



Authority Monitoring Report 2021/22

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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 Guidance¹, the council must monitor the requirements set out in Table 1.

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

Table 1: Requirement to Monitor

| Requirement | Summary |
|---|---|
| Local Development Scheme (LDS) | The timescales and milestones for the preparation of documents as set out in the LDS, and progress towards meeting them. |
| Local Plan Policies | The status of adopted policies including the reason why any of the policies are no longer being implemented. |
| | How the adopted policies are being implemented and to what extent their objectives are being achieved. |
| Neighbourhood Development Plans and Orders | The progression of Neighbourhood Development Plans and Neighbourhood Development Orders. |
| The Community Infrastructure Levy (CIL) | The progression of CIL and how it 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 2021 to 31 March 2022 and details the progress of the Adopted Vale of White Horse Local Plan 2031 Part 1

and Part 2 policies for this timeframe unless otherwise specified. The Monitoring Framework is provided at Appendix B of this Report.

- 1.5. 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 '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 first published in October 2017 and updated in 2022. The updated plan is available on the council website². An Advisory Board, which meets quarterly has been formed along with three Sounding Boards which represent community, business and neighbouring parishes³.
- 2.8. In June 2020, £218 million of Housing Infrastructure Funding (HIF) was agreed that will support development in and around Didcot⁴. 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

² <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/business-and-economy/garden-communities/didcot-garden-town/>

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

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

- 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/S4797/CM). A subsequent planning application has also been submitted in November 2022 (P22/S4168/CM). The application is due to be considered by Oxfordshire County Council at its February 2023 planning committee.

2.10. The council is also preparing a Local Cycling and Walking Infrastructure Plan (LCWIP) for Didcot to improve the local cycle network and pedestrian connectivity⁵.

Key Statistics for the Vale of White Horse

2.11. As a number of the 2021 census data points have now been released, we thought it useful to show a quick comparison between 2011 and 2021 to demonstrate how the district has changed.

2.12. The population in the district has risen 14.8% from 121,000 people to around 138,900 in 2021. This is significantly above the trend for the South-East region which saw 7.5% growth⁶.



2.13. The number of working aged people (16-64 years old) in the district grew from 76,800 in 2011 to 85,400 in 2021, however as a percentage of the population there was decrease from 63% to 61.2%.

2.14. With regard to households, in 2021 it was estimated that there are now 57,500

⁵ <https://news.oxfordshire.gov.uk/longer-term-plans-for-per-step-change-in-oxfordshires-cycling-infrastructure/>

⁶ Available from <https://www.ons.gov.uk/visualisations/censu>



households in the district compared with 49,407 in 2011⁷.



2.15. The number of people with level 4 qualifications and above in our district has increased. In 2021 in the district this was 49,504, or 36% of the total population. This compares to 36,204 people in 2011 which represented 30% of the total population.⁸

⁷ Households with at least one usual resident, Census 2011 and Census 2021 data.

⁸ Qualifications data, Census 2011 and 2021.

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) set 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 made 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. The Local Plan 2031 Part 1: Strategic Sites and Policies was adopted by full council on 14 December 2016.

- 3.3. 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 review⁹ 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 below.

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

- 3.4. To complement the Part 1 Plan, the Local Plan 2031 Part 2: Detailed Policies and Additional Sites (The Part 2 Plan) set out:
- Policies and locations for new housing to meet the Vale's proportion of Oxford City's unmet housing need, which could not 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 complemented the strategic policies as set out in the Part 1 Plan, and where appropriate replaced the remaining saved policies of the Local Plan 2011;
 - And additional site allocations for housing.
- 3.5. In relation to the Vale's proportion of Oxford City's unmet housing need addressed in Vale Local Plan Part 2, this had been informed by co-operation with the Future Oxfordshire Partnership¹⁰ 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 was 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.

