

# Authority Monitoring Report 2020/21



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# 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 is 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 2020 to 31 March 2021 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 B of this Report.
- 1.5. The Local Plan 2031 Part 2: Detailed Policies and Additional Sites (The Part 2 Plan) was adopted in October 2019. The monitoring framework for the Part 2 Local Plan, which sets out the policies we 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
  - Associated active travel measures
- 2.9. A planning application for the HIF projects was submitted to Oxfordshire Council in November 2021 (P21/S4794/CM).

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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/>



- 2.10. The Council has also commenced work on a Local Cycling and Walking Infrastructure Plan (LCWIP) for Didcot to improve the local cycle network and pedestrian connectivity<sup>5</sup>.
- 2.11. 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>6</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.

## **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>5</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>6</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/>

Table 2: Key Statistics

Contextual indicator		Vale of White Horse District	South East of England Region	Great Britain
Population (2020) <sup>7</sup>		137,900	9,217,300	65,185,700
Population aged 16-64 (2020) <sup>8</sup>		83,400 60.5%	61.1%	62.4%
Life Expectancy <sup>9</sup>	Male	82.6	80.7	79.3 (UK)
	Female	85.4	84.1	82.9 (UK)
Number of Households (2020) <sup>10</sup>		56,937	3,807,079	27,429,653
Economically Active <sup>11</sup>		82.5%	81.1%	78.5%
Unemployment rate <sup>12</sup>		3.2%	3.9%	4.8%
Education - Attainment 8 results <sup>13</sup> (2019) <sup>14</sup>		47.4 (Oxfordshire)	-	44.7 (England)
CO <sub>2</sub> emissions (2019) <sup>15</sup>	Per Capita (t)	5.9	4.4	5.2 (UK)
	Total (kt)	797	40,508	344,512 (UK)

<sup>7</sup> Available from <https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabrespop>

<sup>8</sup> Available from <https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabrespop>

<sup>9</sup> Available from <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/datasets/lifeexpectancyatbirthandage65bylocalareasuk>

<sup>10</sup> 2018-based household projections, available from <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/householdprojectionsforengland>

<sup>11</sup> October 2020-September 2021 figures, available from <https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabempunemp>

<sup>12</sup> October 2020-September 2021 figures, available from <https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabempunemp>

<sup>13</sup> Attainment 8 is a measure of a pupil's average grade across a set suite of eight subjects.

<sup>14</sup> Available from <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%20&show=All%20pupils>

<sup>15</sup> 2019 estimates, available from <https://www.gov.uk/government/collections/uk-local-authority-and-regional-carbon-dioxide-emissions-national-statistics>

### 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.
- 3.4. In 2021, a five year review was undertaken in accordance with Regulation 10A of the Town and Country (Local Planning) (England) Regulations 2012 (as amended). This review<sup>16</sup> evaluated the Part 1 Plan's policies for their consistency with national policy, considering current evidence and any relevant changes in local circumstances. Vale of White Horse District Council Cabinet approved the Local Plan Part 1 Review on 3 December 2021. The review shows that five years on, Local Plan Part 1 (together with LPP2) continues to provide a suitable framework for development in the Vale of White Horse that is in overall conformity with government policy. However, the review found that the housing requirement in Core Policy 4 requires updating, see paragraphs 6.3 and 6.4 of the AMR.

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

- 3.5. To complement the Part 1 Plan, the Local Plan 2031 Part 2: Detailed Policies and Additional Sites (The Part 2 Plan) sets out:
- Policies and locations for new housing to meet the Vale's proportion of Oxford City's unmet housing need, which cannot be met within the City boundaries;
  - Policies for the part of Didcot Garden Town that lies within the Vale of White Horse District;
  - Detailed development management policies that complement the strategic policies as set out in the Part 1 Plan, and where appropriate replace the remaining saved policies of the Local Plan 2011;
  - And additional site allocations for housing.

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<sup>16</sup> <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/local-plan-2031/>

- 3.6. In relation to the Vale's proportion of Oxford City's unmet housing need, this has been informed by co-operation with the Future Oxfordshire Partnership<sup>17</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.
- 3.7. The Local Plan 2031 Part 2 was adopted by Full Council on Wednesday 9 October 2019.

## **Joint Local Development Scheme**

- 3.8. In March 2021, Vale of White Horse and South Oxfordshire District Councils agreed to develop a Joint Local Plan for the area. A Joint Local Development Scheme (LDS) was also approved in March 2021, which is the first LDS that covers both Councils. The Local Development Scheme (LDS) sets out the timetable for the production of the council's Development Plan Documents (DPDs) and the Community Infrastructure Levy (CIL), including the Charging Schedule for CIL. This includes key production dates and public consultation stages<sup>18</sup>.
- 3.9. The LDS provides information regarding the Joint 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 January 2022).

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<sup>17</sup> Available from <https://futureoxfordshirepartnership.org/>

<sup>18</sup> Available from <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/local-plan-2041/>

Table 3: LDS Progress

Document	Milestone	Progress
Joint Local Plan 2041	Local Plan preparation and engagement	In progress - March 2021-July 2022
	Public Consultation on Preferred Options/Draft Plan (Regulation 18)	Expected July/August 2022
	Public Consultation on Pre-Submission (Regulation 19)	Expected July/August 2023
	Submission to Secretary of State (Regulation 22)	Expected January 2024
	Examination in Public (Regulation 24)	Expected June 2024
	Inspector's report (Regulation 25)	Expected September 2024
	Adoption (Regulation 26)	Expected October 2024
Statement of Community Involvement	LDS – Consultation Summer 2021	Completed September-October 2021
	LDS – Adoption Autumn 2021	Adopted December 2021
Community Infrastructure Levy (CIL)	LDS – Consultation January-February 2021	Completed January-February 2021
	LDS – Submission Spring 2021	Completed March 2021
	LDS – Examination Summer 2021	Completed May 2021
	LDS – Adoption Autumn 2021	Adopted November 2021
Oxfordshire Plan 2050	Regulation 18 Part II published for formal consultation	Undertaken Summer 2021
	Regulation 19 published for formal consultation	Scheduled for Spring 2022
	Submission of Oxfordshire Plan 2050	Scheduled for September 2022
	Examination of Plan	Scheduled for Nov/Dec 2022
	Publication of the Inspectors Report	Scheduled for February/March 2023
	Oxfordshire Plan 2050 Adoption (subject to examination)	Scheduled for May/June 2023



## **The Joint Local Plan 2041**

- 3.10. In March 2021, Vale of White Horse and South Oxfordshire District Councils agreed to work together to prepare a new Joint Local Plan. Preparing a Joint Plan will help to reduce costs to the councils and also help the councils meet their shared ambitious targets for making the two districts carbon neutral.
- 3.11. The new Joint Local Plan will set out a vision for the Vale of White Horse and South Oxfordshire up to the year 2041. It will identify how and where new housing and employment development should take place, along with identifying the infrastructure needed to support them. It will also set out policies that will guide how development takes place.
- 3.12. Once adopted the Joint Local Plan 2041 will replace the Vale of White Horse Local Plan 2031 Part 1 and 2, which is currently used to guide decisions on planning development in the district.
- 3.13. Decisions on the Joint Local Plan contents, up to and including its adoption, are made by the two local planning authorities through their own decision-making structures. Two other governance bodies, the Joint Local Plan Steering Group (an informal councillor group providing policy ideas and political steer on the Joint Local Plan) and All Councillor Joint Roundtable Meetings (providing wider informal councillor input to the plan preparation) have been introduced to ensure the Joint Local Plan progresses through these formal processes without undue delay.
- 3.14. The council's current Local Development Scheme states that a consultation on a 'Preferred Options' draft Plan (Regulation 18) will take place in July/August 2022.

## **Joint Statement of Community Involvement**

- 3.15. Vale of White Horse and South Oxfordshire district councils have also adopted a joint Statement of Community Involvement (SCI) to cover both districts. Public consultation on the Statement of Community Involvement took place for six weeks between September and October 2021. It was then adopted by South Cabinet on 2 December 2021 and Vale Cabinet on 3 December 2021. 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**

- 3.16. 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.
- 3.17. 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.
- 3.18. The Oxfordshire Plan will not allocate sites for housing or employment, except at the request of the relevant local planning authority. Instead, it will identify key areas for sustainable growth with associated housing / employment requirements. Districts will then use this as a basis to inform future Local Plans and Neighbourhood Plans which will provide a detailed view of how housing and infrastructure will be delivered.
- 3.19. The Oxfordshire Plan Regulation 18 Part 2 consultation took place over a ten-week period from 10 July to 8 October 2021. A consultation on the Submission (draft) Plan (Reg 19) is scheduled to take place in Spring 2022. Anticipated submission to the Planning Inspectorate will be September 2022 (these dates may be subject to review).

## **Sustainability Appraisal Significant Effect Indicators**

- 3.20. 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.
- 3.21. 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).
- 3.22. 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.

- 3.23. A Sustainability Appraisal will also be integral to the preparation and development of the Joint Local Plan 2041.

## Neighbourhood planning

- 3.24. 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

- 3.25. 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.
- 3.26. Vale of White Horse District Council formally adopted its revised Community Infrastructure Levy (CIL) Charging Schedule on 6 October 2021. The Schedule came into effect on 1 November 2021 and has replaced the CIL Charging Schedule (November 2017). This means any application decided on or after this date is CIL liable, regardless of when the application was submitted.
- 3.27. The Infrastructure Funding Statement<sup>19</sup> for the 2020/21 financial year was published in December 2021 and further details are provided under Core Policy 7 (sections 6.13 - 6.17 below).

## Other documents

- 3.28. 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.

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<sup>19</sup> <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/community-support/infrastructure-to-support-communities-2/>

- 3.29. 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.
- 3.30. The council has 4 adopted SPDs, with none of them identifying specific monitoring arrangements. The SPDs are as follows:
- Design Guide 2015: The Design Guide was adopted on 10 March 2015 and sets out design principles to guide future development and encourage a design-led approach to development;
  - Abbey Shopping Centre and Charter Area: The Abbey Shopping Centre and Charter Area SPD was adopted on 14 December 2011 and provides a guide to detailed applications and possible future development options for the area;
  - Botley Centre SPD: The Botley Centre SPD was adopted on 18 January 2016. It provides direction on the shape of development at Botley Central Area in accordance with Local Plan 2031: Part 1, Core Policy 11: Botley Central Area. It is designed to create a flexible strategy to guide development that supports the existing and future local community and meet local regeneration aspirations, while attracting investment to serve the wider district.
  - Developer Contributions SPD: The Developer Contributions SPD was adopted in November 2021 and provides guidance on how planning obligations will work alongside CIL to deliver the infrastructure needed to support development in the Vale.
- 3.31. The council is currently preparing an SPD for Dalton Barracks in accordance with the Local Plan 2031 Part 2: Additional Sites and Detailed Policies. A public consultation on the Dalton Barracks Strategic Allocation Draft SPD ran from 21 October to 18 November 2021. The SPD will be a material consideration in assessing future planning applications and is expected to be considered for adoption this year.
- 3.32. 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 was published for consultation during January-March 2022. The Guide will be a material consideration in assessing future planning applications.
- 3.33. The council is currently not progressing SPDs for Harwell Campus and Grove from Local Plan 2031 Part 2 Core Policies 15b and 15c or for Self and Custom Build from Development Policy 1.

## Local Development Orders

- 3.34. 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.
- 3.35. 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>20</sup>. A review of the Milton Park LDO has started and is looking at extending the LDO to 2040. It is anticipated that public consultation on a new LDO will take place later this year.<sup>21</sup>
- 3.36. During 2020/21, there were 5 notifications agreed under the Milton Park LDO.
- 3.37. The council is currently preparing a Local Development Order for Didcot Technology Park. Following public consultation in 2017 a draft LDO is being revised and it is anticipated that further public consultation may take place in late Spring 2022.

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<sup>20</sup> Available from <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/milton-park-local-development-order>

<sup>21</sup> For more information visit <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-development-order-review-for-milton-park/>

## 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 January 2022, there are 15 made Neighbourhood Plans in the district, with one minor plan review being made during 2020/21. 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 as of January 2022

Area Designation	Plan in preparation	Pre-submission consultation	Preparing for Submission	Plan made
Abingdon	Shellingford	East Hanney	Steventon	Appleton with Eaton – Plan Made 6 October 2021
	Stanford in the Vale		East Challow	Chilton – Plan Made 6 October 2021
	Sunningwell			West Hanney – Plan Made 6 October 2021
	Sutton Courtenay			Cumnor – Plan Made 18 May 2021
	Wantage			North Hinksey – Plan Made 18 May 2021
				Shrivenham – Plan Made 18 May 2021
				Great Coxwell – Minor Review Made 07 October 2020
				Wootton and St Helen Without – Plan Made 18 December 2019
				Ashbury – Plan Made 17 July 2019
				Uffington and Baulking – Plan Made 17 July 2019
				Radley – Plan Made 10 October 2018
				Blewbury – Plan Made 14 December 2016
				Faringdon – Plan Made 14 December 2016

Area Designation	Plan in preparation	Pre-submission consultation	Preparing for Submission	Plan made
				Longworth – Plan Made 16 October 2016
				Drayton – Plan Made 15 July 2015

*[Continued from previous page, Table 4: Neighbourhood Plan Progress as of January 2022]*

## 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
    - Clinical Commissioning Groups
    - The Office of Rail Regulations

- Highways England
- 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>22</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 2020 to March 2021 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>23</sup>. Throughout the period since there has been regular engagement with other Oxfordshire authorities through the Future Oxfordshire Partnership 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 2020/21, work continued developing the Oxfordshire Plan with input from councillors and officers through the Member SubGroup, Officer Project Board and Liaison Team<sup>24</sup>. Progress on the Oxfordshire Plan 2050 is set out in Section 3 above.
- 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 Plan.
- 5.9. In addition to these key actions, the council engages with all the neighbouring authorities and prescribed bodies listed above when undertaking consultations.

