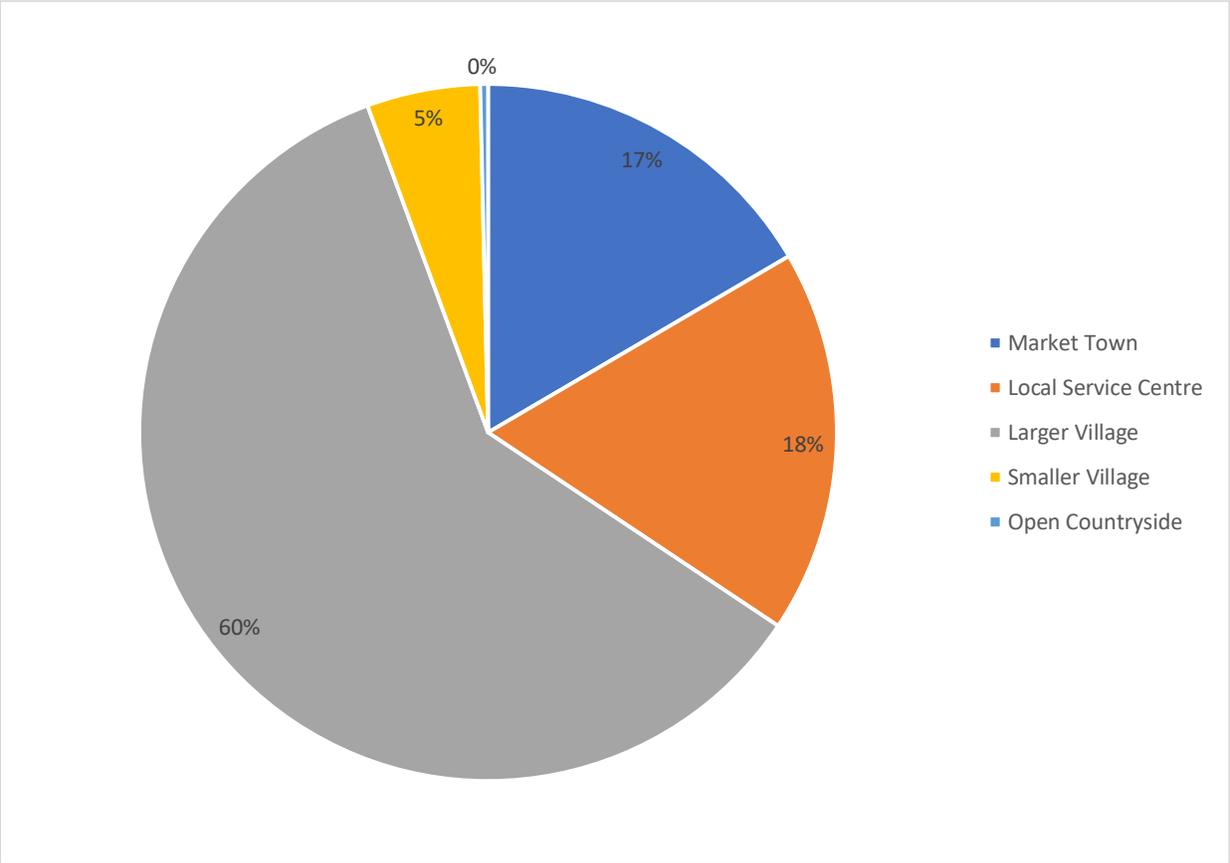
<sup>42</sup> Map showing the three Sub-Areas available in the Vale Local Plan 2031 Part 1, p40, Fig.4.2  
<https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2020/10/Local-Plan-2031-Part-1.pdf>

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

<b>Abingdon-on-Thames and Oxford Fringe Sub-Area</b>	<b>Annual Housing completions</b>	<b>Annual Housing requirement</b>
<b>2011/12</b>	77	272
<b>2012/13</b>	79	272
<b>2013/14</b>	304	272
<b>2014/15</b>	256	272
<b>2015/16</b>	444	272
<b>2016/17</b>	899	272
<b>2017/18</b>	533	272
<b>2018/19</b>	473	272
<b>2019/20</b>	528	272
<b>Total</b>	<b>3,593</b>	<b>2,176</b>
<b>Average</b>	<b>399</b>	<b>272</b>

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, 2011-2020



7.4. Substantial progress is being made on strategic allocations in the Sub-Area, with all sites having either outline or full permission and two 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.
- 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 approved in July 2020.
- North-West of Radley- Outline permission was granted in July 2019 for up to 240 dwellings. A Reserved Matters application was submitted in February 2020.
- South of Kennington- Site is under construction, with 11 homes completed as of 1 April 2020.
- East of Kingston Bagpuize with Southmoor- Site is under construction, with 164 homes completed as of 1 April 2020.

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 3.4 hectares of strategic employment sites in the Sub-Area. As Table 11 shows, there have been increases in the amount of employment floorspace on the allocated sites.

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

<b>Policy</b>	<b>Indicator</b>	<b>2019/20</b>	<b>2011-20</b>	<b>Target</b>
CP8	Amount of employment land permitted on allocated sites	0	3.39 hectares	3.2 Hectares

*Table 11: Floorspace permitted at employment allocations 2011-2020, Abingdon-on-Thames & Oxford Fringe Sub-Area*

<b>Employment allocation</b>	<b>A class (m<sup>2</sup>)</b>	<b>B Class (m<sup>2</sup>)</b>	<b>C Class (m<sup>2</sup>)</b>	<b>D Class (m<sup>2</sup>)</b>	<b>S/G class (m<sup>2</sup>)</b>
Abingdon Business Park	0	1,716	0	1,025	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
<b>Total</b>	<b>0</b>	<b>6,451</b>	<b>0</b>	<b>1,025</b>	<b>427</b>

## **Core Policy 9: Harcourt Hill Campus**

- 7.6. In December 2012, Oxford Brookes University published a Harcourt Hill Campus Masterplan<sup>43</sup>. In January 2015, the university announced a ten-year estates investment plan<sup>44</sup>. 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<sup>45</sup> which reconfigured activities across the Oxford campuses. Oxford Brookes publishes information on ongoing projects on their website<sup>46</sup>.

## **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 2019/20 there was one application permitted for retail development, or for the loss of current retail uses: a change of use from A1 to A2.

## **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 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<sup>2</sup>, 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. The new Co-op food store opened in Summer 2020 and construction of

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<sup>43</sup> <http://static.brookes.ac.uk/spacetothink/documents/harcourt-hill-masterplan-dec2012-lowres.pdf>

<sup>44</sup> <https://www.brookes.ac.uk/about-brookes/news/ten-year-investment-plan-for-oxford-brookes--estate/>

<sup>45</sup> <https://www.brookes.ac.uk/space-to-think/our-vision/>

<sup>46</sup> <https://www.brookes.ac.uk/space-to-think/campuses/harcourt-hill-campus/>

other parts of the scheme including the student accommodation, other commercial units and the residential units have also commenced<sup>47</sup>.

### **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 2019/20 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 45 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 2019/20 there were 26 permissions granted for 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. For example, the council's planning policies and the government policies (set out within the

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<sup>47</sup> <https://westwaysquare.com/>

National Planning Policy Framework see paragraphs 145 and 146) allow for some forms of development to take place 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. Development that might prejudice the implementation of a new reservoir on the safeguarded sites will be refused. The need for the Abingdon Reservoir (also known as the South East Strategic Reservoir Option) will be considered as part of preparation of the Water Resources South East Regional Resilience Plan (draft consultation expected in January 2022) and the Thames Water Resources Management Plan 2024<sup>48</sup>.
- 7.16. During 2019/20, there were three permissions granted in the safeguarded area. Two of these were variations to an extant permission which was previously considered not to significantly prejudice the implementation of the new reservoir. The other permission was a change of use permitted on a temporary basis for three years.