⁹ <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/local-plan-2031/>

¹⁰ Available from <https://futureoxfordshirepartnership.org/>

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

Joint Local Development Scheme

- 3.7. In March 2021 South and Vale Councils agreed to develop a Joint Local Plan for the area and a Joint Local Development Scheme (LDS) setting out the timetable for producing new planning documents was also approved. The Local Development Scheme (LDS) sets out the timetable for the production of the council's Development Plan Documents (DPDs), the operational and decision-making structures for the Joint Local Plan 2041). It includes key production dates and public consultation stages¹¹.
- 3.8. The LDS provides information regarding the Joint Local Plan 2041 and other related documents. Updates were made to the LDS in December 2022. This was to remove references to the preparation of the Oxfordshire Plan 2050 and also the Ox-Cam Arc Spatial Framework. The LDS timetable has also been extended by 11 months. This is to allow time for the districts to prepare additional evidence on housing and employment need, following the end of the preparation of joint evidence for the Oxfordshire Plan 2050 which would have been used to inform the Joint Local Plan. The new LDS also included other updates such as new made Neighbourhood Plans or progress on Neighbourhood Plans, and the adoption of the Dalton Barracks Supplementary Planning Document and Joint Design Guide SPD.
- 3.9. Table 2 sets out the timetable for some of these documents and the progress that has been made (as at January 2023).

¹¹ 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 2: LDS Progress

| Document | Milestone | Progress |
|-------------------------------------|---|----------------------------------|
| Joint Local Plan 2041 | Public consultation on Issues and Scope (Regulation 18) | Completed May/June 2022 |
| | Public Consultation on Preferred Options/Draft Plan (Regulation 18) | Expected August/September 2023 |
| | Public Consultation on Pre-Submission (Regulation 19) | Expected July/August 2024 |
| | Submission to Secretary of State (Regulation 22) | Expected January 2025 |
| | Examination in Public (Regulation 24) | Expected May 2025 |
| | Inspector's report (Regulation 25) | Expected August 2025 |
| | Adoption (Regulation 26) | September 2025 |
| Statement of Community Involvement | LDS – Consultation Summer 2021 | Completed September-October 2021 |
| | LDS – Adoption Autumn 2021 | Adopted December 2021 |
| | Minor Update - Autumn 2022 (Factual corrections) | Adopted December 2022 |
| Community Infrastructure Levy (CIL) | Consultation January-February 2021 | Completed January-February 2021 |
| | Submission Spring 2021 | Completed March 2021 |
| | LDS – Examination Summer 2021 | Completed May 2021 |
| | LDS – Adoption Autumn 2021 | Adopted November 2021 |

The Joint Local Plan 2041

- 3.10. Vale of White Horse and South Oxfordshire District Councils are working together to prepare 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 include 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 structures¹². 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 set up to ensure the Joint Local Plan progresses through these formal processes without undue delay.
- 3.14. The council's updated Local Development Scheme states that a consultation on a 'Preferred Options' draft Plan (Regulation 18) will take place in August/September 2023. Due to delays to the Oxfordshire 2050 Plan timetable the first consultation on our Joint Local Plan (Regulation 18) became a Joint Local Plan Issues Consultation, held in May-June 2022. Further information on this consultation is set out below. Further information about the end of work on the Oxfordshire Plan 2050 is set out in Section 5 – Duty to Cooperate below.

Joint Local Plan Issues Consultation

- 3.15. The council carried out a public consultation asking for comments on the main issues facing the districts and how we could use the Joint Local Plan to address them. The Joint Local Plan Issues consultation was open from 12 May until 23 June 2022. The document sets out a draft Vision for the Joint Local Plan and sets out the key issues facing the district¹³.

¹² [Joint Local Plan Governance Arrangements](#), May 2022

¹³ <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/local-plan-2041/>

3.16. A number of other documents were consulted on alongside the Joint Local Plan issues paper. These were;

- Sustainability Appraisal (SA) Screening and Scoping Report
- Habitats Regulations Assessment (HRA) Scoping Report
- Draft Settlement Assessment Methodology
- Duty to Cooperate Scoping Document



3.17. More information about the Sustainability Appraisal and Duty to Cooperate documents is included below. An Equalities Impact Screening Report was also prepared.