<sup>22</sup><http://www.whitehorsedc.gov.uk/sites/default/files/PC03%20Inspectors%20Post%20Hearings%20Letter%20to%20VOWH%20dated%2030%20October%202018.pdf>

<sup>23</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>24</sup> <http://oxfordshireplan.org/about/#governance>

## 6. Spatial Strategy

### Core Policies 4 & 4a: Meeting the Housing Need

- 6.1. Core Policy 4 of the Vale Local Plan 2031 Part 1 identified the district's housing requirement as 20,560 dwellings. The housing requirement is informed by the Oxfordshire Strategic Housing Market Assessment<sup>25</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 4a of the Vale Local Plan 2031 Part 2 also identifies the district's additional requirement to help to deliver housing to meet Oxford City's unmet housing need. The 2,200 dwellings for Oxford City are to be provided between 2019-2031 for Housing Land Supply purposes, increasing the annual requirement by 183 dwellings per annum for that period.
- 6.3. December 2021 marked the five year anniversary of the adoption of the Local Plan Part 1. Consequently, in accordance with Regulation 10A of the Town and Country (Local Planning) (England) Regulations 2012 (as amended), the Council undertook a review of the policies in the plan<sup>26</sup>. This review evaluated LPP1's policies for their consistency with national policy, considering current evidence and any relevant changes in local circumstances. Vale of White Horse District Council Cabinet approved the Local Plan Part 1 Review on 3 December 2021.
- 6.4. The review concludes that for Core Policy 4 the housing requirement requires updating. The housing requirement will be updated through the Oxfordshire Plan 2050 and the Joint Local Plan. In the meantime, for monitoring and housing land supply purposes, in accordance with paragraph 74 of the NPPF, the minimum housing requirement is 636dpa as calculated using the standard method. This should be supplemented using the 183dpa between 2019 and 2031 to accommodate unmet housing need from Oxford in accordance with Core Policy 4a of the Local Plan Part 2. The annual housing requirement will therefore be 819 dpa. The standard method figure will change on an annual basis.
- 6.5. The number of dwellings completed in 2020/21 was 1,108 dwellings which exceeds the revised total housing requirement of 819 dwellings per annum. Positive progress has been made towards the overall housing target. The total completions for the first ten years of the plan period (2011-2021) was 10,222 dwellings. Table 5 shows annual completions for the district, a graph of the

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<sup>25</sup> Available from <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031/evidence-base/strategi>

<sup>26</sup> <https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2021/12/Local-Plan-Part-1-Review-Dec-2021..pdf>

housing trajectory is provided in Appendix A. It is likely that the number of dwellings completed in 2020/21 is lower than that achieved in 2019/20 due to the combined impact of the pandemic and industry adjustment to Brexit, as these resulted in periods where construction on sites slowed and material shortages delayed the completion of dwellings.

*Table 5: Annual housing completions 2011-2021*

Year	Number of dwellings completed
2011/12	346
2012/13	270
2013/14	586
2014/15	739
2015/16	1,132
2016/17	1,609
2017/18	1,573
2018/19	1,258
2019/20	1,601
2020/21	1,108
<b>Total</b>	<b>10,222</b>

## Core Policy 5: Housing Supply Ringfence

- 6.6. Core Policy 5 sets out how the council will employ a ring-fence approach to housing delivery in the Science Vale area<sup>27</sup>.
- 6.7. The LPP1 review concludes that Core Policy 5 is connected to the housing requirement in Core Policy 4 and as such requires updating also. There is no mechanism for applying a shortfall or ringfence to the standard method calculation. Core Policy 5 will no longer be used for monitoring purposes.
- 6.8. 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:

<sup>27</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>



- 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>28</sup>
- 6.9. The council published an updated housing supply statement in June 2021<sup>29</sup>, prior to the LPP1 review. It showed that the Vale had a district wide supply of 5.04 years, with supply in the Science Vale being 4.6 years and in the Rest of District 5.58 years. The supply calculation for both Sub-Areas and the district included a 5% buffer, as indicated by housing delivery in the preceding 3 years. Following the LPP1 review, future housing supply statements will measure against the revised housing requirement across the whole district without applying a ringfence.

## **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 6 sets out the progress made towards these targets and shows that since 2011 there has been an increase of approximately 13,000 jobs in the district. Table 6 also shows that 217 hectares of land has been permitted on strategic employment sites, with Table 7 providing a breakdown of this in regard to permitted use classes and net floorspace.

<sup>28</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>29</sup> Available from <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/supporting-documents/>

Table 6: Monitoring of employment land and jobs

Policy	Indicator	2020/21	2011-21	Progress
CP6	Amount of employment land permitted on allocated sites	8 hectares	217 hectares	217 hectares of employment land permitted over the plan period. so far demonstrating good progress. There is 1 hectare of employment land remaining to be developed.
	Jobs growth (latest data runs to 2020) <sup>30</sup>	N/A	13,000	Progress has been made so far towards the overall total of 23,000 jobs.
	Business Counts Growth - Enterprises <sup>31</sup>	40	1,160	N/A

6.12. Table 7 provides the net amount of floorspace permitted on strategic sites in the district by use class<sup>32</sup>. This demonstrates there has been substantial progress made towards the delivery of employment floorspace. It should be noted that due to the amendments to the Use Classes Order some changes of use may now take place without the need to apply for planning permission and therefore can no longer be monitored. The Council will take account of this change when reviewing this policy through the preparation of new Joint Local Plan.

<sup>30</sup> Available from <https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabjobs>

<sup>31</sup> Available from <https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabidbr>

<sup>32</sup> This includes permissions for all types of land use other than C3 residential

Table 7: Net floorspace (m<sup>2</sup>) permitted by use class

Period	A Class	B Class	C Class	D Class	Sui generis
2020/21	2,115	19,347	1,001	67	485
2011-2021	21,272	495,358	22,679	29,038	15,120

## 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>33</sup> and the site development templates in Appendix A of the Part 1 Plan. Table 14 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 2021. The total money received through CIL from 1 April 2020 to 31 March 2021 was £3,203,286. During 2020/21, £289,502 was transferred to town/parish councils and £160,164 was spent on administrative expenses (5% received). The total CIL receipts from 2020/21 retained at the end of the reported year was £2,438,166 other than those 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 £11,604,006.

<sup>33</sup> Available from <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/delivering-infrastructure>

- 6.16. More detailed information can be found in the Infrastructure Funding Statement which was published in December 2021<sup>34</sup>.
- 6.17. The council published a Spending Strategy 2019<sup>35</sup> which sets out the arrangements for spending CIL and how it will be allocated.

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<sup>34</sup> <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/community-support/infrastructure-to-support-communities-2/>

<sup>35</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>36</sup>

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

#### Core Policies 8 & 8a: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area

- 7.1. Core Policies 8 and 8a set 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. They set out a housing requirement of 7,638 homes to be delivered and identify 3.2 hectares of employment for future business and employment growth.
- 7.2. Table 8 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 with a surplus of 117 dwellings over the plan period.

*Table 8: Abingdon-on-Thames and Oxford Fringe Sub-Area housing completions*

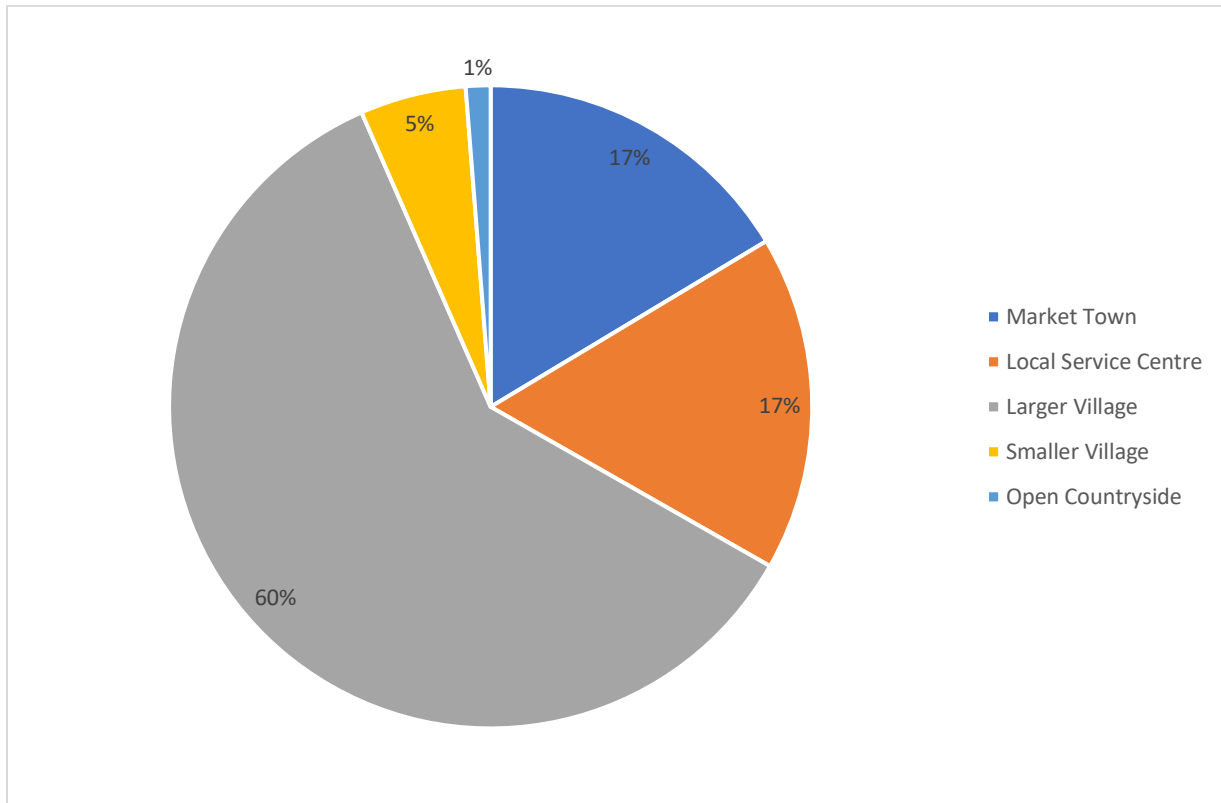
Abingdon-on-Thames and Oxford Fringe Sub-Area	Annual Housing completions	Annual Housing requirement
2011/12	77	382
2012/13	81	382
2013/14	304	382
2014/15	255	382
2015/16	444	382
2016/17	896	382
2017/18	530	382
2018/19	473	382
2019/20	527	382
2020/21	350	382
<b>Total</b>	<b>3,937</b>	<b>3,820</b>
<b>Average</b>	<b>394</b>	<b>382</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

<sup>36</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>

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 very little 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, 2011-2021*



7.4. Substantial progress is being made on LPP1 strategic allocations in the Sub-Area, with all sites under construction;

- North of Abingdon-on-Thames- Outline permission was granted in November 2017 for up to 950 dwellings and an 80-bed care home, C2 use. A Reserved Matters application was approved for 425 dwellings in March 2021 and works have begun on site.
- 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 and works have begun on site.



- North-West of Radley- Outline permission was granted in July 2019 for up to 240 dwellings. A Reserved Matters application was approved in March 2021 and works have begun on site.
- South of Kennington- Site is under construction, with 57 homes completed as of 1 April 2021.
- East of Kingston Bagpuize with Southmoor (LPP1)- Site is under construction, with 204 homes completed as of 1 April 2021.

7.5. Progress is being made on LPP2 strategic allocations in the Sub-Area, with applications submitted for three sites and one site under construction;

- Dalton Barracks- SPD is being progressed (see section 3.31 above).
- East of Kingston Bagpuize with Southmoor (LPP2)- Outline application was submitted in February 2022 for up to 660 dwellings and extra care development of up to 70 units, C2 use.
- South-East of Marcham- Outline application was submitted in June 2020 for up to 90 dwellings.
- North of East Hanney- Full application was submitted in February 2021 for 44 dwellings.
- North-East of East Hanney- Full permission was granted in November 2020 for 46 homes and works have begun on site.

7.6. Core Policy 8 also sets out the amount of employment land to be delivered in the Sub-Area. Table 9 shows that permissions have been granted on over 5.4 hectares of strategic employment sites in the Sub-Area. As Table 10 shows, there have been increases in the amount of employment floorspace on the allocated sites.

*Table 9: Abingdon-on-Thames & Oxford Fringe Sub-Area employment permissions*

Policy	Indicator	2020/21	2011-21	Target
CP8	Amount of employment land permitted on allocated sites	1.49 Hectares	5.43 Hectares	3.2 Hectares

Table 10: Floorspace permitted at employment allocations 2011-2021, Abingdon-on-Thames & Oxford Fringe Sub-Area

Employment allocation	A class (m <sup>2</sup> )	B Class (m <sup>2</sup> )	C Class (m <sup>2</sup> )	D Class (m <sup>2</sup> )	Sui Generis(m <sup>2</sup> )
Abingdon Business Park	0	1,716	0	1,025	427
Abingdon Science Park	0	6,570	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>8,286</b>	<b>0</b>	<b>1025</b>	<b>427</b>

## Core Policy 8b: Dalton Barracks Strategic Allocation

- 7.7. The Council is preparing a Supplementary Planning Document (SPD), progress on this is reported in Section 3 above.

## Core Policy 9: Harcourt Hill Campus

- 7.8. In December 2012, Oxford Brookes University published a Harcourt Hill Campus Masterplan<sup>37</sup>. In January 2015, the university announced a ten-year estates investment plan. 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 which reconfigured activities across the Oxford campuses. Oxford Brookes publishes information on ongoing projects on their website<sup>38</sup>.

<sup>37</sup> <http://static.brookes.ac.uk/spacetothink/documents/harcourt-hill-masterplan-dec2012-lowres.pdf>

<sup>38</sup> <https://www.brookes.ac.uk/estates-development/>

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

- 7.9. 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 2020/21 there were no permissions were granted for retail development, or for the loss of current retail uses in the policy area.