## **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.

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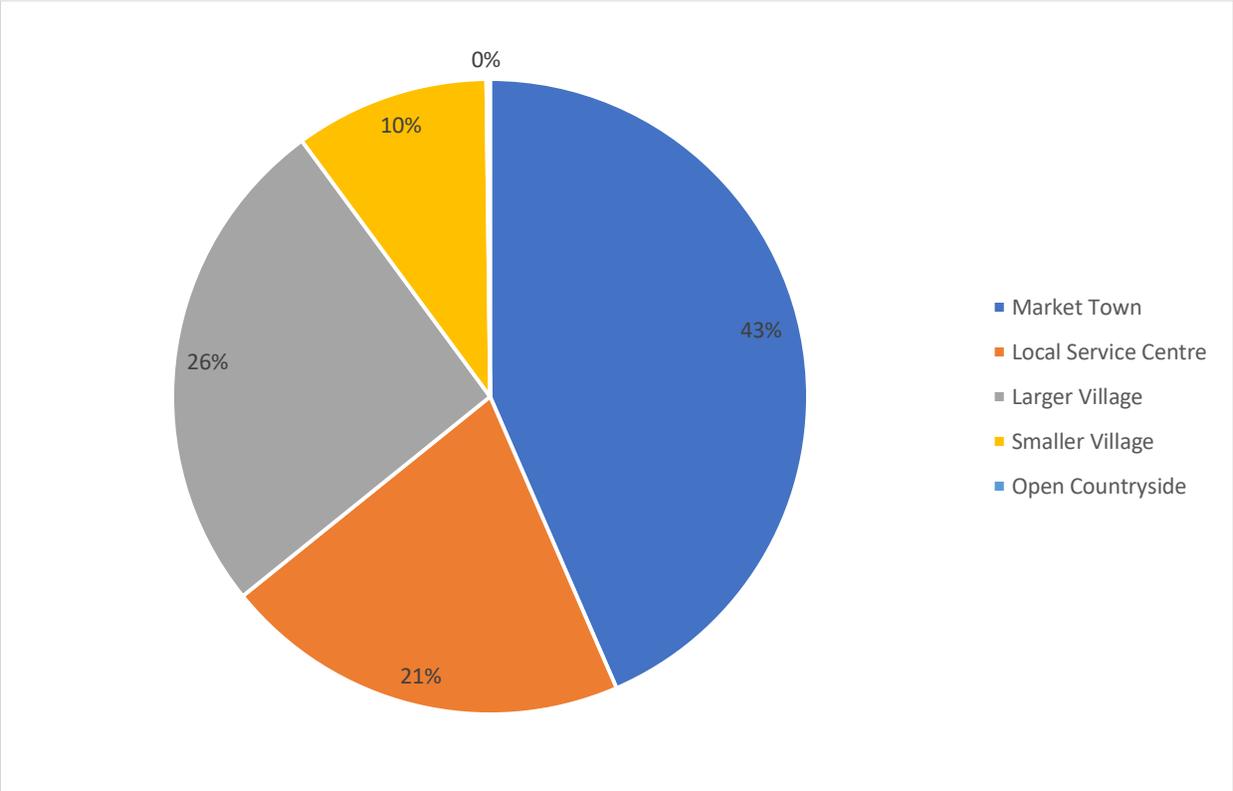
<sup>48</sup> [www.wrse.org.uk](http://www.wrse.org.uk)

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
2019/20	797	623
<b>Total</b>	<b>3,656</b>	<b>5,607</b>
<b>Average</b>	<b>406</b>	<b>623</b>

7.19. Table 12 shows that there has been an overall shortfall in housing delivery in the South East Sub-Area of 1,951 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, 2011-2020



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 362 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, delivered 275, a site close to the allocated site in Milton Heights delivered 32 and another site in Chilton delivered 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 56 homes delivered up to 1 April 2020.
- 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 191 homes completed up to 1 April 2020.
- 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 127 homes delivered up to 1 April 2020.
- 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 310 homes delivered up to 1 April 2020. An outline application submitted for around 400 homes was given resolution to grant at planning committee in July 2018.
- Grove Airfield- Outline permission was granted in July 2017 for 2,500 homes on this site. Since April 2018 three reserved matters applications have been permitted and construction has started, with 206 homes delivered up to 1 April 2020.
- 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 2019/20 has come largely from permissions on the former Didcot A power station site, Harwell Campus and Grove Technology Park.

*Table 13: South East Vale employment permissions*

Policy	Indicator	2019/20	2011-2020	Target 2011-2031
CP15	Amount of employment land permitted on strategic and allocated sites	31 hectares (gross)	162 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 2011-2020, South East Vale

<b>Employment allocation</b>	<b>A class (m<sup>2</sup>)</b>	<b>B Class (m<sup>2</sup>)</b>	<b>C Class (m<sup>2</sup>)</b>	<b>D Class (m<sup>2</sup>)</b>	<b>S/G (m<sup>2</sup>)</b>
Milton Park	409	54,137	21,808	0	14,438
Harwell campus	0	81,721	7,270	1,700	307
Monks Farm, North Grove	0	0	0	0	0
Didcot A	13000	157,363	150	0	0
Milton Hill Business and Technology Park	0	13,789	0	0	268
Grove Technology	0	42,014	0	0	240
<b>Total</b>	<b>13,409</b>	<b>349,024</b>	<b>29,228</b>	<b>1,700</b>	<b>15,253</b>

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. Since then, a number of conditions have been discharged; site clearance and preparatory works have been permitted and are underway.

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.
- 7.28. In respect of the Part 1 Plan there has been progress on a number of infrastructure projects listed in Policy CP17. Progress on these is recorded in Table 15 below.

Table 15: Infrastructure projects progress

Project	Status
Access to the strategic road network, for example, improvements to the A34 at the Milton and Chilton junctions	Completed
A34 South-facing slip roads at Lodge Hill interchange	In progress
Backhill Lane tunnel (pedestrian and cycle link) and junction on the A4130	Completed
A new link road at north east Wantage between the A338 and A417 (known as the Wantage Eastern Link Road)	In progress
Relief to the road network at Rowstock and Harwell (including an improved junction configuration at Steventon Lights, upgrading Featherbed Lane and Hagbourne Hill)	In progress
Science Bridge and A4130 re-routing through the Didcot A site	In progress – funding secured through the Housing Infrastructure Fund 1
A4130 dualling between Milton Interchange and Science Bridge	In progress – funding secured through the Housing Infrastructure Fund 1
A new Harwell Link Road between the B4493 and A417 and Southern Didcot Spine Road	Completed
A new strategic road connection between the A415 east of Abingdon on-Thames and the A4130 north of Didcot, including a new crossing of the River Thames	In progress – funding secured through the Housing Infrastructure Fund 1
Route improvements to the A417 between Wantage and Blewbury	No current work underway
Improvement of the strategic cycle network	In progress
Improvement to the bus network, particularly between the strategic housing and employment growth, including a priority bus system between Harwell Campus and Didcot	In progress

- 7.29. Other strategic highway needs have been considered in the Local Plan Part 2 which was accompanied by an updated IDP and will be reported on in the next Annual Monitoring Report. The county council has also embarked on production of a Local Transport and Connectivity Plan which will in due course replace the Local Transport Plan 4 (2016). As referenced under CP7 above the council has published a Spending Strategy 2019<sup>49</sup> which sets out the arrangements for spending CIL and how it will be allocated. Funding or provision of infrastructure through a highway agreement under section 278 of the Highways Act 1980 or provision of infrastructure under a highways agreement are a county council function so will be reported in their funding statement.

### **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 2019/20 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 mentioned above, there have been no planning applications approved on the safeguarded land that would prejudice the railway station coming forward.
- 7.32. Initial 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 optional areas for the provision of a new station<sup>50</sup>. Core Policy 18a and 19a in the Part 2 Plan update the Part 1 Plan policies relating to this.

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<sup>49</sup> <https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2020/08/20190405-Approved-Vale-CIL-Spending-Strategy-Final.pdf>

<sup>50</sup>Page 52,  
[http://www.whitehorsedc.gov.uk/java/support/dynamic\\_serve.jsp?ID=961882223&CODE=A7CCE4B786B5EC90B866FD9194A937C4](http://www.whitehorsedc.gov.uk/java/support/dynamic_serve.jsp?ID=961882223&CODE=A7CCE4B786B5EC90B866FD9194A937C4)

- 7.33. The Oxfordshire Rail Corridor Study 2020 (ORCS)<sup>51</sup>, commissioned by the Oxfordshire Growth Board and other partners, identified the need for a 70% increase in services as well as improved calling patterns and service coverage by 2028. The study supports the development of a new station at Grove by 2028 as part of a number of interventions needed.

## Western Vale Sub-Area Strategy

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

- 7.34. 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.
- 7.35. Table 16 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 433 dwellings over the plan period.