### **Core Policy 11: Botley Central Area**

- 7.10. 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.
- 7.11. 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 most other parts of the scheme including the student accommodation, other commercial units and the residential units have also completed<sup>39</sup>.

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

- 7.12. 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.

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<sup>39</sup> <https://westwaysquare.com/>

- 7.13. During 2020/21 no permissions were granted on safeguarded land that would impact the delivery of the identified schemes.

### **Core Policies 13 & 13a: The Oxford Green Belt**

- 7.14. 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.
- 7.15. Core Policies 13 and 13a set 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.
- 7.16. During 2020/21 there were 27 permissions granted for development in the Green Belt. These applications were all granted in line with Core Policies 13 and 13a 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 National Planning Policy Framework see paragraphs 145 and 146) allow for some forms of development to take place in the Green Belt.

### **Core Policies 14 & 14a: Strategic Water Storage Reservoirs**

- 7.17. Core Policies 14 & 14a safeguard 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 (which is currently out to consultation) and the Thames Water Resources Management Plan 2024<sup>40</sup>.
- 7.18. During 2020/21, there were no permissions granted in the safeguarded area.

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<sup>40</sup> [www.wrse.org.uk](http://www.wrse.org.uk)

## South East Vale Sub-Area Strategy

### Core Policies 15 & 15a: Spatial Strategy for South East Vale Sub-Area

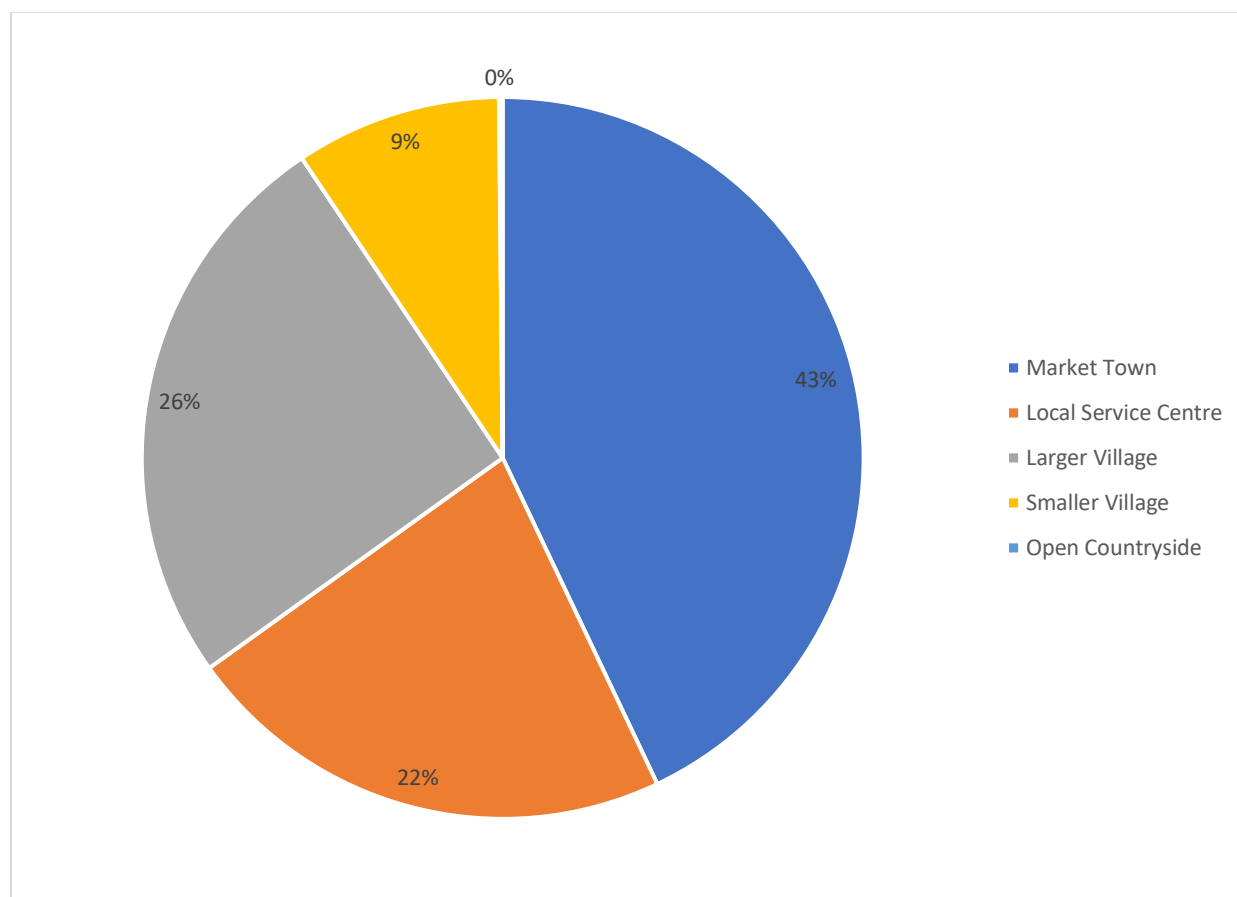
- 7.19. Core Policies 15 and 15a set out the spatial strategy for the South East Vale, stating the overarching priority for the Sub-Area is to secure the aligned delivery of housing and employment growth together with the infrastructure required to achieve sustainable development. Development in the Sub-Area should also be in accordance with the settlement hierarchy set out in Core Policy 3.
- 7.20. The policy sets out the requirement of at least 11,949 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 11 sets out the housing completions in the Sub-Area since the beginning of the plan period.

*Table 11: South East Vale Sub Area housing completions*

South East Vale Sub-Area	Annual Housing completions	Annual Housing requirement
2011/12	53	597
2012/13	140	597
2013/14	154	597
2014/15	206	597
2015/16	478	597
2016/17	503	597
2017/18	805	597
2018/19	521	597
2019/20	797	597
2020/21	536	597
<b>Total</b>	<b>4,193</b>	<b>5,970</b>
<b>Average</b>	<b>419</b>	<b>597</b>

- 7.21. Table 11 shows that there has been an overall shortfall in housing delivery in the South East Sub-Area of 1,777 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, 2011-2021



7.22. 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 387 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.

7.23. 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, construction has started on five sites and completed on one;

- Milton Heights- Site received full permission in October 2017 and is under construction with 101 homes delivered up to 1 April 2021.
- Valley Park- This site allocation has had a number of different applications submitted. Since October 2017, three Outline, two Reserved Matters and one

Full applications have been approved for 82 homes and 105 care home units, construction has started, with 85 care home units delivered up to 1 April 2021. An Outline application was approved in February 2022 for up to 4,254 further dwellings.

- North West Valley Park- No application has been submitted.
- West of Harwell- This site is complete.
- 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 233 homes delivered up to 1 April 2021.
- 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 359 homes delivered up to 1 April 2021. An outline application was approved in April 2021 for up to 400 further homes.
- Grove Airfield- Outline permission was granted in July 2017 for 2,500 homes on this site. Since April 2018, six reserved matters applications have been approved for 590 homes and construction has started, with 313 homes delivered up to 1 April 2021.
- East of Sutton Courtenay- Outline application was submitted in September 2021 for up to 175 dwellings.

7.24. The Part 2 Plan allocated site in the Sub-Area is making progress towards delivery with an outline application submitted;

- North-West of Grove- Outline application was submitted in November 2020 for up to 624 dwellings.

7.25. Table 12 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.

*Table 12: South East Vale employment permissions*

Policy	Indicator	2020/21	2011-2021	Target 2011-2031
CP15	Amount of employment land permitted on strategic and allocated sites	7 hectares (gross)	205 hectares (gross)	208 Hectares

7.26. Table 13 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 13: Floorspace permitted on employment allocations 2011-2021, 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>Sui Generis (m<sup>2</sup>)</b>
Milton Park	409	54,234	14,258	0	14,438
Harwell campus	0	99,023	7,270	1,767	307
Monks Farm, North Grove	0	0	0	0	0
Didcot A	13,000	252,760	150	0	198
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>461,820</b>	<b>21,678</b>	<b>1,767</b>	<b>15,451</b>

7.27. The Milton Park LDO sets out the permitted uses of applications in the Enterprise Zone area. Table 13 provides the floorspace permitted for the LDO, which is in line with these permitted uses.

### **Core Policy 15b: Harwell Campus Comprehensive Development Framework**

7.28. As set out in Section 3 above, the Council has decided not to progress a Supplementary Planning Document (SPD) at this time. The Vale of White Horse 2031 Local Plan Part Two (Core Policy 15b) identifies the potential growth for 3,500 net additional jobs within the designated Enterprise Zone at Harwell Campus up to 2031. The Council continues to work with Harwell Campus and Oxfordshire County Council to support the aim of delivering 3,500 net additional jobs over the plan period.



- 7.29. In July 2020, a planning application (P20/V1667/O) which is estimated to provide c.1,900 jobs was submitted for development of part of Harwell Science and Innovation Campus known as the 'Fermi Gate' to provide employment floorspace (Use Classes B1 and B2) for offices, laboratories and light industrial uses, temporary accommodation (Use Class C1), supporting parking and ancillary uses (Use Class A1 / A3), and landscaping and open space. This application is expected to be determined this month.
- 7.30. Further information about employment permissions granted in the period 2020/21 is recorded against Policy CP6 above.

### **Core Policy 16: Didcot A Power Station**

- 7.31. 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.
- 7.32. The policy also safeguards land for the proposed route of the new Science Bridge and A4130 re-routing. During 2020/21, no planning applications were granted that would prejudice the construction or operation of this highway infrastructure.

### **Core Policy 16b: Didcot Garden Town**

- 7.33. Four major applications were identified in the Didcot Garden Town area where this policy would apply. None of these were contrary to the Didcot Garden Town Masterplan Principles.

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

- 7.34. 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.
- 7.35. 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 14 below.

Table 14: 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	Partly completed. The Backhill Lane tunnel and associated toucan crossing have been completed.
A new link road at north east Wantage between the A338 and A417 (known as the Wantage Eastern Link Road)	Under construction
Relief to the road network at Rowstock and Harwell (including an improved junction configuration at Steventon Lights, upgrading Featherbed Lane and Hagbourne Hill)	Relief to Rowstock optioneering study (including consideration of improvements at Steventon Lights, Rowstock roundabout, and Featherbed Lane) - In progress  Hagbourne Hill upgrade - completed
Science Bridge and A4130 re-routing through the Didcot A site	In progress – funding secured through the Housing Infrastructure Fund 1
A4130 dualling from the Milton Gate Junction eastwards to Science Bridge	In progress – funding secured through the Housing Infrastructure Fund 1
A new Harwell Link Road between the B4493 and A417	Completed
Southern Didcot Spine Road	No current work underway
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

Project	Status
Route improvements to the A417 between Wantage and Blewbury	No current work underway
Improvement of the strategic cycle network	Phase 1 completed – phase 2 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	Improvements to bus services – In progress  Improving bus priority measures – under consideration in the Relief to Rowstock optioneering study
Frilford and Marcham transport study optioneering	In progress
Abingdon Local Cycling and Walking Infrastructure Plan	In progress
Didcot Local Cycling and Walking Infrastructure Plan	In progress
<b>Land for potential transport schemes safeguarded in Vale of White Horse Local Plan 2031 Part One</b>	
Land for Wantage Western Link Road	No current work underway
Land for Harwell Campus entrances improvements	Thomson Avenue signalisation complete, no current work underway for the other entrances (Perimeter Road, Fermi Avenue, Curie Avenue)
Land for Abingdon Southern Bypass	No current work underway
Land for Townsend Road junction with A420	No current work underway for Townsend Road junction, new roundabout on A420 north of Highworth Road to be delivered by development
Land at Great Coxwell Road junction	Signalisation of Coxwell Road/A420 junction to be delivered by development
<b>Land for potential transport schemes safeguarded in Vale of White Horse Local Plan 2031 Part Two</b>	

Project	Status
Land for A34 Bus Lane	No current work underway
Land for Cumnor Park and Ride	No current work underway
Land for Upgraded Footpath between Shippon and Abingdon-on-Thames	No current work underway
Land for Improved Access to A34 Near Milton Park	No current work underway
Land for Cinder Track Cycle Improvements	No current work underway

*[Continued from previous pages, Table 14: Infrastructure projects progress]*

- 7.36. Other strategic highway needs have been considered in the Local Plan Part 2 which was accompanied by an updated IDP. 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>41</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 county council functions, so will be reported in OCC's funding statement.

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

- 7.37. 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 2020/21 that would prejudice the transport schemes.

### **Core Policy 19 & 19a: Re-opening of Grove Railway Station**

- 7.38. 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.

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

- 7.39. The Local Transport Plan identified the need to safeguard optional areas for the provision of a new station<sup>42</sup> and Core Policy 18a and 19a in the Part 2 Plan update the Part 1 Plan policies relating to this.
- 7.40. The Oxfordshire Rail Corridor Study 2021 (ORCS)<sup>43</sup>, commissioned by the Future Oxfordshire Partnership 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 & 20a: Spatial Strategy for Western Vale Sub-Area

- 7.41. 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.
- 7.42. Table 15 sets out housing delivery in the Sub-Area against the housing requirement since the start of the plan period. This shows that Western Vale has been meeting its housing requirement and has slightly over delivered in the previous plan years, with a surplus of 502 dwellings over the plan period.

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<sup>42</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)

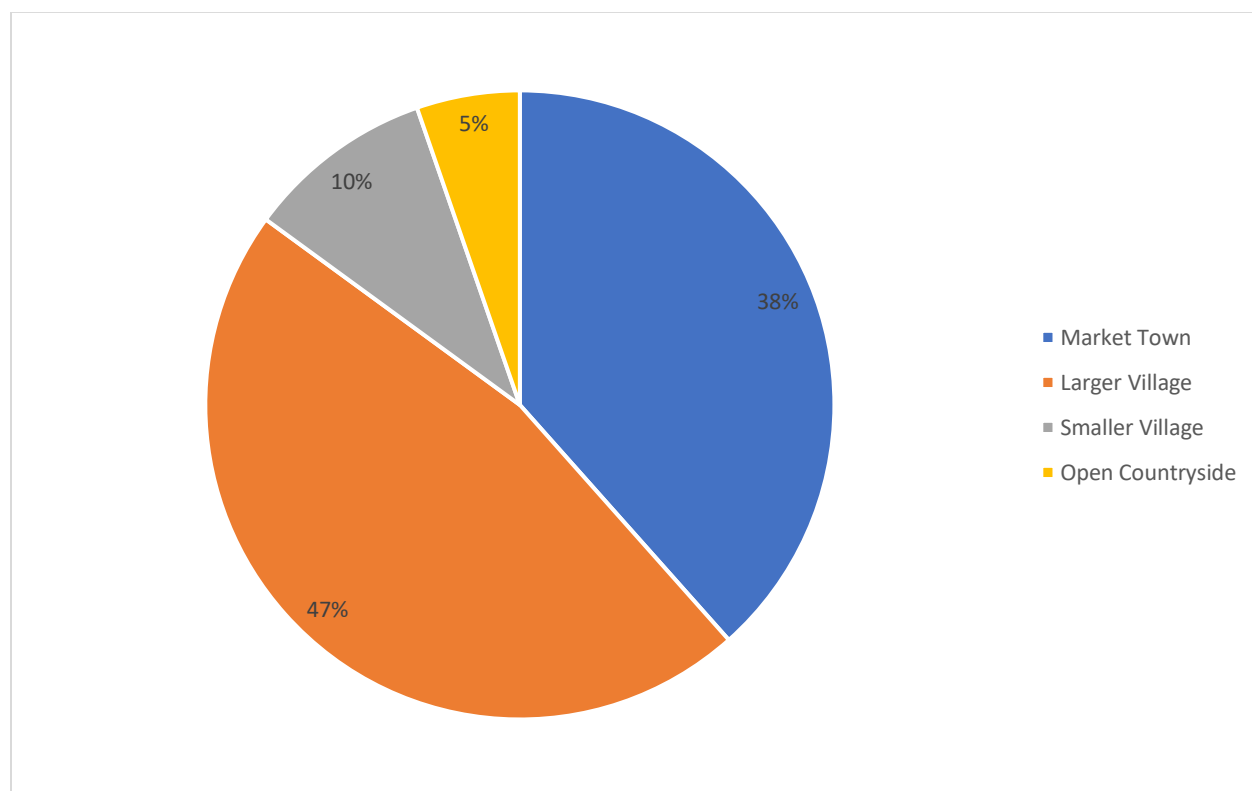
<sup>43</sup><https://www.networkrail.co.uk/running-the-railway/our-routes/western/oxfordshire/>

Table 15: Western Vale Sub-Area housing completions

Western Vale Sub-Area	Annual Housing completions	Annual Housing requirement
2011/12	216	159
2012/13	49	159
2013/14	128	159
2014/15	278	159
2015/16	210	159
2016/17	210	159
2017/18	238	159
2018/19	264	159
2019/20	277	159
2020/21	222	159
<b>Total</b>	<b>2,092</b>	<b>1,590</b>
<b>Average</b>	<b>209</b>	<b>159</b>

- 7.43. 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, 2011-2021



7.44. 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 was approved in December 2019 which included Full permission for 103 homes and Outline permission for up to 277 further homes. Site is under construction with 3 homes delivered up to 1 April 2021.
- West of Stanford in the Vale- Reserved matters applications for both parts of the site were approved in February 2020 and are under construction with 9 homes delivered up to 1 April 2021.
- South of Faringdon- This site is complete.
- South West of Faringdon- Reserved matters application was approved in October 2020 and is under construction.
- East of Coxwell road- This site is complete.
- North of Shrivenham- Reserved matters application was approved for 240 homes in November 2018 and is under construction with a total of 50 homes completed up to 1 April 2021. Outline application for up to 275 further homes approved in October 2017.

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

*Table 16: Western Vale employment permissions*

Policy	Indicator	2020/21	2011-2021	Target 2011-2031
CP20	Amount of employment land permitted on strategic and allocated sites	0 hectares	7.93 hectares (gross)	7.4 Hectares

- 7.46. The net floorspace permitted at each strategic allocation site is set out in Table 17. The losses indicated at the Land north of Park Road (HCA site), Faringdon are primarily from two permissions granted in 2011: replacement of a Sui Generis 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 17: Floorspace permitted (net) on employment allocations 2011-2021, Western Vale*

Employment allocation	A class (m <sup>2</sup> )	B Class (m <sup>2</sup> )	C Class (m <sup>2</sup> )	D Class (m <sup>2</sup> )	Sui Generis (m <sup>2</sup> )
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	2,247	-2,709	0	241	-225
<b>Total</b>	<b>5,064</b>	<b>-1,520</b>	<b>0</b>	<b>241</b>	<b>-225</b>



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

- 7.47. 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>44</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>45</sup> This means that there can be some diversion from the SHMA targets.
- 8.2. Table 18 below provides information for the combined market and affordable housing mix on sites given permission during 2020/21. This does not represent all permissions in 2020/21, only permissions where bed split data was available, for example outline permissions may not include an agreed housing mix. It shows the number of 1 bed and 3 bed properties permitted being under the target and the number of 4 beds permitted being over the target. Permissions for 2 bed units are in line with SHMA target percentages.

*Table 18: Housing permissions bed split, 2020/21*

	1 bed	2 bed	3 bed	4+ bed
Percentage	10%	31%	35%	23%
SHMA Target Percentage	15%	30%	40%	15%

<sup>44</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>45</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 19 shows the bed split of market housing permitted in 2020/21. 4 bed unit provision is over the SHMA target, with 3 bed units having under provision. Permissions for 1 bed and 2 bed units are in line with SHMA target percentages.

*Table 19: Market Housing permissions bed split, 2020/21*

	1 bed	2 bed	3 bed	4+ bed
Percentage	7%	19%	37%	37%
SHMA Target Percentage <sup>46</sup>	6%	22%	43%	29%

- 8.4. Table 20 shows the bed split of affordable housing permitted in 2020/21, 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.

*Table 20: Affordable housing permissions bed split, 2020/21*

	1 bed	2 bed	3 bed	4+ bed
Percentage	16%	50%	31%	3%
SHMA Target Percentage <sup>47</sup>	27%	35%	34%	4%

- 8.5. During 2020/21, there were no permissions granted for residential institutions (Use Class C2, e.g. care homes).

### **Core Policy 23: Housing Density**

- 8.6. 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

<sup>46</sup> The percentage figures have been rounded to the nearest whole number

<sup>47</sup> The percentage figures have been rounded to the nearest whole number

above this level would be a positive indicator of efficient development but excessively high densities might have adverse effects.

- 8.7. The average density on sites permitted in 2020/21 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**

- 8.8. 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 (including shared ownership), with a 75:25 split respectively. Table 21 and Table 22 show that delivery is generally in accordance with these targets over the plan period. Against the target of 273 dwellings as put forward by the SHMA, the district has exceeded the target for the past six years.

Table 21: Delivery of affordable housing by type, 2011-2021

Year	Affordable rent	Shared ownership	Total affordable housing
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
2020/21	244	89	333
<b>Total Percentage share</b>	<b>72%</b>	<b>28%</b>	<b>2,574</b>

Table 22: Affordable housing delivery against 35% target, 2011-2021

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
2020/21	983	333	34
<b>Total</b>	<b>8,485</b>	<b>2,574</b>	<b>35</b>

### Core Policy 25: Rural Exception Sites

- 8.9. 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>48</sup> There were no rural exception sites permitted during 2020/21.

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

- 8.10. Core Policy 26 details the council’s aim to increase the delivery of housing designed for older people. In 2020/21, no permissions were granted for housing

<sup>48</sup> Available from <https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary>

for older people. Over the period 2011-2021, 880 homes designed for the use of older people have been permitted.

8.11. 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**

8.12. Core Policy 27 states the council will aim to provide at least 13 pitches for Gypsies and Travellers during the plan period. During 2020/21, no permissions have been granted for gypsies and travellers.

8.13. 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<sup>49</sup>. The 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.

8.14. A County-wide Gypsy and Traveller Accommodation Assessment (GTAA) has been commissioned jointly to inform the production of the Oxfordshire Plan<sup>50</sup>. The Oxfordshire GTAA which will support the Oxfordshire Plan 2050 is an update of the 2017 assessment. Due to COVID-19, the preparation of the GTAA has

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<sup>49</sup> Available from

[https://data.whitehorsedc.gov.uk/java/support/dynamic\\_serve.jsp?!ID=900069229&CODE=2669ED3CC13ED6643729C66ABD4EF131](https://data.whitehorsedc.gov.uk/java/support/dynamic_serve.jsp?!ID=900069229&CODE=2669ED3CC13ED6643729C66ABD4EF131)

<sup>50</sup> <https://www.oxfordshireopenthought.org/theme-5-creating-jobs-and-providing-homes/policy-option-32-gypsies-travellers-and-travelling-showpeople>

been delayed with the household surveys unable to be completed prior to this consultation. It is anticipated these will resume shortly and the final GTAA will be published at the Regulation 19 stage of consultation.

## Self-Build & Custom Housebuilding

### Development Policy 1: Self and Custom Build

- 8.15. As set out above the Council has decided not to progress a Self and Custom Build Supplementary Planning Document at this time. However, the Council is undertaking a review of their Self-Build Register to ascertain how we can improve this service and create an accurate picture of Self-Build and Custom Housebuilding demand across the districts which will in turn, help us to build more robust planning policies.
- 8.16. Under the Self-build and Custom Housebuilding Act 2015, authorities are required to keep a register of individuals and associations who wish to acquire serviced plots of land to bring forward self-build and custom housebuilding projects.
- 8.17. Table 23 shows the number of 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 23: Self-Build & Custom Housebuilding Register*

Year	Demand	Supply
Base year 1: first entry on the register until 30 Oct 2016	70	0 <sup>51</sup>
Base year 2: 31 Oct 2016 to 30 Oct 2017	109	0 <sup>51</sup>
Base year 3: 31 Oct 2017 to 30 Oct 2018	80	25
Base year 4: 31 Oct 2018 to 30 Oct 2019	94	28

<sup>51</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.



Year	Demand	Supply
Base year 5: 31 Oct 2019 to 30 Oct 2020	89	33
Base year 6: 31 Oct 2020 to 30 Oct 2021	98	23

## Development Policy 2: Space Standards

8.18. This policy sets out space standards that new residential development should meet. For all major planning applications where DP2 is applicable these standards have been met. To ensure these standards are met, Planning Officers assess applications at the Full or Reserved Matters stage to ensure compliance. Applicants have only been able to deviate from these standards since this policy was introduced, where an earlier implementable planning permission is in place.

## Development Policy 3: Sub-Division of Dwellings

8.19. This policy sets out standards that development relating to the sub-division of an existing dwelling should meet. The status and type of planning permissions to which DP3 applies are shown in Table 24. The Table shows that 2 applications involving the sub-division of dwellings were refused and 6 permitted during 2020/21.

Table 24: Sub-Division of Dwellings, 2020/21

Application Type	Approved	Other Outcome	Refused	Total
Full	6		2	8
Pre-application advice (Minor)		2		2
<b>Total</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>10</b>

## Development Policy 4: Residential Annexes

8.20. This policy sets out conditions that development of detached and attached residential annexes should meet. The status and type of planning permissions to which DP4 applies are shown in Table 25. The table shows that altogether 26 applications involving residential annexes were approved and 2 applications were refused during 2020/21.

Table 25: Residential Annexes, 2020/21

Application Type	Approved	Other Outcome	Refused	Total
Full	5	1	1	7
Householder	21		1	22
Pre-application advice (Minor)		1		1
<b>Total</b>	<b>26</b>	<b>2</b>	<b>2</b>	<b>30</b>

## Development Policy 5: Replacement Dwellings in the Open Countryside

8.21. This policy sets out conditions that development of replacement dwellings in the open countryside should meet. The status and type of planning permissions to which DP5 applies are shown in Table 26. The table shows that 13 applications involving replacement dwellings were approved during 2020/21.

Table 26: Replacement Dwellings in the Open Countryside, 2020/21

Application Type	Approved	Other Outcome	Total
Full	13		13
Pre-application advice (Minor)		1	1
<b>Total</b>	<b>13</b>	<b>1</b>	<b>14</b>

## Development Policy 6: Rural Workers' Dwellings

8.22. This policy sets out conditions that development of rural workers' dwellings should meet. The status and type of planning permissions to which DP6 applies are shown in Table 27. The table shows that 7 applications involving rural workers' dwellings were approved and 1 application was refused during 2020/21.

Table 27: Rural Workers' Dwellings, 2020/21

Application Type	Approved	Other Outcome	Refused	Total
Full	6	1	1	8
Pre-application advice (Minor)		1		1
Reserved Matters	1			1
<b>Total</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>10</b>

### **Development Policy 7: Re-use, Conversion and Extension of Buildings for Dwellings in the Open Countryside**

8.23. This policy sets out conditions that development of existing buildings for use as dwellings in the open countryside should meet. The status and type of planning permissions to which DP7 applies are shown in Table 28. The table shows that 20 applications involving existing buildings were approved and 1 application was refused during 2020/21

Table 28: Re-use, Conversion and Extension of Buildings for Dwellings in the Open Countryside,

Application Type	Approved	Other Outcome	Refused	Total
Full	20		1	21
Pre-application advice (Minor)		1		1
<b>Total</b>	<b>20</b>	<b>1</b>	<b>1</b>	<b>22</b>

### **Development Policies 8 & 9: Community Services and Facilities & Public Houses**

8.24. Development Policy 8 supports development proposals for the provision of new or extended community facilities and services as well as setting out conditions that development resulting in the loss of existing facilities and services should meet. Development Policy 9 sets out conditions that development resulting in the loss of existing Public Houses should meet. The number of community facilities and services and Public Houses lost and gained through planning permissions are shown in Table 29.