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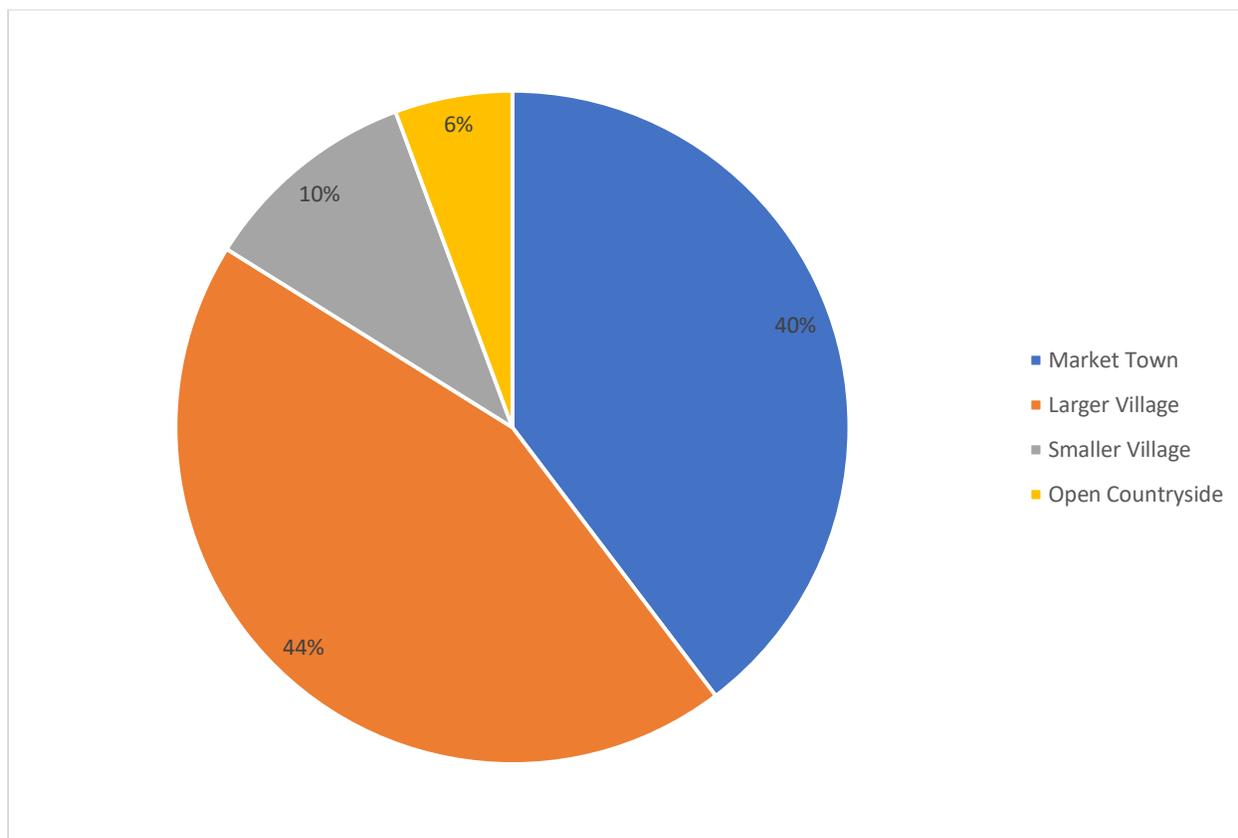
<sup>51</sup>Executive Summary available from, <http://democratic.southoxon.gov.uk/documents/b7828/Oxfordshire%20Rail%20Corridor%20Study%20-%20Revised%20Appendix%203a%20and%20Executive%20Summary%20Tuesday%2028-Jan-2020%2014.pdf?T=9>

Table 16: 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
2019/20	277	159
<b>Total</b>	<b>1,864</b>	<b>1,431</b>
<b>Average</b>	<b>207</b>	<b>159</b>

7.36. 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, 2011-2020



7.37. 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 four 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 granted consent in December 2019.
- 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 granted in February 2020 and one is currently under construction.
- South of Faringdon- Reserved matters permission was granted for this site in June 2017. Construction has commenced with 140 homes being completed up to 1 April 2020.
- South West of Faringdon- Outline permission was granted in June 2018.

- East of Coxwell road- This site is under construction with a total of 193 homes being completed up to 1 April 2020.
- 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 and is under construction with a total of 18 homes being completed up to 1 April 2020.

7.38. Table 17 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 17: Western Vale employment permissions*

<b>Policy</b>	<b>Indicator</b>	<b>2019/20</b>	<b>2011-2020</b>	<b>Target 2011-2031</b>
CP20	Amount of employment land permitted on strategic and allocated sites	0.15 hectares	13.25 hectares (gross)	7.4 Hectares

7.39. The net floorspace permitted at each strategic allocation site is set out in Table 18. The losses indicated at the Land north of Park Road (HCA site), Faringdon are primarily from two permissions granted in 2011: replacement of an S/G-class MOT station with mixed B-class units (P10/V2269) and replacement of vacant B2-class units with an A-class food store (P10/V0867).

Table 18: Floorspace permitted (net) on employment allocations 2011-2020, Western Vale

<b>Employment allocation</b>	<b>A class (m<sup>2</sup>)</b>	<b>B Class (m<sup>2</sup>)</b>	<b>C Class (m<sup>2</sup>)</b>	<b>D Class (m<sup>2</sup>)</b>	<b>S/G class (m<sup>2</sup>)</b>
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
<b>Total</b>	<b>5,064</b>	<b>-824</b>	<b>0</b>	<b>0</b>	<b>-680</b>

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

7.40. 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<sup>52</sup> 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.”<sup>53</sup> This means that there can be some diversion from the SHMA targets.
- 8.2. Table 19 below provides information for the combined market and affordable housing mix on sites given permission during 2019/20. This does not represent all permissions in 2019/20, only permissions where bed split data was available, for example outline permissions may not include an agreed housing mix. It shows the number of 3 bed properties permitted being under the target and the number of 4 beds permitted being over the target. Permissions for 1 bed and 2 bed units are in line with SHMA target percentages.

Table 19: Housing permissions bed split, 2019/20

	1 bed	2 bed	3 bed	4+ bed
Percentage	15%	33%	31%	21%
SHMA Target Percentage	15%	30%	40%	15%

<sup>52</sup> Core Policy 22, Page 106, available from [http://www.whitehorsedc.gov.uk/sites/default/files/359975%20VWH%20Plan\\_Body\\_DIGITAL%205-7.pdf](http://www.whitehorsedc.gov.uk/sites/default/files/359975%20VWH%20Plan_Body_DIGITAL%205-7.pdf)

<sup>53</sup> 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](http://www.southoxon.gov.uk/sites/default/files/2014-04-14_Final%20SHMA%20Report.pdf)

- 8.3. Table 20 shows the bed split of market housing permitted in 2019/20. 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.

*Table 20: Market Housing permissions bed split, 2019/20*

	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4+ bed</b>
Percentage	16%	24%	31%	29%
SHMA Target Percentage <sup>54</sup>	6%	22%	43%	29%

- 8.4. Table 21 shows the bed split of affordable housing permitted in 2019/20, 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 2020, 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 2019/20 relative to this demand.

*Table 21: Affordable housing permissions bed split, 2019/20*

	<b>1 bed</b>	<b>2 bed</b>	<b>3 bed</b>	<b>4+ bed</b>
Percentage	13%	56%	32%	0%
SHMA Target Percentage <sup>55</sup>	27%	35%	34%	4%

- 8.5. During 2019/20, there were two permissions granted for C2 use. These were for new-build care homes, comprising a total of 105 beds.

<sup>54</sup> The percentage figures have been rounded to the nearest whole number

<sup>55</sup> The percentage figures have been rounded to the nearest whole number

- 8.6. There were 80 class C3 affordable extra-care apartments approved in 2019/20. Of these, 70 were 1 bed units and 10 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 2019/20 was 31 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. 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 22 and Table 23 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 five years.

Table 22: Delivery of affordable housing by type, 2011-2020

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
2019/20	262	91	353
<b>Total Percentage share</b>	<b>71%</b>	<b>29%</b>	<b>2,241</b>

Table 23: Affordable housing delivery against 35% target, 2011-2020

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
2015/16	947	326	34
2016/17	1,150	336	29
2017/18	1,376	311	23
2018/19	1,081	392	36
2019/20	1,455	353	24
<b>Total</b>	<b>7,502</b>	<b>2,241</b>	<b>35</b>

**Core Policy 25: Rural Exception Sites**

8.10. 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.”<sup>56</sup> There were no rural exception sites permitted during 2019/20.