Table 29: Community Services and Facilities & Public Houses, 2020/21

	Gain	Loss
Community Services and Facilities	10	2
Public Houses		1
<b>Total</b>	<b>10</b>	<b>3</b>

## Supporting Economic Prosperity

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

- 8.25. Core Policy 28 supports Core Policy 6 by supporting appropriate B-Class employment development on unallocated sites across the district. During 2020/21 there was a total of 6.29 hectares of land permitted to provide employment uses on unallocated sites. This is a positive increase to support opportunities for further employment floorspace in the district.

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

- 8.26. Core Policy 29 seeks to ensure that employment use is maintained on land where it is viable and needed. In 2020/21 there was 0.57 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.
- 8.27. Of the 0.57 hectares of employment land lost, 0.11 hectares of this was to provide new homes. These changes were through Permitted Development rights, where CP29 does not come into effect.

### Core Policy 30: Further and Higher Education

- 8.28. 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.

8.29. Table 30 sets out the new education facilities planned for the district relating to new housing developments<sup>52</sup>.

*Table 30: New education facilities*

Location	Type of school	Opening date	Sponsor
Grove Airfield	All-through 2-16 free school with 2 form entry primary and 4 form entry secondary	2023 for the primary phase and 2024 for the secondary phase	Vale Academy Trust
Southern Oxfordshire (exact location to be confirmed)	SEN school, 100 pupils aged 7-19	2024 or 2025	The Gallery Trust
North Abingdon	Up to 2-form entry primary school with nursery classes	Housing dependent, not expected before 2025	To be decided
Didcot Valley Park	Two 2-form entry primary schools with nursery classes	Housing dependent, not expected before 2025.	To be decided
Grove Airfield	2-form entry primary school with nursery classes (in addition to the all-through school above)	Housing dependent, not expected before 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

<sup>52</sup> Available from <https://www.oxfordshire.gov.uk/sites/default/files/file/children-and-families/Pupil Place Plan 2019.pdf>

Location	Type of school	Opening date	Sponsor
Kingston Bagpuize/Southmoor	1 primary school with nursery classes	Housing dependent, not expected before late 2020s.	To be decided
VOWH Local Plan site: Dalton Barracks (near Abingdon)	1 primary school with nursery classes in the first instance	Housing dependent, not expected before late 2020s.	To be decided

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

8.30. There were two applications approved in 2020/21 for extending existing education facilities in the district;

- Cothill House School, Abingdon – New Sports Hall
- Manor Farm, Wantage – Conversion of existing dwelling to specialist nursery school

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

8.31. 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.

8.32. During 2020/21 there were 10 permissions approved which contribute to the visitor economy, including visitor accommodation, amenities and attractions. There was also one outline permission approved for the redevelopment of a hotel site for housing.

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

8.33. 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 are also supported by this policy.

- 8.34. Table 31 shows the amount of new retail development or change of use to retail permitted during 2020/21 in settlements as defined by the settlement hierarchy. The gain shown for larger villages comes from a permission for development on a site allocated for roadside services at Milton Interchange.

*Table 31: Retail floorspace permitted, 2020/21*

<b>Settlement Hierarchy</b>	<b>A1 floorspace (m<sup>2</sup>)</b>
Market Towns	0
Local Service Centres	107
Larger Villages	431
Smaller Villages	0
Open Countryside	0

- 8.35. 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).

### **Development Policy 10: Ancillary uses on Key Employment Sites**

- 8.36. This policy sets out conditions that proposals for non-B-class development on existing employment land should meet. The monitoring indicator for the policy is the amount of B use class employment land lost to other uses not in accordance with the policy.
- 8.37. During 2020/21, there were two applications permitted for loss of employment land for other uses. Both were for car parking associated with the existing use and so were in accordance with the policy.

### **Development Policy 11: Community Employment Plans**

- 8.38. This policy allows the council to require the submission of a site-specific Community Employment Plan (CEP) for the construction and operation of major

development sites, using a planning condition or legal agreement. The monitoring indicator for the policy is the number of major developments with Community Employment Plans. During 2020/21, there were no major applications approved with CEPs.

## **Development Policy 12: Rural Diversification and Equestrian Developments**

- 8.39. This policy sets out conditions that proposals for rural diversification and equestrian development should meet. The status and type of planning permissions to which DP12 applies are shown in Table 32. The table shows that 12 applications involving rural business were approved and 2 applications were refused during 2020/21.

*Table 32: Rural Diversification and Equestrian Developments, 2020/21*

<b>Application Type</b>	<b>Approved</b>	<b>Other Outcome</b>	<b>Refused</b>	<b>Total</b>
Full	11		2	13
Pre-application advice (Minor)		1		1
Outline	1			1
<b>Total</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>15</b>

## **Development Policies 13a-e: Changes of Use of Retail Units to Other Uses**

- 8.40. Development Policies 13a-e set out conditions that proposals for changes from retail uses should meet in several defined spatial areas. The number of planning permissions involving the change of use from Class A1 to other use classes within these areas is shown in Table 33. It should be noted that due to the amendments to the Use Classes Order some changes of use may now take place without the need to apply for planning permission and therefore can no longer be monitored. The Council will take account of this change when reviewing this policy through the preparation of new Joint Local Plan.



Table 33: Changes of Use of Retail Units to Other Uses, 2020/21

Policy	Area	Permissions
13a	Primary Shopping Frontages	0
13b	Secondary Shopping Frontages	3
13c	Other Town Centre Uses	0
13d	Faringdon Town Centre	4
13e	Local Shopping Centres	0
	<b>Total</b>	<b>7</b>

### Development Policy 14: Village and Local Shops

8.41. Development Policy 14 supports development proposals for new or extended village and local shops as well as setting out conditions that development resulting in the loss of existing village and local shops should meet. During 2020/21, there was one permission granted for the change of use of a local shop in Abingdon to hot food takeaway/delivery.

### Development Policy 15: Retail Parks

8.42. Development Policy 15 sets out conditions that development resulting in convenience retail uses on retail parks should meet. During 2020/21, no planning permissions involving the change of use to retail convenience on retail parks were granted.

## Supporting Sustainable Transport and Accessibility

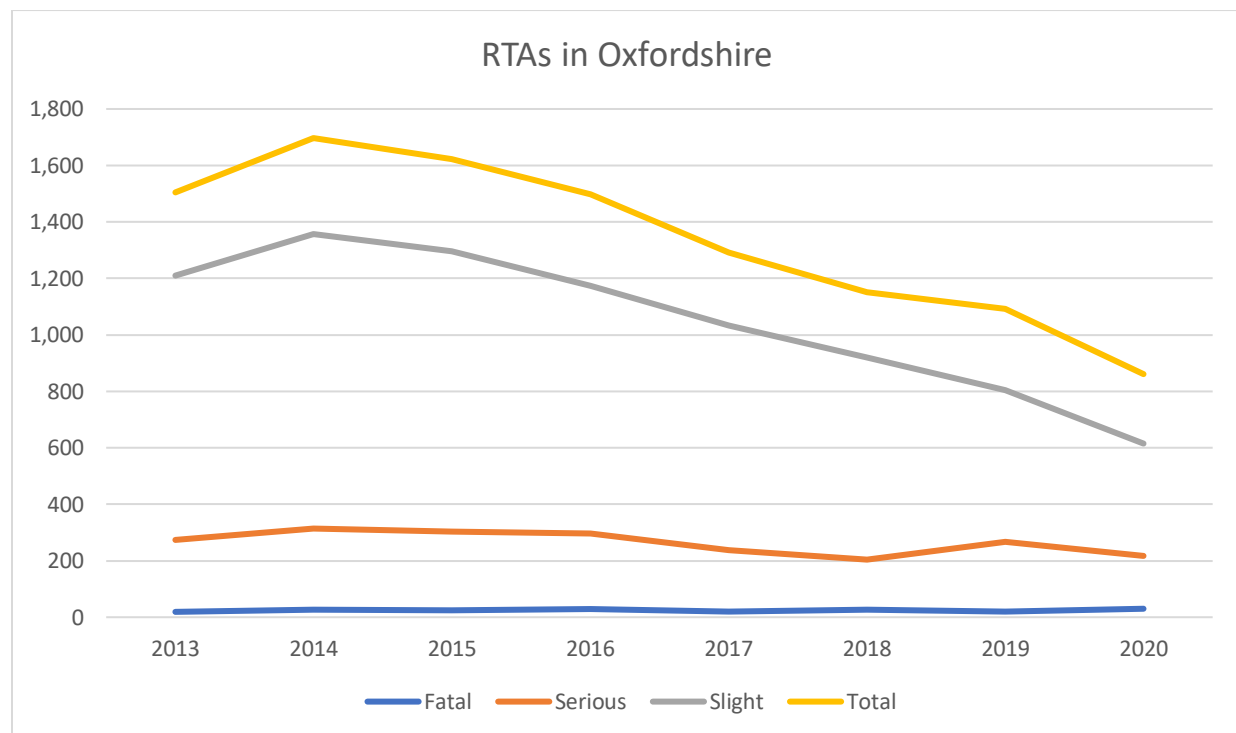
### Core Policy 33: Promoting Sustainable Transport and Accessibility

- 8.43. 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.
- 8.44. 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 2020/21. The

last previous journey time surveys undertaken in the district were done in September 2017<sup>53</sup>.

- 8.45. Table 14 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.
- 8.46. 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.
- 8.47. Figure 5 below shows the number of road traffic accidents in Oxfordshire<sup>54</sup> from 2013 to 2020, 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>53</sup> Available from <https://www.oxfordshire.gov.uk/residents/roads-and-transport/traffic/transport-monitoring>

<sup>54</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

- 8.48. 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.
- 8.49. National Highways is exploring opportunities to reduce congestion and improve safety on the A34 between the M4 and M40<sup>55</sup>.

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

- 8.50. Core Policy 35 seeks to ensure that new development in the district promotes public transport, cycling and walking as sustainable modes of transport.
- 8.51. Table 34 below shows the Annual Average Daily Traffic (AADT) from areas in the Vale of White Horse that have automatic traffic counters. This information has been taken from Oxfordshire County Council's website<sup>56</sup> up to 2019, the latest available data. The trend to 2019 appears to be no significant change in the number of journeys on bicycle, although we would anticipate this changing post-covid when new data is available.

Table 34: 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

<sup>55</sup> <https://nationalhighways.co.uk/our-work/a34-improvements-north-and-south-of-oxford/>

<sup>56</sup> Based on data up to 2019, available from <https://www.oxfordshire.gov.uk/residents/roads-and-transport/traffic/transport-monitoring>

Site Number	Site Description	AADT							
		2012	2013	2014	2015	2016	2017	2018	2019
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

*[Continued from previous page, Table 34: Journeys by Bicycle, AADT]*

8.52. A key indicator for this policy is the provision of new cycle schemes. Several parts of the Science Vale Active Travel Network (SVATN, formerly known as the Science Vale Cycling Network) were completed or under construction in 2020/21<sup>57</sup>:

- Route 1: Wantage to Harwell Campus – The 'Icknield Greenway' – completed November 2020. Further upgrades to this route have since been completed in autumn 2021 and other upgrades are planned.
- 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.
- 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.

<sup>57</sup> Available from <https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/major-current-roadworks/science-vale-cycling-network>

- Further development of the SVATN is planned (phase 2), as part of the ongoing development of the emerging Local Transport and Connectivity Plan.
- 8.53. 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 2021 Census data. The ONS aims to release the first population data for England and Wales in late Spring 2022, and to publish all other main Census 2021 data within two years of census. As the census was undertaken during the recent pandemic it is not known how useful the results of the census will be for travel to work data.
- 8.54. During 2018/19 Oxfordshire Housing & Growth Deal funds were secured towards the delivery of the Milton Enterprise pedestrian and cycle bridge. The project will provide a pedestrian and cycle bridge over the A34 to connect a strategic housing site at Milton Heights with Enterprise Zones at Milton Park and Milton Gate as well as Didcot, its schools, station and services. The project is currently at Feasibility stage. The Growth Deal funding supports the earlier stages of the project, followed by developer contributions from the Milton Heights allocated site<sup>58</sup>. Land is safeguarded for the scheme in Vale of White Horse Local Plan 2031 Part Two.
- 8.55. 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>59</sup>. During 2020/21, 11 out of 25 permissions granted for major developments were supported by a Transport Assessment or Statement and 4 out of 25 were supported by a Travel Plan.

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

- 8.56. 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 2020/21 there were no enforcement cases relating to lack of provision of communication infrastructure.

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<sup>58</sup> Available from <https://futureoxfordshirepartnership.org/wp-content/uploads/2021/03/List-of-Growth-Deal-Infrastructure-Schemes>

<sup>59</sup> Available from <https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments/travel-plans-advice>

## **Development Policy 16: Access**

- 8.57. This policy sets out some additional detail to complement that provided by CP35, CP37, and other Part 1 policies. The monitoring indicator for this policy is the number of planning permissions granted contrary to the Highway Authority's advice. We are not currently able to report on this measure and will seek to address this in future monitoring reports.

## **Development Policy 17: Transport Assessments and Travel Plans**

- 8.58. The aim of this policy is to deliver sustainable modes of travel in line with the sustainable transport priorities identified in Local Plan. The indicator for this policy is the number of planning permissions granted which are supported by a Transport Assessment or Statement and Travel Plan. This is covered by the indicator for Core Policy 35, shown at section 8.55 above.

## **Development Policy 18: Public Car Parking in Settlements**

- 8.59. Development Policy 18 seeks to avoid loss of public car parking in town and local centres, setting out conditions that proposed replacement provision should meet and supporting proposals for improved provision. During 2020/21, no planning permissions involving the loss of public car parking in the designated areas were granted.