<sup>56</sup> Available from <https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary>

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

- 8.11. Core Policy 26 details the council's aim to increase the delivery of housing designed for older people. In 2019/20, two permissions were granted for class C2 care homes and one permission was granted for class C3 extra-care apartments. Over the period 2011-2020, 880 homes designed for the use of older people have been permitted.
- 8.12. 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;
  - 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.
  - Great Western Park - Permission granted for an extra care facility of up to 80 units.
  - Valley Park – Full permission granted for an 85-bed care home and outline permission granted for a 20-bed care home.

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

- 8.13. Core Policy 27 states the council will aim to provide at least 13 pitches for Gypsies and Travellers during the plan period. During 2019/20, no permissions have been granted for gypsies and travellers.
- 8.14. 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

- 8.15. 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.
- 8.16. Table 24 shows the number of entries to the register and the number of self-build and custom housebuilding developments permitted. These types of development are exempt from the Community Infrastructure Levy so we have used CIL records to identify self and custom build units. The data is broken down by base year starting on the date the first entry was made on to the register up to the 30 October 2016, with subsequent years running between 31 October - 30 October the following year. The register is a live register and people are able to join or leave as they wish, additionally the council continues to refine its approach to monitoring of permissions. For these reasons the number of entries or plots in a base year may vary from previous reports.

Table 24: Self-Build & Custom Housebuilding Register

	<b>Base year 1; first entry on the register until 30 Oct 2016</b>	<b>Base year 2; 31 Oct 2016 to 30 Oct 2017</b>	<b>Base year 3; 31 Oct 2017 to 30 Oct 2018</b>	<b>Base year 4; 31 Oct 2018 to 30 Oct 2019</b>	<b>Base year 5; 31 Oct 2019 to 30 Oct 2020</b>	<b>Total</b>
<b>Entries on the Register</b>	70	109	80	94	89	<b>442</b>
<b>Number of Plots Permitted</b>	0 <sup>57</sup>	0 <sup>57</sup>	30	25	<b>26</b>	<b>81</b>

<sup>57</sup> The CIL Charging Schedule for the Vale of White Horse came into effect on 1 November 2017 so we have not been able to identify any permissions before that date using this method.

## Supporting Economic Prosperity

### **Core Policy 28: New Employment Development on Unallocated sites**

8.17. Core Policy 28 supports Core Policy 6 by supporting appropriate B-Class employment development on unallocated sites across the district. During 2019/20 there was a total of 4.45 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**

8.18. Core Policy 29 seeks to ensure that employment use is maintained on land where it is viable and needed. In 2019/20 there was 1.21 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.

8.19. Of the 1.21 hectares of employment land lost, 0.97 hectares of this was to provide new homes. None of these changes were through Permitted Development rights, where CP29 does not come into effect.

### **Core Policy 30: Further and Higher Education**

8.20. 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.

8.21. Table 25 sets out the new education facilities planned for the district relating to new housing developments<sup>58</sup>.

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<sup>58</sup> Available from <https://www.oxfordshire.gov.uk/sites/default/files/file/children-and-families/Pupil Place Plan 2019.pdf>

Table 25: New education facilities

Location	Type of school	Opening date	Sponsor
GEMS Wantage Primary Academy, NE Wantage (Kingsgrove/ Crabhill)	2 form entry primary school, 2-11, being built by housing developer	2020	GEMS Learning Trust
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)	2023 (tbc)	Vale Academy Trust
Didcot	SEN school, 100 pupils	Dependent on progress of Valley Park development.	The Gallery Trust
North Abingdon	Up to 2-form entry primary school with nursery classes	Housing dependent, not expected before 2024	To be decided
Didcot Valley Park	Two 2-form entry primary schools with nursery classes	Dependent on progress of Valley Park development.	Academy sponsor process will run once opening date confirmed.
Grove Airfield	2-form entry primary school with nursery classes	Housing dependent, current forecasts indicate late 2020s	To be decided
Didcot North West Valley Park	One primary school with nursery classes, size dependent on population growth	Housing dependent, not expected before late 2020s.	To be decided

Location	Type of school	Opening date	Sponsor
Kingston Bagpuize/Southmoor	1 primary school with nursery classes	Housing dependent.	To be decided

*[Continued from previous page, Table 25: New education facilities]*

8.22. There were three applications approved in 2019/20 for extending existing education facilities in the district;

- Abingdon And Witney College - removal of existing single modular/ prefabricated building and replacement with double modular/ prefabricated building
- St Helen and St Katharine, Abingdon – New Sixth Form Centre
- Long Mead County Wildlife Site Field Study Centre – Demolition of existing dwelling and construction of a mixed use dwelling incorporating a field study centre

**Core Policy 31: Development to Support the Visitor Economy**

8.23. 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.

8.24. During 2019/20 there were 14 permissions approved which contribute to the visitor economy. These include a narrow-gauge railway near Wantage; part of a town centre regeneration scheme in Faringdon; hotel and service areas in Buckland and Milton; and education and visitor centres in Swinford and Watchfield.

**Core Policy 32: Retailing and Other Town Centre Uses**

8.25. 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.

8.26. Table 26 shows the amount of new retail development or change of use to retail permitted during 2019/20 in settlements as defined by the settlement hierarchy.

Table 26: Retail floorspace permitted, 2019/20

Settlement Hierarchy	A1 floorspace (m <sup>2</sup> )
Market Towns	0
Local Service Centres	129
Larger Villages	0
Smaller Villages	0
Open Countryside	0

8.27. There have been no permissions for retail use during 2019/20 that meet the policy indicator criteria of being over 500m<sup>2</sup> (or 1000m<sup>2</sup> in Abingdon-on-Thames and Wantage).

## Supporting Sustainable Transport and Accessibility

### Core Policy 33: Promoting Sustainable Transport and Accessibility

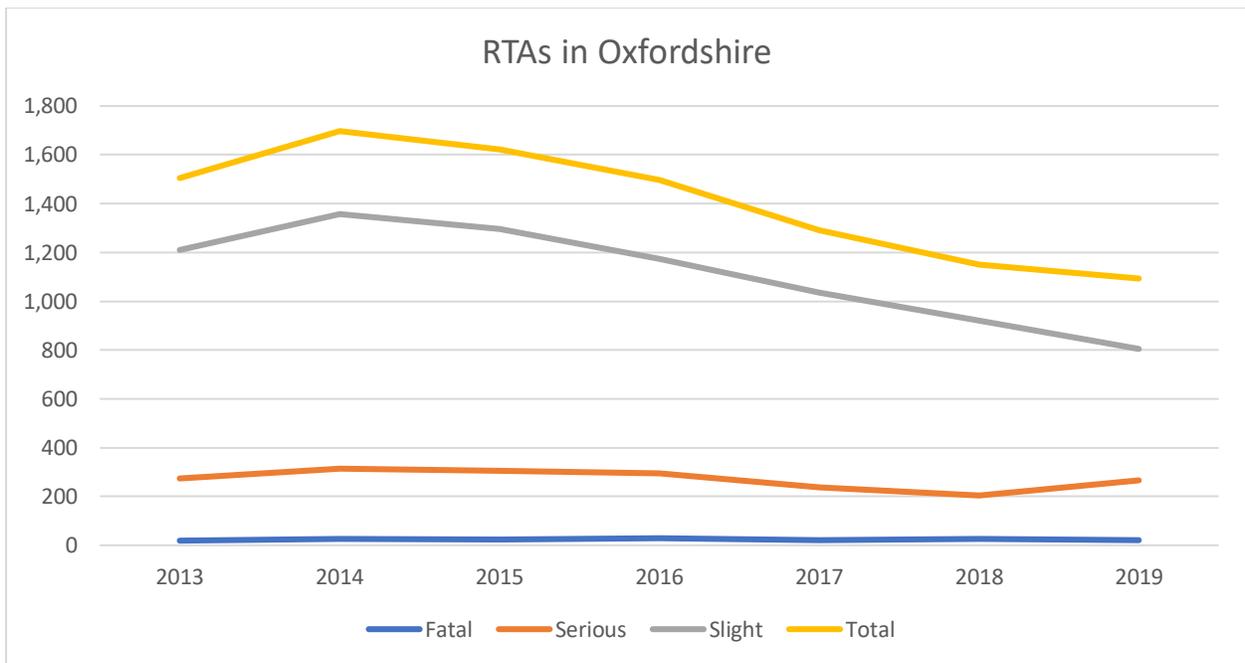
8.28. The overall aim of Core Policy 33 is to ensure that the impacts of development on the road network are minimised, that key improvements to the transport network are supported and that new developments are designed in a way that promotes sustainable transport. Monitoring of Travel Plans for developments over 80 dwellings is reported under Policy CP35 below.

8.29. 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 2019/20. The

last previous journey time surveys undertaken in the district were done in September 2017<sup>59</sup>.

- 8.30. Table 15 under CP17 above provides an update on the status of key transport infrastructure projects in the district. A number of these projects include sustainable transport measures and will support the planned housing and economic growth in the district.
- 8.31. Air quality is a key indicator in determining the sustainability of transport methods in the district. Monitoring of Air Quality Management Areas is reported under Policy CP43 below.
- 8.32. Figure 5 below shows the number of road traffic accidents in Oxfordshire<sup>60</sup> from 2013 to 2019, the latest available data. 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



<sup>59</sup> Available from <https://www.oxfordshire.gov.uk/residents/roads-and-transport/traffic/transport-monitoring>

<sup>60</sup> Based on data up to 2019, available from <https://www.gov.uk/government/statistical-data-sets/ras10-reported-road-accidents#table-ras10015>

### **Core Policy 34: A34 Strategy**

- 8.33. 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.
- 8.34. Highways England is exploring opportunities to reduce congestion and improve safety on the A34 between the M4 and M40<sup>61</sup>.

### **Core Policy 35: Promoting Public Transport, Cycling and Walking**

- 8.35. Core Policy 35 seeks to ensure that new development in the district promotes public transport, cycling and walking as sustainable modes of transport.
- 8.36. 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 no significant change in the number of journeys on bicycle. This information has been taken from Oxfordshire County Council's website<sup>62</sup> up to 2019, the latest available data.

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<sup>61</sup> <https://highwaysengland.co.uk/our-work/a34-improvements-north-and-south-of-oxford/>

<sup>62</sup> Based on data up to 2019, available from <https://www.oxfordshire.gov.uk/residents/roads-and-transport/traffic/transport-monitoring>

Table 27: Journeys by Bicycle, AADT

Site Number	Site Description	AADT							
		2012	2013	2014	2015	2016	2017	2018	2019
99000001	Gibson Close, Abingdon	117	112	110	92	88	92	92	100
99000002	The Motte, Abingdon	91	80	77	64	60	0	0	61
99000003	Tesco's to Ladygrove Footpath, Abingdon	85	57	76	80	68	111	114	117
99000004	Peep-O-Day Lane, Sutton Courtney	157	140	112	125	98	149	149	142
99000014	A4185 North of North Drive, Harwell.	109	129	144	153	104	132	93	114
99000024	Abingdon Audlett Drive	236	219	233	230	176	243	252	259
99000030	B4017 North of Drayton	151	145	179	159	131	153	152	149

8.37. A key indicator for this policy is the provision of new cycle schemes. Several parts of the Science Vale Cycling Network (SVCN) were completed or under construction in 2019/20<sup>63</sup>:

- Route 1: Wantage to Harwell Campus – The 'Icknield Greenway' – completed November 2020.
- Route 3 (B1): Abingdon to Milton Park (Peep-O-Day-Lane) – completed April 2020.
- Route 3 (B2): Abingdon to Milton Park (between Drayton Road and Quarry Road) – completed June 2020.
- Route 3 (D): Abingdon to Milton Park (Milton Park to Sutton Courtenay) - construction resumed in November 2020, new bridge for pedestrians and cyclists is in place.

<sup>63</sup> Available from <https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/major-current-roadworks/science-vale-cycling-network>

- Route 5 (G): Didcot to Harwell Campus (Wantage Road) - construction completion is on track and programmed for end of March 2021.
  - Route 7A (A & C): Abingdon to Culham Science Centre (Abbey Meadows to Barton Lane) - section A completed November 2020, Section C under construction.
  - Route 8 (G): Didcot to Culham Science Centre (High Street, Long Wittenham) - completed November 2020.
- 8.38. 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.
- 8.39. During 2018/19 Oxfordshire Housing & Growth Deal funds were secured towards the delivery of a pedestrian and cycle crossing of the A34 South of the Milton Interchange. The Growth Deal funding supports the earlier stages of the project, followed by developer contributions from the Milton Heights allocated site<sup>64</sup>.
- 8.40. 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<sup>65</sup>. During 2019/20, eight out of twelve permissions granted for major developments were supported by travel plans or with conditions requiring travel plans to be produced in line with the guidance.

### **Core Policy 36: Electronic Communications**

- 8.41. 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 2019/20 there were no enforcement cases relating to lack of provision of communication infrastructure.

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<sup>64</sup> Available from [https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/12/OGB-projects-years-1-2-5-OCC-V2\\_jasedit.pdf](https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/12/OGB-projects-years-1-2-5-OCC-V2_jasedit.pdf)

<sup>65</sup> Available from <https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments/travel-plans-advice>

## Protecting the Environment and Responding to Climate Change

### Core Policy 37: Design and Local Distinctiveness

8.42. During 2019/20, one application was permitted contrary to the advice of urban design officers<sup>66</sup>. Most of the urban design concerns were satisfied by amendments and additional documents submitted during the application process. The remaining concern related to a public element of the building where urban design officers considered that it related poorly to the main building, but planning officers considered that the visual differentiation was necessary to highlight the publicly accessible area.

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

8.43. 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 12 major sites approved in 2019/20, 11 had a Design and Access Statement and 5 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. The permission without a Design and Access Statement was for the conversion of an office building to residential use through Permitted Development.

### Core Policy 39: The Historic Environment

8.44. 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.

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<sup>66</sup> Available from, <http://www.whitehorsedc.gov.uk/java/support/Main.jsp?MODULE=ApplicationDetails&REF=P19/V2660/FUL>

- 8.45. Currently in the Vale of White Horse there are 7 sites on Historic England's at-risk register<sup>67</sup>, unchanged from 2018/19.
- 8.46. There are new Conservation Area Character Appraisals in preparation in 2019/20 for Drayton, Great Coxwell, and Abingdon Albert Park. Currently there are no heritage partnership agreements in place in the district.
- 8.47. A key indicator for Core Policy 39 is the number of planning permissions granted contrary to technical advice. No permissions were granted in 2019/20 contrary to conservation officers' advice.

### **Core Policy 40: Sustainable Design and Construction**

- 8.48. 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.
- 8.49. In 2019/20 there were 51 applications where adaptation and design methods were taken into account in line with Core Policy 40.
- 8.50. 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)<sup>68</sup>.

### **Core Policy 41: Renewable Energy**

- 8.51. 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 2019/20 there was one application relating to new renewable energy installations, for rooftop solar panels. More installations are likely to have progressed under permitted

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<sup>67</sup>Available from <https://historicengland.org.uk/advice/heritage-at-risk/search-register/results/?advsearch=1&Lpa=Vale%20of%20White%20Horse&searchtype=harsearch>

<sup>68</sup>Available from <https://www.ccwater.org.uk/households/using-water-wisely/averagewateruse/>

development rights (not requiring planning permission), these should be reflected in the data shown in Table 28.

8.52. Table 28 provides the number of renewable energy installations, capacity and generation in the district from 2014 to 2019<sup>69</sup>; with total electricity consumption in the district up to 2018<sup>70</sup>, the latest available data.

*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
2017	1,755	171.5	238,082	708,360
2018	1,821	171.9	238,482	717,745
2019	1,881	172.2	232,300	-

## **Core Policy 42: Flood Risk**

8.53. 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 2019/20, there were five applications approved where the Environment Agency (EA)

<sup>69</sup> Based on data up to 2019, available from <https://www.gov.uk/government/statistics/regional-renewable-statistics>

<sup>70</sup> Based on data up to 2018, available from <https://www.gov.uk/government/statistical-data-sets/regional-and-local-authority-electricity-consumption-statistics>

initially objected<sup>71</sup> but were satisfied by additional information provided and conditions proposed during the application process.

### Core Policy 43: Natural Resources

- 8.54. 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.
- 8.55. Table 29 shows the amount of waste from households in the district, and the amount of that waste which was recycled<sup>72</sup> from 2014 to 2019, the latest available data. 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.

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

	2014/15	2015/16	2016/17	2017/18	2018/19
<b>Total waste collected (Thousand Tonnes)</b>	41,608	42,240	42,443	42,303	44,442
<b>Recycling rate</b>	66%	65%	62%	63%	62%

- 8.56. In 2019/20 there were 34 applications approved where Core Policy 43 was taken into consideration.
- 8.57. During 2019/20 there were no applications approved in the district contrary to Environment Agency advice on water quality grounds<sup>73</sup>, which shows that this aspect of the policy is working positively.