## **Development Policy 19: Lorries and Roadside Services**

- 8.60. Development Policy 19 supports proposals for the provision of additional service facilities at specific sites along the A420 and A34: Milton Interchange, Buckland and Park Road, Faringdon. During 2020/21, one planning permission was granted for Electric Vehicle (EV) charging facilities at Milton Interchange.

## **Protecting the Environment and Responding to Climate Change**

### **Core Policy 37: Design and Local Distinctiveness**

- 8.61. Core Policy 37 and the Design Guide SPD apply to all development in the district, although not all of the requirements will apply in every case. The policy sets out a range of requirements that proposed developments should address to demonstrate high quality design. The Urban Design Team has confirmed that during this period no planning permissions granted contrary to design officers' advice. The team have further advised that they anticipate the update and

adoption of the Joint Design Guide will provide greater clarity/ advice on urban design principles. For future work they have identified the following needs;

- Additional officer training on urban design/ design quality; and
- Greater engagement with neighbourhood planning and the development of neighbourhood design codes

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

8.62. 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 25 major sites approved in 2020/21, 19 had a Design and Access Statement and none 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.

### **Core Policy 39: The Historic Environment**

- 8.63. One of the greatest assets of the Vale is its rich and varied built heritage, which contributes greatly to the distinctive character and cherished identity of its towns, villages and countryside. The district displays a subtle range of building types and materials reflecting the underlying geology of the area. The historic landscape also plays an important role in shaping the varied character of the district as a heritage asset in itself. Core Policy 39 sets out how the council will seek to protect and enhance the historic environment in the district.
- 8.64. Currently in the Vale of White Horse there are 6 sites on Historic England's at-risk register<sup>60</sup>, one less than in 2019/20.
- 8.65. There are new Conservation Area Character Appraisals in preparation in 2020/21 for Drayton, Great Coxwell, Abingdon Albert Park and Steventon. Currently there are no heritage partnership agreements in place in the district.
- 8.66. A key indicator for Core Policy 39 is the number of planning permissions granted contrary to technical advice. No permissions were granted in 2020/21 contrary to conservation officers' advice.

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<sup>60</sup>Available from <https://historicengland.org.uk/advice/heritage-at-risk/search-register/results/?advsearch=1&Lpa=Vale%20of%20White%20Horse&searchtype=harsearch>

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

- 8.67. 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.
- 8.68. In 2020/21 there were 64 applications where adaptation and design methods were taken into account in line with Core Policy 40.
- 8.69. 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>61</sup>.

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

- 8.70. 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 2020/21 there were ten applications approved relating to new renewable energy installations: eight for domestic solar panels, one for rooftop solar panels on a commercial building, and one for a water source heat exchange system.
- 8.71. Table 35 provides the number of renewable energy installations, capacity and generation in the district from 2014 to 2020<sup>62</sup>; with total electricity consumption in the district up to 2018<sup>63</sup>, the latest available data.

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<sup>61</sup> Available from <https://www.ccwater.org.uk/households/using-water-wisely/averagewateruse/>

<sup>62</sup> Based on data up to 2020, available from <https://www.gov.uk/government/statistics/regional-renewable-statistics>

<sup>63</sup> Based on data up to 2018, available from <https://www.gov.uk/government/statistical-data-sets/regional-and-local-authority-electricity-consumption-statistics>



Table 35: 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	-
2020	1,994	172.8	237,395	-

## Core Policy 42: Flood Risk

8.72. 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 2020/21, there were six applications approved where the Environment Agency (EA) initially objected<sup>64</sup> but were satisfied by additional information provided and conditions proposed during the application process.

## Core Policy 43: Natural Resources

8.73. 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.

<sup>64</sup> Available from <https://www.gov.uk/government/publications/environment-agency-objections-to-planning-on-the-basis-of-flood-risk>

- 8.74. Table 36 shows the amount of waste from households in the district, and the amount of that waste which was recycled<sup>65</sup> from 2014 to 2021. It shows that the proportion of waste recycled remains relatively stable at around 63% even though there has been a steady increase in the total waste collected.

*Table 36: Household Waste and Recycling in Vale of White Horse*

<b>Year</b>	<b>Total waste collected (Thousand Tonnes)</b>	<b>Recycling rate</b>
<b>2014/15</b>	41,608	66%
<b>2015/16</b>	42,240	65%
<b>2016/17</b>	42,443	62%
<b>2017/18</b>	42,303	63%
<b>2018/19</b>	44,265	63%
<b>2019/20</b>	45,890	63%
<b>2020/21</b>	52,086	63%

- 8.75. In 2020/21 there were 55 applications approved where Core Policy 43 was taken into consideration.
- 8.76. During 2020/21 there was one application approved in the district where the Environment Agency (EA) initially objected on water quality grounds<sup>66</sup>, but were satisfied by additional information provided and conditions proposed during the application process. It shows that this aspect of the policy is working positively.
- 8.77. The Air Quality Annual Status Report 2021<sup>67</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

<sup>65</sup> Available from <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables>

<sup>66</sup> <https://www.gov.uk/government/publications/environment-agency-objections-to-planning-on-the-basis-of-flood-risk>

<sup>67</sup> Available from [https://oxfordshire.air-quality.info/documents/Vale\\_ASR\\_2021-Final.pdf](https://oxfordshire.air-quality.info/documents/Vale_ASR_2021-Final.pdf)

due to Nitrogen Dioxide 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: producing a Developer Guidance document<sup>68</sup> in fulfilment of one of the Action Plan measures and updating our anti-idling campaign “Turn it off”<sup>69</sup>. The principal impact on air quality in 2020 has been the reduction in traffic emissions associated with the various Covid-19 lockdowns. In 2020, the only exceedances recorded were near the roadside of the A34 in Botley. 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<sub>2</sub> levels. The levels of Nitrogen Dioxide in Abingdon remained below the air quality objective in 2020 and serious consideration can now be given to revoking the AQMA. This will be one of the ideas explored when producing the new AQAP.
- 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>70</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 were no exceedances within the AQMA in 2020. The Air Quality report identifies road improvements as being part of the solution to improving air quality in Marcham. Work is in progress with OCC in initiating an 'optioneering' exercise to review options for the A415 in the Marcham and Frilford area, to address traffic issues and air quality in the Marcham AQMA.

8.78. The council priorities for the following reporting year include commencing work on the new Air Quality Action Plan (AQAP) by setting up the steering groups that will inform the potential options to be considered when developing the AQAP, reviewing options for the A415 in the Marcham and Frilford area and giving detailed consideration to the revocation of the Abingdon AQMA.

8.79. During 2020/21 there were no applications granted contrary to the advice of technical officers regarding contaminated land.

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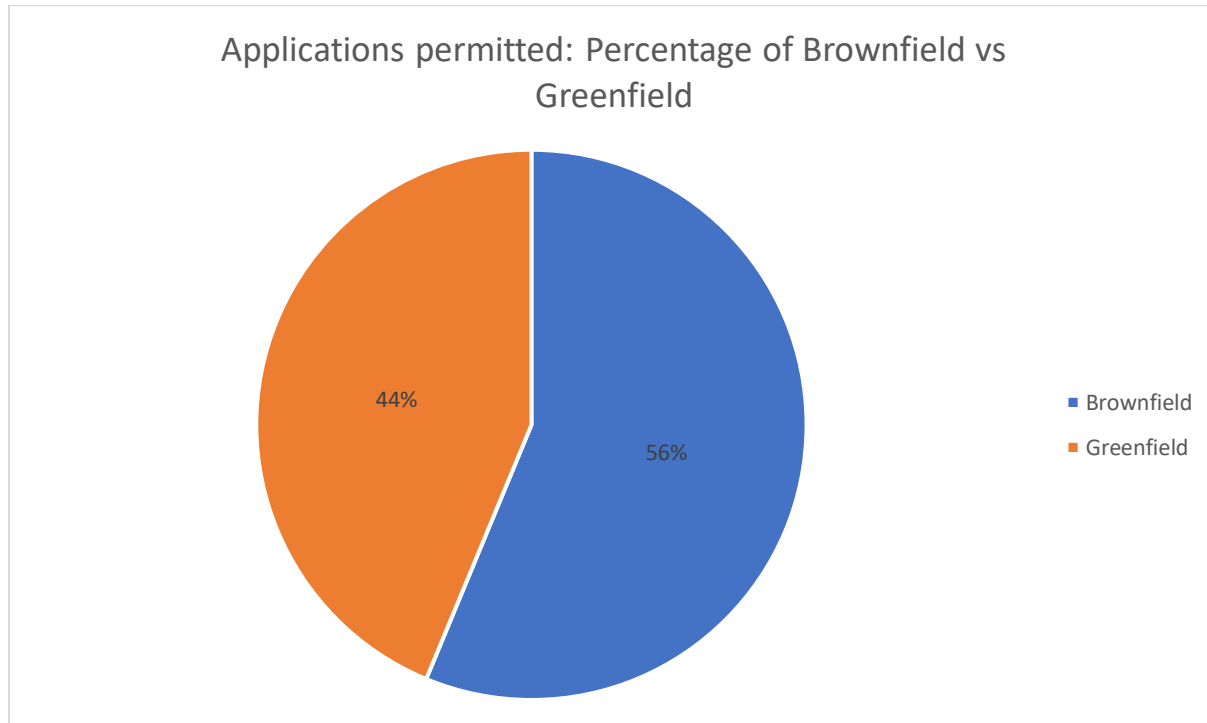
<sup>68</sup> Available from [https://oxfordshire.air-quality.info/documents/Air\\_Quality\\_DG\\_Vale\\_of\\_White\\_Horse\\_DC\\_Final.pdf](https://oxfordshire.air-quality.info/documents/Air_Quality_DG_Vale_of_White_Horse_DC_Final.pdf)

<sup>69</sup> <http://www.southandvale.gov.uk/turnitoff>

<sup>70</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).

8.80. Figure 6 shows that during 2020/21 there were more applications<sup>71</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, 2020/21*



8.81. 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.

#### **Core Policy 44: Landscape**

8.82. 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.

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<sup>71</sup> Approved applications relating to new housing, employment and facility class developments

8.83. During 2020/21 there were 50 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**

8.84. 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.

8.85. During 2020/21 there were 43 permissions granted that took account of Core Policy 45.

### **Core Policy 46: Conservation and improvement of Biodiversity**

8.86. 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>72,73</sup>;
- National- One National Nature Reserve<sup>74</sup> and 22 Sites of Special Scientific Interest (SSSI)<sup>75</sup>;
- Local- 84 Local Wildlife Sites<sup>76</sup>, Two Local Nature Reserves<sup>77</sup> and Nine Geologically Important Sites<sup>78</sup>.

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<sup>72</sup> Cothill Fen <https://sac.jncc.gov.uk/site/UK0012889>

<sup>73</sup> Hackpen Hill <https://sac.jncc.gov.uk/site/UK0030162>

<sup>74</sup> Cothill NNR <https://www.gov.uk/government/publications/oxfordshires-national-nature-reserves/oxfordshires-national-nature-reserves#cothill>

<sup>75</sup> List of Oxfordshire SSSIs, available from <https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=&countyCode=34&responsiblePerson=&DesignationType=SSSI>

<sup>76</sup> <http://www.tverc.org/cms/content/local-wildlife-sites>

<sup>77</sup> List of Oxfordshire LNRs, available from <https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=&countyCode=34&responsiblePerson=&DesignationType=LNR>

<sup>78</sup> <http://www.tverc.org/cms/content/local-geological-sites>

- 8.87. Core Policy 46 seeks to provide a net gain in the amount of biodiversity land. The area of Local Wildlife Sites has increased by 60.2 hectares since last year, increasing from 1,657.9 to 1,718.1 hectares. Further information on the status of sites is available from the Thames Valley Environmental Records Centre (TVERC)<sup>79</sup> and Natural England<sup>80</sup>.
- 8.88. No planning permissions were granted in 2020/21 contrary to consultee advice on the impact on SACs, in line with Core Policy 46.

## **Development Policy 20: Public Art**

- 8.89. This policy seeks the provision of public art in association with proposals for major development. Out of 25 major planning applications, on 13 applications a contribution was secured towards public art, for 6 applications this information was not yet available (as the majority of contributions are secured through a Section 106 agreement) and for 6 applications no public art contribution was made. Those applications where no contribution was made included proposals for a film studio and a covered horse riding arena on equestrian land.

## **Development Policy 21: External Lighting**

- 8.90. This policy sets out conditions that development involving external lighting should meet. The status and type of planning permissions to which DP21 applies are shown in Table 37. The table shows that 74 applications involving external lighting were approved and 4 applications were refused during 2020/21.

*Table 37: External Lighting*

<b>Application Type</b>	<b>Approved</b>	<b>Other Outcome</b>	<b>Refused</b>	<b>Total</b>
Full	45	1	2	48
Householder	1			1
Advertisement Consent	17			17
Listed Building Consent	3			3
Pre-application advice (Minor)		2		2
Outline	1		2	3
Reserved Matters	7			7
Pre-application advice (Major)		1		1
<b>Total</b>	<b>74</b>	<b>4</b>	<b>4</b>	<b>82</b>

<sup>79</sup> Available from <http://www.tverc.org/cms/>

<sup>80</sup> Available from <https://designatedsites.naturalengland.org.uk/SearchCounty.aspx>

## Development Policy 22: Advertisements

8.91. This policy sets out conditions that development involving advertisements should meet. The status and type of planning permissions to which DP22 applies are shown in Table 38. The table shows that 40 applications involving advertisements were approved and no applications were refused during 2020/21.