<sup>71</sup> Available from <https://www.gov.uk/government/publications/environment-agency-objections-to-planning-on-the-basis-of-flood-risk>

<sup>72</sup> Based on data up to March 2019, available from <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables>

<sup>73</sup> <https://www.gov.uk/government/publications/environment-agency-objections-to-planning-on-the-basis-of-flood-risk>

8.58. The annual Air Quality Status Report<sup>74</sup> 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<sup>2</sup> levels which exceed national objectives, primarily due to traffic emissions. In order to improve air quality within the district the council has undertaken several initiatives over the past year which include: Launching our anti-idling campaign “Turn it off” on Clean Air Day and shared information on the impacts of engine idling during a series of promotional events. 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<sup>2</sup> levels. There are currently no exceedances of the NO<sup>2</sup> levels in the AQMA area. Consideration may now be given to revoking the AQMA which would involve a consultation exercise.
- In Botley, the issue relates to the proximity of houses to the A34 which is heavily trafficked, and there are exceedances of the objective. Additional monitoring is being undertaken and solutions being investigated, with traffic management by restricting Heavy-Duty Vehicle (HDV)<sup>75</sup> 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 exceedances within the AQMA, due to the amount of traffic associated with the A415. The Air Quality report identifies road improvements as being part of the solution to improving air quality in Marcham. Oxfordshire County Council is in the process of reviewing previous work associated with 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

8.59. The council priorities for the following reporting year include starting the process of updating the Air Quality Action Plan, finalising and publishing the updated AQ Developers Guidance document, give detailed consideration to the revocation of the Abingdon AQMA and re-scheduling those anti-idling campaign actions that were planned for the Spring/Summer 2020 but have been delayed due to Covid-19.

8.60. During 2019/20 there was one minor outline application granted contrary to the advice of technical officers regarding contaminated land. In that case, a pre-commencement condition could not be applied; a condition requiring mitigation of any contamination discovered during construction was applied instead. In all

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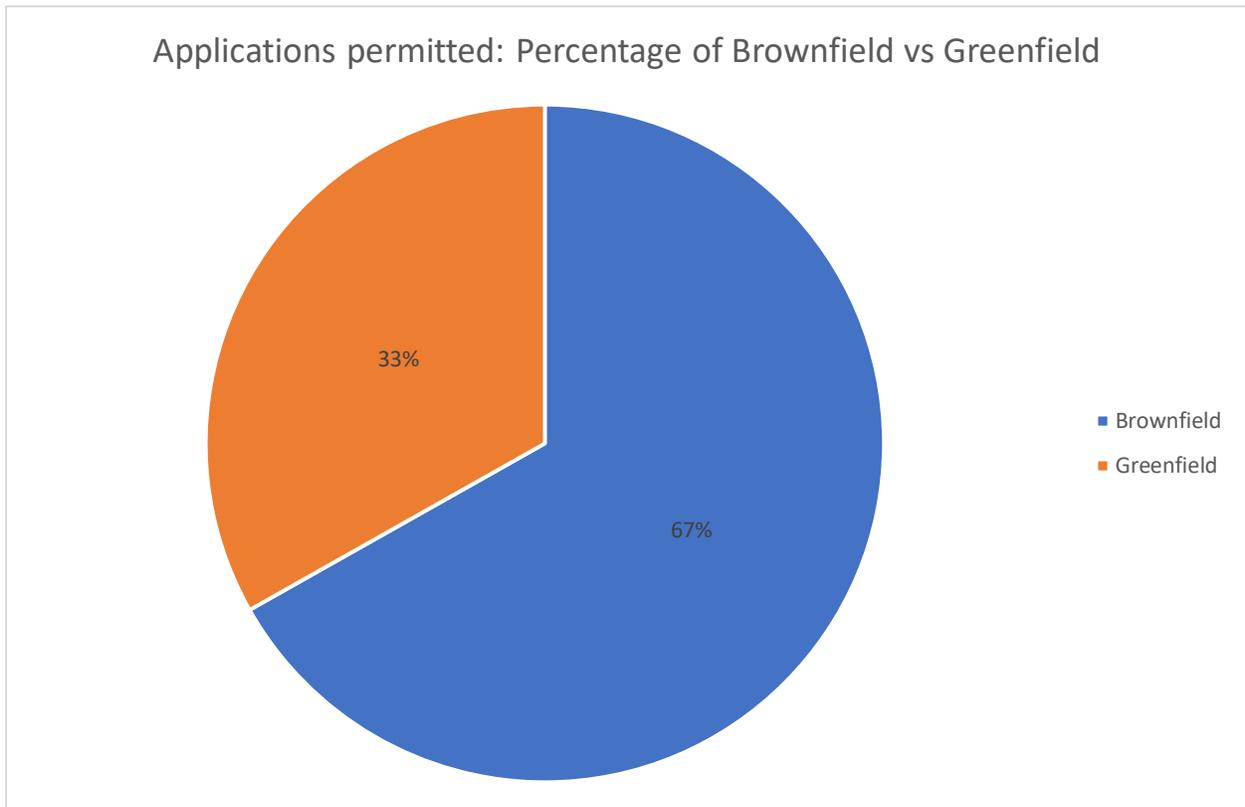
<sup>74</sup>Available from <https://oxfordshire.air-quality.info/documents/VVHDCASR2020.pdf>

<sup>75</sup> 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).

other cases 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 2019/20 there were significantly more applications<sup>76</sup> 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, 2019/20



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 from reasonable alternatives. During 2019/20 there were no applications granted contrary to the advice of technical officers regarding agricultural land.

<sup>76</sup> Approved applications relating to new housing, employment and facility class developments

## **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 2019/20 there were 40 permissions granted in the AONB. All of these were in line with Core Policy 44, with the majority being within the Harwell Campus site or 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 2019/20 there were 29 permissions granted that took account of Core Policy 45.

## **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)<sup>77,78</sup>;
- National- One National Nature Reserve<sup>79</sup> and 22 Sites of Special Scientific Interest (SSSI)<sup>80</sup>;
- Local- 82 Local Wildlife Sites<sup>81</sup>, Two Local Nature Reserves<sup>82</sup> and Nine Geologically Important Sites<sup>83</sup>.

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 66.48 hectares since last year, increasing from 1,591.42 to 1657.9 hectares. Further information on the status of sites is available from the Thames Valley Environmental Records Centre (TVERC)<sup>84</sup> and Natural England<sup>85</sup>.

8.69. No planning permissions were granted in 2019/20 contrary to consultee advice on the impact on SAC's, in line with Core Policy 46.

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<sup>77</sup> Cothill Fen <https://sac.jncc.gov.uk/site/UK0012889>

<sup>78</sup> Hackpen Hill <https://sac.jncc.gov.uk/site/UK0030162>

<sup>79</sup> Cothill NNR <https://www.gov.uk/government/publications/oxfordshires-national-nature-reserves/oxfordshires-national-nature-reserves#cothill>

<sup>80</sup> List of Oxfordshire SSSIs, available from <https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=&countyCode=34&responsiblePerson=&DesignationType=SSSI>

<sup>81</sup> <http://www.tverc.org/cms/content/local-wildlife-sites>

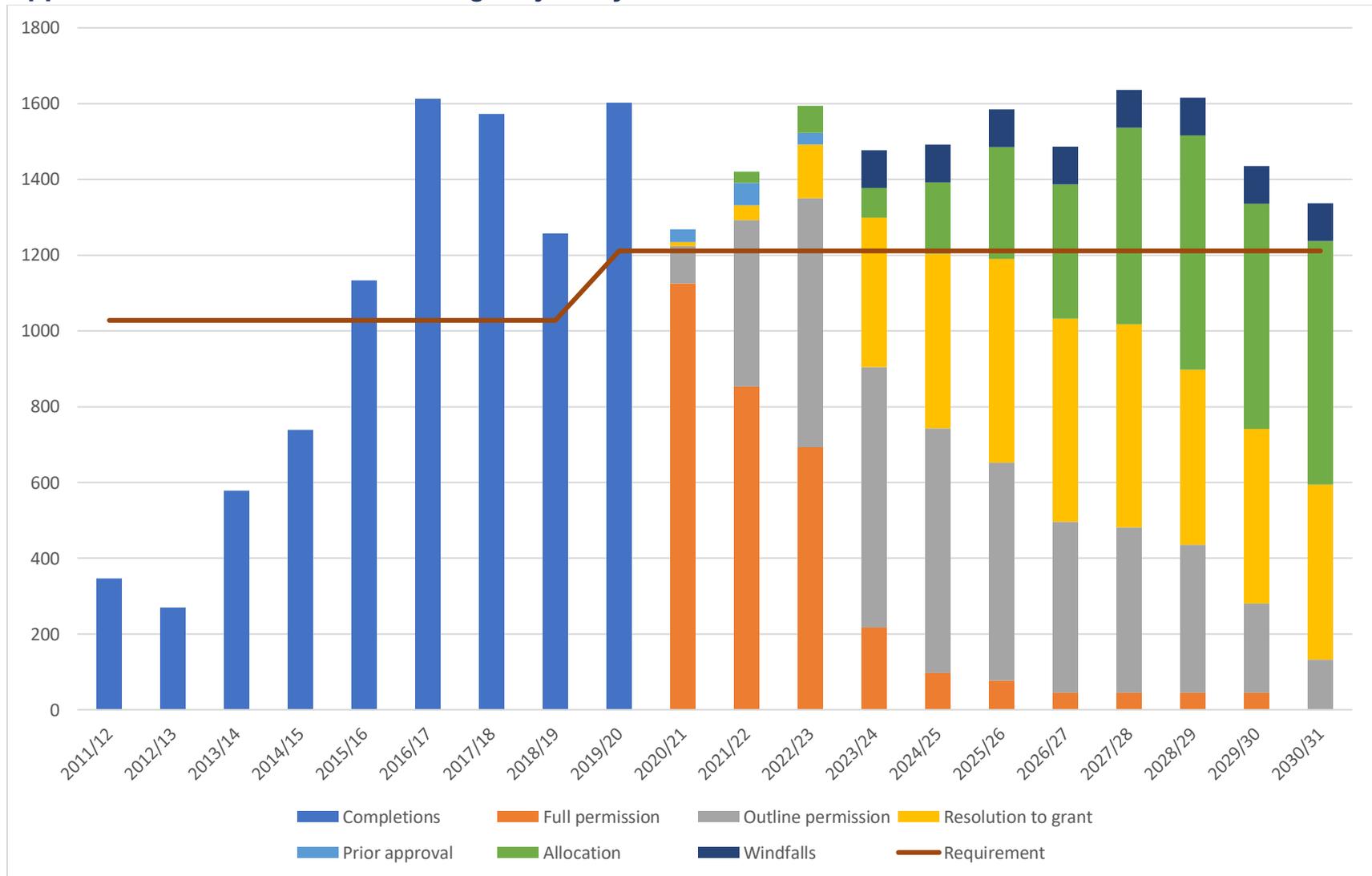
<sup>82</sup> List of Oxfordshire LNRs, available from <https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=&countyCode=34&responsiblePerson=&DesignationType=LNR>

<sup>83</sup> <http://www.tverc.org/cms/content/local-geological-sites>

<sup>84</sup> Available from <http://www.tverc.org/cms/>

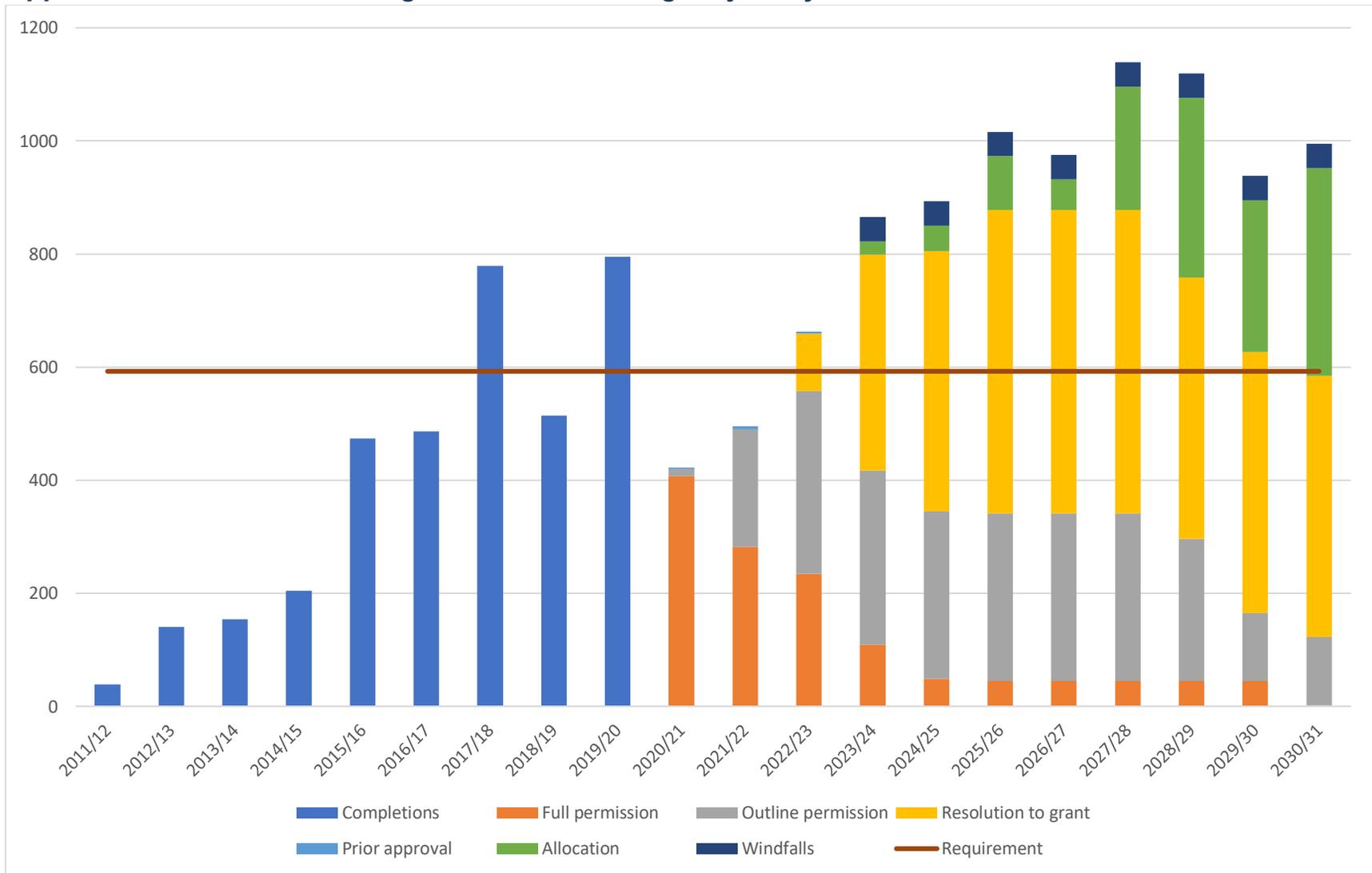
<sup>85</sup> Available from <https://designatedsites.naturalengland.org.uk/SearchCounty.aspx>