*Table 38: Advertisements, 2020/21*

Application Type	Approved	Other Outcome	Total
Full	1		1
Householder	1		1
Advertisement Consent	35		35
Listed Building Consent	3		3
Pre-application advice (Minor)		2	2
<b>Total</b>	<b>40</b>	<b>2</b>	<b>42</b>

## Development Policy 23: Impact of Development on Amenity

8.92. This policy seeks to ensure that development will not cause harm to the amenity of neighbouring or nearby properties and sets out a range of factors that should be considered. The status and type of planning permissions to which DP23 applies are shown in Table 39. The table shows that 1,015 applications involving potential impacts on nearby properties were approved and 50 applications were refused during 2020/21.

Table 39: Impact of Development on Amenity, 2020/21

Application Type	Approved	Other Outcome	Refused	Total
Full	297	7	31	335
Householder	670	3	10	683
Advertisement Consent	26			26
Listed Building Consent	3			3
Pre-application advice (Other)		1		1
Pre-application advice (Minor)		3		3
Technical Details Consent	1			1
Outline	4		9	13
Reserved Matters	14			14
Pre-application advice (Major)		1		1
<b>Total</b>	<b>1,015</b>	<b>15</b>	<b>50</b>	<b>1,080</b>

## Development Policy 24: Effect of Neighbouring or Previous Uses on New Developments

8.93. This policy seeks to ensure that the uses of neighbouring or nearby properties will not cause harm to the occupiers of the proposed development and sets out a range of factors that should be considered. The status and type of planning permissions to which DP24 applies are shown in Table 40. The table shows that 86 applications involving potential impacts from nearby properties were approved and 11 applications were refused during 2020/21.

Table 40: Effect of Neighbouring or Previous Uses on New Developments, 2020/21

Application Type	Approved	Other Outcome	Refused	Total
Full	69	2	7	78
Householder	6			6
Pre-application advice (Minor)		1		1
Outline	1		4	5
Reserved Matters	10			10
Pre-application advice (Major)		1		1
<b>Total</b>	<b>86</b>	<b>4</b>	<b>11</b>	<b>101</b>



## Development Policy 25: Noise Pollution

- 8.94. This policy sets out conditions relating to noise mitigation schemes that both noise-generating and noise-sensitive developments should meet. The status and type of planning permissions to which DP25 applies are shown in Table 41. The table shows that 68 applications involving noise were approved and 7 applications were refused during 2020/21

Table 41: Noise Pollution, 2020/21

Application Type	Approved	Other Outcome	Refused	Total
Full	58	3	5	66
Householder	2			2
Pre-application advice (Minor)		1		1
Outline			2	2
Reserved Matters	8			8
Pre-application advice (Major)		1		1
<b>Total</b>	<b>68</b>	<b>5</b>	<b>7</b>	<b>80</b>

## Development Policy 26: Air Quality

- 8.95. The indicator for the policy is to monitor designated Air Quality Management Areas. This indicator is already covered in see section 8.77 above.

## Development Policy 27: Land Affected by Contamination

- 8.96. This policy sets out conditions that development involving land known, or suspected, to be contaminated should meet. The status and type of planning permissions to which DP27 applies are shown in Table 42. The table shows that 120 applications involving contaminated land were approved and 11 applications were refused during 2020/21.

Table 42: Land Affected by Contamination, 2020/21

Application Type	Approved	Other Outcome	Refused	Total
Full	63	2	9	74
Householder	46	1		47
Pre-application advice (Minor)		1		1
Outline			2	2
Reserved Matters	11			11
<b>Total</b>	<b>120</b>	<b>4</b>	<b>11</b>	<b>135</b>

## Development Policy 28: Waste Collection and Recycling

8.97. This policy sets out waste management standards that all development should meet. The status and type of planning permissions to which DP28 applies are shown in Table 43. The table shows that 131 applications involving waste management were approved and 29 applications were refused during 2020/21.

Table 43: Waste Collection and Recycling, 2020/21

Application Type	Approved	Other Outcome	Refused	Total
Full	114	2	22	138
Householder	3		1	4
Pre-application advice (Minor)		2		2
Technical Details Consent	1			1
Outline	1		6	7
Reserved Matters	12			12
Pre-application advice (Major)		1		1
<b>Total</b>	<b>131</b>	<b>5</b>	<b>29</b>	<b>165</b>

## Development Policy 29: Settlement Character and Gaps

8.98. This policy sets out conditions that development proposals should meet to preserve physical and visual separation of settlements and the character of individual settlements. During 2020/21, no planning permissions in settlement gaps were granted contrary to the policy.

### Development Policy 30: Watercourses

- 8.99. This policy sets out conditions for developments near watercourses to avoid damaging impacts on the watercourse. During 2020/21, three planning permissions including or adjacent to watercourses were granted contrary to technical advice. For two of these, the works affecting the watercourse were considered to be outside the scope of that application (P20/V1362/FUL, P20/V0711/FUL). For the third, the wider importance of the development and the site constraints were considered sufficient justification (P19/V3216/FUL).

### Development Policy 31: Protection of Public Rights of Way, National Trails and Open Access Areas

- 8.100. This policy sets out conditions that development on public rights of way, National Trails and Open Access Areas should meet. The status and type of planning permissions to which DP31 applies are shown in Table 44. The table shows that 24 applications involving rights of way were approved and 2 applications were refused during 2020/21.

Table 44: Protection of Public Rights of Way, National Trails and Open Access Areas, 2020/21

Application Type	Approved	Other Outcome	Refused	Total
Full	16		1	17
Householder	7	1		8
Pre-application advice (Minor)		1		1
Outline			1	1
Reserved Matters	1			1
Pre-application advice (Major)		1		1
<b>Total</b>	<b>24</b>	<b>3</b>	<b>2</b>	<b>29</b>

### Development Policy 32: The Wilts and Berks Canal

- 8.101. This policy supports schemes for the restoration of the Wilts and Berks Canal and sets out conditions that development on land safeguarded for the canal corridor should meet. During 2020/21, no planning permissions were granted to which DP32 applied.

### **Development Policy 33: Open Space**

8.102. This policy sets out conditions relating to both gain and loss of public open space arising from development proposals. During 2020/21, there were 23 planning permissions granted resulting in a gain of open space and 2 resulting in a loss.

### **Development Policy 34: Leisure and Sports Facilities**

8.103. This policy sets out conditions relating to both gain and loss of leisure and sports facilities arising from development proposals. During 2020/21, there were two planning permissions granted resulting in a gain of facilities and none resulting in a loss.

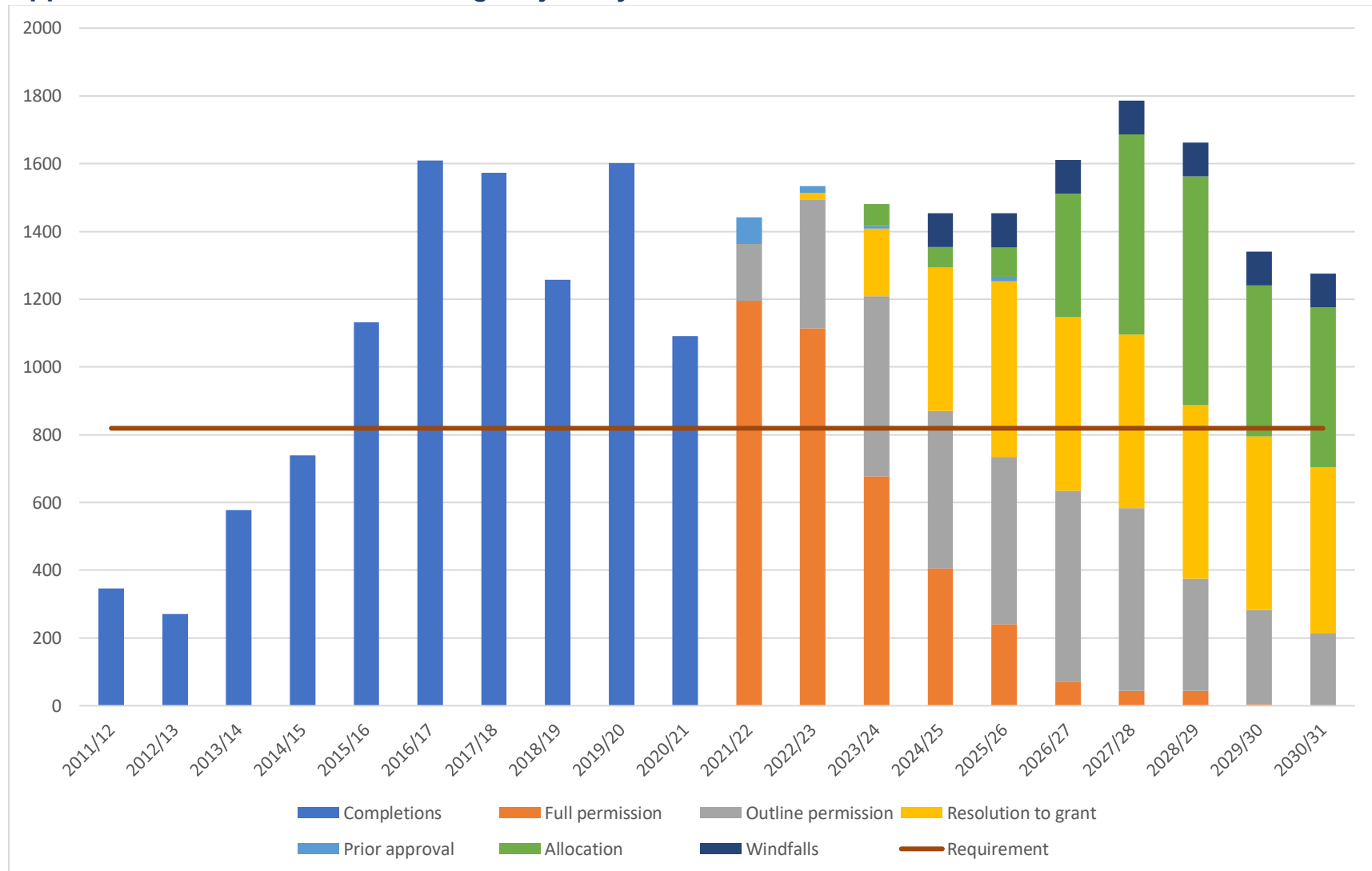
### **Development Policy 35: New Countryside Recreation Facilities**

8.104. This policy sets out conditions that development of new countryside recreation facilities should meet. During 2020/21, four planning permissions were granted resulting in new recreational facilities.

### **Development Policies 36-39: Heritage and Conservation**

8.105. These policies require that development should conserve or enhance Heritage Assets, Conservation Areas and Listed Buildings, and avoid harm or loss to Archaeology and Scheduled Monuments. Monitoring of these policies requires assessment of the number of planning permissions granted contrary to technical advice, to ensure appropriate protection and enhancement of heritage assets. This is set out in section 8.66 above.

## Appendix A: Whole District Housing Trajectory<sup>81</sup>



<sup>81</sup> Housing permissions and completions up to date as of 31 March 2021.

## Appendix B: Monitoring Framework

### Local Plan Part 1 Core Policies

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 p24, 30, 36, 44
	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 p84 (see p24 for revised requirement)
	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 p32, 38

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 p26 (see p24 for revised requirement)
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.	No longer monitored separately, following five year review p25
	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.	No longer monitored separately, following five year review p25
	Jobs Growth	To provide for 15,850 jobs in the ring fence area over the plan period.	No longer monitored separately, following five year review p25
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 p26
	Jobs Growth	To provide for 23,000 jobs over the plan period.	In Progress p26

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 p34, 35, 40-44, 48, 60, 64-68
	Progress of other strategic infrastructure items		In Progress p34, 35, 40-44, 48, 60, 64-68
	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



Local Plan Policies	Indicators	Targets	Progress
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 Centre and Charter Area that accords with the policy.	No Change p34
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 p34
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 p35
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 p35
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

Local Plan Policies	Indicators	Targets	Progress
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 strategic sites and allocations.	To permit and deliver 208 net hectares of employment land as planned for the Sub-Area.	In Progress, on target p38-39
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 p40
	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 p40
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 p40-44
	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, 43

Local Plan Policies	Indicators	Targets	Progress
CP18: Safeguarding of land for Transport Schemes in the South-East Vale Sub-Area.	Status and use of planning permissions on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	Achieved p43
CP19: Re-opening of Grove Railway Station.	Progress of the Re-opening of Grove Railway Station	To maintain commitment to progress re-opening of the Railway Station.	In Progress p44
	Status and use of planning permissions on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	Achieved p43
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 p47
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 p48

Local Plan Policies	Indicators	Targets	Progress
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 p49-50
CP23: Housing Density	Average density of housing planning permissions	To ensure the cumulative delivery of planning permissions for housing developments provides an average density that accords with the policy.	Achieved p51
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 p53
	Tenure split	To provide for around a 75:25 split between rented and intermediate housing tenures of affordable housing.	In Progress, on target p52
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 p53

Local Plan Policies	Indicators	Targets	Progress
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 p54
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 p54
	Five-year supply of pitches	To maintain a five-year supply of pitches <sup>82</sup> .	Achieved p54
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 p59
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 p59
	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 p59
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 p60-61

<sup>82</sup> As of April 2016, the five-year supply target is approximately 3.25 pitches.

Local Plan Policies	Indicators	Targets	Progress
CP31: Development to Support the Visitor Economy	Status and type of permissions granted for visitor economic developments.	To deliver a net increase in development for visitor economy over the plan period in accordance with the policy.	In Progress p61
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 p62
	Number of permissions granted for retail developments over 1,000m <sup>2</sup> (Abingdon-on-Thames and Wantage) and 500m <sup>2</sup> (elsewhere in the District) accompanied by a Retail Impact Assessment.	To ensure all planning permissions granted for retail development over 1,000m <sup>2</sup> or 500m <sup>2</sup> in appropriate locations to be accompanied by a comprehensive Retail Impact Assessment.	No Change p62
CP33: Promoting Sustainable Transport and Accessibility.	Average Journey times <sup>83</sup>	To ensure journey times do not significantly <sup>84</sup> increase based on trend analysis	No recent data p64
	Monitoring of Travel Plans for developments over 80 dwellings.	To ensure developments meet sustainable travel targets in Travel Plans	In Progress p68

<sup>83</sup> On those areas that are monitored by the Highways Authority.

<sup>84</sup> Assessed on an individual area basis.

Local Plan Policies	Indicators	Targets	Progress
	Progress of transport schemes.	To help progress of transport schemes in a timely manner to support delivery of new development in accordance with the Infrastructure Delivery Plan.	In Progress p41
	To monitor designated quality Air Quality Management Areas.	To ensure development supports improvements to air quality and meets the AQMA's standards	In Progress p73
	Number of road accidents casualties <sup>85</sup>	To ensure development supports improvements to road safety	In Progress p65
CP34: A34 Strategy	Progress of a Route Based Strategy for the A34.	To progress the Route Based Strategy for the A34 in a timely manner, in association with the Oxford to Cambridge Infrastructure Review.	No Change p66
	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	In Progress p73
CP35: Promoting Public Transport,	Level of cycle movements <sup>86</sup>	To increase the proportion of journeys undertaken by cycling locally.	No recent data availablep66

<sup>85</sup> On a County-wide basis

<sup>86</sup> On those routes that are monitored by the Highways Authority

Local Plan Policies	Indicators	Targets	Progress
Cycling and Walking.	New cycle schemes	To help facilitate the delivery of new cycle schemes	In Progress p67
	Bus patronage <sup>87</sup>	To increase the proportion of journeys undertaken by in buses locally.	No Data available
	Funding secured for sustainable transport schemes	To help secure funding to deliver sustainable transport schemes in accordance with the Infrastructure Delivery Plan.	Achieved p68
	Monitoring of Travel Plans for developments over 80 dwellings.	To ensure developments meet sustainable travel targets identified in Travel Plans	In Progress p68
	Number of permission granted for major development supported by a Transport Assessment and Travel Plan	To ensure all planning permissions granted for major development to be accompanied by a Transport Assessment and Travel Plan.	In Progress p68
CP36: Electronic Communications	Compliance with Building Regulations	To ensure delivery of dwellings is in compliance with Building Regulations.	Achieved p68
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	Data not available p69

<sup>87</sup> On a County-wide basis



Local Plan Policies	Indicators	Targets	Progress
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	Data not available p69
	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.	In Progress p70
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 p70
	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.	In Progress p70
	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 p70

Local Plan Policies	Indicators	Targets	Progress
	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 p71
	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 p71
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 p71
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 p72

Local Plan Policies	Indicators	Targets	Progress
CP43: Natural Resources	Percentage of household waste sent for re-use, recycling or composting.	To take the opportunities presented by new development to deliver a percentage increase of household waste sent for re-use, recycling or composting	No Change p73
	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 p73
	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 p73
	Number of permissions granted contrary to technical advice on contaminated land	To ensure all planning are granted in accordance with the policy.	Achieved p74
	Amount and detail of permissions granted on previously developed land.	To ensure the delivery of development schemes helps to maximise the reuse of PDL <sup>88</sup> .	In Progress p75
	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 p75

Local Plan Policies	Indicators	Targets	Progress
CP44: Landscape	Number of permissions granted contrary to technical advice.	To ensure all planning permissions are only granted in accordance with the policy.	Achieved p76
	Status and type of permissions granted in the AONB		Achieved p76
CP45: Green Infrastructure	Permissions granted and completions for change in Green Infrastructure	To deliver a net gain in green infrastructure.	In Progress p76
	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 p28
CP46: Conservation and Improvement of Biodiversity	Change in biodiversity area and/or sites.	To deliver a net gain in biodiversity area.	Achieved p77
	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 p77

## Local Plan Part 2 Core Policies

Local Plan Policies	Indicators	Targets	Action	Progress
CP4a: 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.	Undertake measures set out in CP47a	In Progress p30, 36, 44
	Housing Trajectory showing: i. annual dwelling completions, ii. annual average no. of additional dwellings required to meet housing targets.	To deliver 22,760 dwellings over the plan period based on 1,138 dwellings per annum.		In Progress p84
	Total number of Local Plan Part 1 and Part 2 allocations permitted and completed.	To deliver 2,252 dwellings and 2,420 dwellings from Local Plan Part 1 and Part 2 respectively over the whole plan period.		In Progress p31, 37, 46

Local Plan Policies	Indicators	Targets	Action	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 for the whole district, based on Liverpool methodology for the ring fence supply area and Sedgefield methodology for rest of district supply area.		Achieved p26
CP8a: Additional Site Allocations for Abingdon-on-Thames and Oxford Fringe Sub-Area	Number of dwellings permitted and completed by location and allocation.	To permit and deliver at least 7,638 dwellings.	Undertake measures set out in CP47a	In Progress p30
CP8b: Dalton Barracks Strategic Allocation	Preparation of a Supplementary Planning Document (SPD) to facilitate a comprehensive approach to the development.	Preparation of a SPD to guide subsequent planning applications.	Liaise with stakeholders to establish challenges around developing a comprehensive approach to the site's masterplan. Consider prioritising resource to progress comprehensive development framework.	In Progress p17

Local Plan Policies	Indicators	Targets	Action	Progress
CP12a: 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.	Liaise with County to review permissions granted and impact on the delivery of the scheme/s.	Achieved p35
CP13a: 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.	Review permissions granted and consider appropriate action.	Achieved p35
CP14a: Upper Thames Strategic Storage Reservoir	Status and type of planning permissions granted on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.	Liaise with Thames Water to review permissions granted and impact on the delivery of the reservoir.	Achieved p35
CP15a: Additional Site Allocations for South East Vale Sub-Area	Number of dwellings permitted and completed by location and allocations.	To permit and deliver at least 11,949 dwellings.	Undertake measures set out in CP47a.	In Progress p36

Local Plan Policies	Indicators	Targets	Action	Progress
Core Policy 15b: Harwell Campus Comprehensive Development Framework	Preparation of a Supplementary Planning Document (SPD) to facilitate a comprehensive development framework approach to the development.	Preparation of an SPD to guide subsequent planning applications.	Liaise with stakeholders to establish challenges around developing a comprehensive development framework. Consider prioritising resource to progress comprehensive development framework.	Not proceeding with SPD p17
	Jobs growth at Harwell campus over the plan period.	To deliver 3,500 net additional jobs over the plan period.		In Progress p40
CP16b: Didcot Garden Town	Number of planning permissions granted contrary to the Didcot Garden Town Masterplan Principles.	To ensure planning permissions contribute to the achievement of the Didcot Garden Town Masterplan Principles.	Liaise with stakeholders to establish challenges around delivery.	Achieved p40
CP18a: Safeguarding of Land for Strategic Highway Improvements within 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.	Liaise with County to review permissions granted and impact on the delivery of the scheme/s.	Achieved p43
CP19a: Re-opening of Grove Railway Station	Progress of the Re-opening of Grove Railway Station.	To maintain commitment to progress re-opening of the Railway Station.	Liaise with County and other stakeholders to progress delivery.	In Progress p44



Local Plan Policies	Indicators	Targets	Action	Progress
	Status and use of planning permissions on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.		Achieved p43
Core Policy 20a: Housing Supply for Western Vale Sub-Area	Covered by indicators for Core Policy 20.	To permit and deliver, at least 3,173 dwellings.	Undertake measures set out in CP47a.	In Progress p44

### Local Plan Part 2 Development Policies

Local Plan Policies	Indicators	Targets	Actions	Progress
Development Policy 1: Self and Custom Build	Number of plots permitted for Self and Custom Build.	Provision of plots to meet demand for Self and Custom Build.	Liaise with relevant stakeholders to determine challenges around the delivery of policy.	In Progress p55
	Number of Self and Custom Build dwellings completed.	Provision of Self and Custom Build dwellings.		Data not available p55
	Progress of a Self and Custom Build Supplementary Planning Document.	To produce a Supplementary Planning Document.		Not proceeding with SPD p55

Local Plan Policies	Indicators	Targets	Actions	Progress
Development Policy 2: Space Standards	Percentage of 1 and 2 bed dwellings permitted to Nationally Described Space Standards.	To ensure all planning permissions for dwellings of 1 and 2 bed are in accordance with the Nationally Described Space Standards Level 1.		Data not available p56
	Percentage of market and affordable dwellings permitted to Category 2 standard on sites of 10 or more dwellings.	To ensure planning permissions for housing sites of 10 or more dwellings provide 15% of market housing and all affordable housing to Category 2 Standard.		Data not available p56
	Percentage of market and affordable dwellings permitted to Category 3 standard on sites of 100 or more dwellings.	To ensure planning permissions for housing sites of 100 or more dwellings provide 5% affordable housing and 2% market housing to Category 3 Standard, where there is a demonstrable need.		Data not available p56

Local Plan Policies	Indicators	Targets	Actions	Progress
Development Policies 3 to 7: [Housing]	Status and type of planning permissions.	To ensure all planning permissions are granted in accordance with the policy.		In Progress p56, 56, 57, 57, 58
Development Policies 8 to 9: [Community Facilities]	Number of community facilities and services lost and gained through planning permissions.	To prevent the loss of essential community facilities and services.		Achieved p58
Development Policy 10: Ancillary uses on Key Employment Sites	Amount of B use class employment land lost to other uses not in accordance with the policy.	To ensure all planning permissions are granted in accordance with the policy.		Achieved p62
Development Policy 11: Community Employment Plans	Number of major developments with Community Employment Plans.	Production of Community Employment Plans.		In Progress p62
Development Policy 12: Rural Diversification and Equestrian Developments	Status and type of planning permissions relating to rural diversification and equestrian development.	To deliver rural diversification and equestrian developments in accordance with the policy.		In Progress p63

Local Plan Policies	Indicators	Targets	Actions	Progress
Development Policy 13a: Primary Shopping Frontages	Amount of planning permissions involving the change of use from Class A1 to other use classes within primary frontages.	To maintain A1 use classes within the primary frontages.		Achieved p63
Development Policy 13b: Secondary shopping frontages	Amount of planning permissions involving the change of use from Class A1 to other use classes within secondary frontages.	To maintain A1 use classes within the secondary frontages.	Liaise with relevant stakeholders to determine challenges around the delivery of policy.	In Progress p63
Development Policies 13c to e	Amount of planning permissions involving the change of use from Class A1 to other use classes within the town centres of Abingdon-on-Thames, Wantage, and Faringdon and Mill Brook, Grove and Peachcroft, Abingdon-on-Thames.	To maintain A1 use classes.		In Progress p63

Local Plan Policies	Indicators	Targets	Actions	Progress
Development Policy 14: Village and Local Shops	Amount of planning permissions involving the gain or loss of local and village shops.	To maintain the provision of village and local retail floor space.		In Progress p64
Development Policy 15: Retail Parks	Amount of planning permissions involving the change of use to retail convenience on retail parks.	To maintain the uses on retail parks to bulky goods.		Achieved p64
Development Policy 16: Access	Number of planning permissions granted contrary to Highways advice.	To ensure all relevant planning permissions are granted in accordance with the policy.		Data not available p69
Development Policy 17: Transport Assessments and Travel Plans	Number of planning permissions granted which are supported by a Transport Assessment or Statement and Travel Plan.	To deliver sustainable modes of travel in line with the sustainable transport priorities identified in Local Plan.		In Progress p68
Development Policy 18: Public Car Parking in Settlements	Number of planning permissions involving the loss of public car parking in the designated areas.	To maintain and improve the quality of parking provision within town centre and local centres.		Achieved p69

Local Plan Policies	Indicators	Targets	Actions	Progress
Development Policy 19: Lorries and Roadside Services	Number of planning permissions involving the provision of road side service facilities in the designated areas.	To safeguard locations to provide road side service facilities.		Achieved p69
Development Policy 20: Public Art	Provision of public art.	Provision of public art.		In Progress p77
Development Policy 21 to 25 and 27 to 28.	Status and type of planning permissions.	To ensure all planning permissions are granted in accordance with the policy.		In Progress p77, 78, 78, 79, 80, 80, 81, 81
Development Policy 26: Air Quality	To monitor designated Air Quality Management Areas.	To ensure all development supports improvements to air quality and meets the AQMA's standards.		In Progress p73
Development Policy 29: Settlement Character and Gaps	Amount of planning permissions in settlement gaps granted contrary to the policy.	To protect the intrinsic character of settlements and the visual and physical separation of settlements.		Achieved p81
Development Policy 30: Watercourses	Amount of planning permissions including or adjacent to watercourses granted contrary to advice.	To ensure all planning permissions are granted in accordance with the policy.	Liaise with relevant stakeholders to determine challenges around the delivery of policy.	In Progress p82

Local Plan Policies	Indicators	Targets	Actions	Progress
Development Policy 31: Protection of Public Rights of Way, National Trails and Open Access Areas	Number of planning permissions granted on public rights of way, National Trails and Open Access Areas.	To protect public rights ways of way, National Trails and Open Access Areas.		In Progress p82
Development Policy 32: The Wilts and Berks Canal	Status and type of planning permissions on land safeguarded.	To safeguard the Wilts and Berks Canal for future restoration.		Achieved p82
Development Policy 33: Open Space	Amount of open space provision gained through planning permissions.	To ensure appropriate open space provision.		In Progress p83
	Amount of planning permissions on open space.	To protect the loss of open spaces.		In Progress p83
Development Policy 34: Leisure and Sports Facilities	Amount of planning permissions resulting in the loss or gain of leisure and sporting facilities.	To ensure appropriate provision of leisure and sporting facilities.		Achieved p83
Development Policy 35: New Countryside Recreation Facilities	Amount of planning permissions resulting in new recreational facilities.	To ensure appropriate provision of countryside recreational facilities.		Achieved p83

Local Plan Policies	Indicators	Targets	Actions	Progress
Development Policies 36 to 39	Number of planning permissions granted contrary to technical advice.	To ensure appropriate protection and enhancement of heritage assets.		Achieved p70, 83



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