## Appendix A: Whole District Housing Trajectory<sup>86</sup>



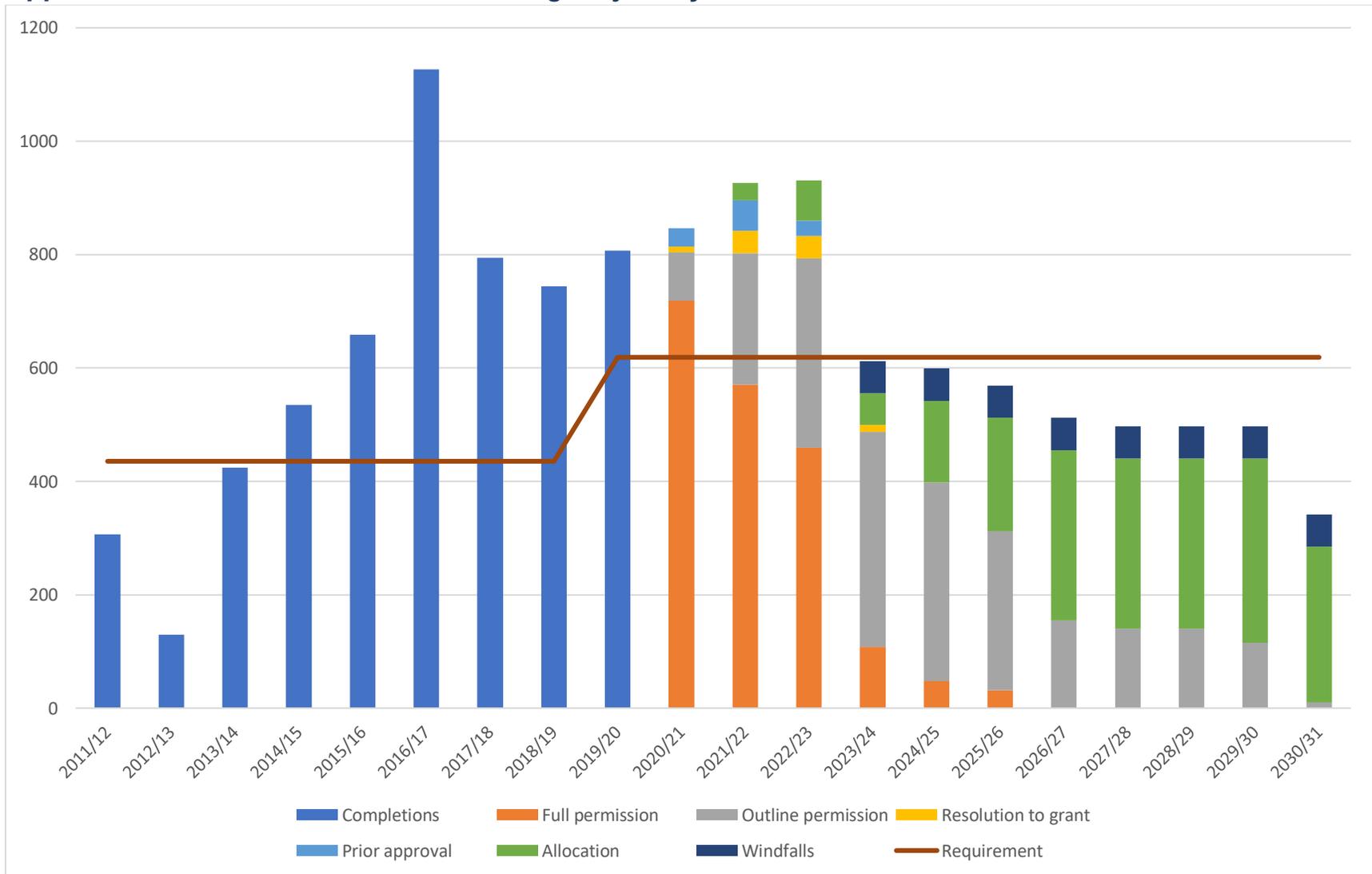
<sup>86</sup> Housing permissions and completions up to date as of 31 March 2020.

## Appendix B: Science Vale Ringfence Area Housing Trajectory<sup>87</sup>



<sup>87</sup> Housing permissions and completions up to date as of 31 March 2020

### Appendix C: Rest of District Area Housing Trajectory<sup>88</sup>



<sup>88</sup> Housing permissions and completions up to date as of 31 March 2020

## 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 p11
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.	In Progress, on target p23-25, 30-33, 36-38, 44-46
	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.	In Progress, on target p71-73
	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 p23

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 p25-26
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.	In Progress, on target p25, 71-73
	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 p25-26
	Jobs Growth	To provide for 15,850 jobs in the ring fence area over the plan period.	In Progress, on target p26-27
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.	In Progress, on target p27
	Jobs Growth	To provide for 23,000 jobs over the plan period.	In Progress p27

Local Plan Policies	Indicators	Targets	Progress
	Business Counts	Increase in Businesses	Achieved p27
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.	In Progress p28, 41, 56-57, 61-62
	Progress of other strategic infrastructure items		In Progress p28, 41, 56-57, 61-62
	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.	In Progress p28
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.	In Progress, on target p30-32
	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.	In Progress, on target p32
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 p33
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 Change p33

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.	In Progress, on target p33-34
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 p34
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 p34-35
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 p35
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.	In Progress p36-38
	Quantum of land and use permitted for employment at	To permit and deliver 208 net hectares of employment land as	In Progress, on target p38-39

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.	In Progress, on target p39
	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 p39
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.	In Progress p41
	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.	In Progress p28, 42
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 p42
CP19: Re-opening of	Progress of the Re-opening of Grove Railway Station	To maintain commitment to progress re-opening	In Progress p42-43

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 p42
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. .	In Progress, on target p44-46
	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.	In Progress, on target p46-47
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 p47
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.	In Progress p48-50
CP23: Housing Density	Average density of housing planning permissions	To ensure the cumulative delivery of planning permissions for housing developments provides an average	Achieved p50

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 eleven or more dwellings or sites larger than 0.1 ha to provide 35% affordable housing or in accordance with the policy.	In Progress, on target p52
	Tenure split	To provide for around a 75:25 split between rented and intermediate housing tenures of affordable housing.	In Progress, on target p51
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 p52
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.	In Progress p53
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.	No Change p53
	Five-year supply of pitches	To maintain a five-year supply of pitches <sup>89</sup> .	Achieved p53

<sup>89</sup> As of April 2016, the five-year supply target is approximately 3.25 pitches.

Local Plan Policies	Indicators	Targets	Progress
CP28: New Employment Development on Unallocated Sites.	Status and type of permissions granted for B uses on unallocated sites.	To ensure all planning permissions are granted in accordance with the policy.	Achieved p55
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.	Achieved p55
	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	Achieved p55
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.	In Progress p55-57
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.	In Progress p57
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	In Progress p58
	Number of permissions granted for retail developments over 1,000m <sup>2</sup> (Abingdon-	To ensure all planning permissions granted for retail development over	No Change p58

Local Plan Policies	Indicators	Targets	Progress
	on-Thames and Wantage) and 500m <sup>2</sup> (elsewhere in the District) accompanied by a Retail Impact Assessment.	1,000m <sup>2</sup> or 500m <sup>2</sup> in appropriate locations to be accompanied by a comprehensive Retail Impact Assessment.	
CP33: Promoting Sustainable Transport and Accessibility.	Average Journey times <sup>90</sup>	To ensure journey times do not significantly <sup>91</sup> increase based on trend analysis	No recent data p58-59
	Monitoring of Travel Plans for developments over 80 dwellings.	To ensure developments meet sustainable travel targets in Travel Plans	In Progress p63
	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.	In Progress p41, 59
	To monitor designated quality Air Quality Management Areas.	To ensure development supports improvements to air quality and meets the AQMA's standards	In Progress p68
	Number of road accidents casualties <sup>92</sup>	To ensure development supports improvements to road safety	In Progress p60
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,	No Change p61

<sup>90</sup> On those areas that are monitored by the Highways Authority.

<sup>91</sup> Assessed on an individual area basis.

<sup>92</sup> On a County-wide basis

Local Plan Policies	Indicators	Targets	Progress
		in association with the Oxford to 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	No Change p61, 68
CP35: Promoting Public Transport, Cycling and Walking.	Level of cycle movements <sup>93</sup>	To increase the proportion of journeys undertaken by cycling locally.	No Change p61-62
	New cycle schemes	To help facilitate the delivery of new cycle schemes	In Progress p62-63
	Bus patronage <sup>94</sup>	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.	In Progress p63
	Monitoring of Travel Plans for developments over 80 dwellings.	To ensure developments meet sustainable travel targets identified in Travel Plans	In Progress p63
	Number of permission granted for major development supported by a Transport	To ensure all planning permissions granted for major development to be accompanied by a	In Progress p63

<sup>93</sup> On those routes that are monitored by the Highways Authority

<sup>94</sup> On a County-wide basis

Local Plan Policies	Indicators	Targets	Progress
	Assessment and Travel Plan	Transport Assessment and Travel Plan.	
CP36: Electronic Communications	Compliance with Building Regulations	To ensure delivery of dwellings is in compliance with Building Regulations.	Achieved p63
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	In Progress p64
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	In Progress p64
	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 p64
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 p65
	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.	No Change p65

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	In Progress p65
	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 p65
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.	In Progress p65
	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 p65
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.	In Progress p65-66
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 p66-67

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 recent data p67
	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 p67
	To monitor designated quality Air Quality Management Areas.	To ensure all development supports improvements to air quality and meets the AQMA's standards	In Progress p68
	Number of permissions granted contrary to technical advice on contaminated land	To ensure all planning are granted in accordance with the policy.	In Progress p68-69
	Amount and detail of permissions granted on PDL.	To ensure the delivery of development schemes helps to maximise the reuse of PDL <sup>95</sup> .	In Progress p69
	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 p69
CP44: Landscape	Number of permissions granted	To ensure all planning	Achieved p70

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 p70
CP45: Green Infrastructure	Permissions granted and completions for change in Green Infrastructure	To deliver a net gain in green infrastructure.	In Progress p70
	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.	In Progress p29
CP46: Conservation and Improvement of Biodiversity	Change in biodiversity area and/or sites.	To deliver a net gain in biodiversity area.	Achieved p71
	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 p71

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