Joint Statement of Community Involvement

3.18. 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. In December 2022 the Joint SCI was republished. The amendments made to the SCI were all factual corrections. These included updating the information relating to CIL following amendments to the regulations,

the removal of references to the Oxfordshire Plan 2050 and any references to working practices during the COVID 19 pandemic¹⁴.

Sustainability Appraisal Significant Effect Indicators

- 3.19. 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.
- 3.20. The SA report on the Vale Local Plan Part 1 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 and is included in the council's Monitoring Framework (Appendix H of the Part 1 Plan).
- 3.21. 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.
- 3.22. A Sustainability Appraisal is also integral to the preparation and development of the Joint Local Plan 2041. A Sustainability Appraisal (SA Screening and Scoping Report) was included in the consultation on the Joint Local Plan Issues Consultation in May/June 2022. The report considers whether a sustainability report is needed (screening) and concludes that the Joint Local Plan is likely to have significant environmental effects. Therefore, a sustainability appraisal is needed.
- 3.23. The document then defines the scope of the sustainability appraisal by examining ten topic areas. It considers the relevant plans, policies, and programmes that contain policies, targets or aspirations for that area. Each chapter undertakes an assessment of baseline information to determine current performance under each topic. From these topic-based assessments, identified key sustainability challenges facing the districts were identified. These key challenges informed the 20 sustainability objectives that will support the preparation of our joint local plan. The final chapters of the report set out the

¹⁴ <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/statement-of-community-involvement/>

'sustainability appraisal framework' that explains how the councils will assess the emerging policies and options in the Joint Local Plan.

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' (adopted) 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 in 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 replaced the CIL Charging Schedule (November 2017).
- 3.27. The Infrastructure Funding Statement¹⁵ for the 2021/22 financial year was published in December 2022 and further details are provided under Core Policy 7 (sections 6.15 - 6.19 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.

¹⁵ <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 5 adopted SPDs, with none of them identifying specific monitoring arrangements. The SPDs are as follows:
- The Joint Design Guide SPD: This new Design Guide was adopted in June 2022 by Vale of White Horse and South Oxfordshire District Councils. The guide sets out design principles to guide future development and encourage a design-led approach to development and is set out in a web-based format. It replaces the previous Vale Design Guide that was adopted in 2015.
 - Dalton Barracks SPD: This SPD for the strategic allocation was adopted in April 2022 to supplement the policies in the adopted development plan. It sets out the design requirements and the information required to support any planning applications for the site to ensure that an exemplar (high quality) development is delivered.
 - 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.
 - Abbey Shopping Centre and Charter Area: The Abbey Shopping Centre and Charter Area SPD was adopted in 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 in 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.
- 3.31. 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

- 3.32. Local Development Orders (LDOs) automatically grant planning permission for the development specified in an LDO (subject to conditions) and by doing so,

remove 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.

- 3.33. 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 website¹⁶. A review of the Milton Park LDO has started and is looking at extending the LDO to 2041. Public consultation on the new LDO took place between late August and October 2022. It is anticipated the new LDO will be finalised by the council in February 2023.¹⁷
- 3.34. During 2021/22, there were 5 notifications agreed under the Milton Park LDO.
- 3.35. The council is currently preparing a Local Development Order for Didcot Technology Park. Following public consultation in 2017 a revised draft LDO was subject to public consultation in April and May 2022. Further technical assessment is underway before the draft LDO moves to the next stage.

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

¹⁷ 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 by encouraging them to prepare Neighbourhood Development Plans. The council strongly encourages and supports local communities who wish to prepare a Neighbourhood Development Plan. The Localism Act 2011 sets out that Neighbourhood Development Plan(s) can be made by a parish or town council, or a neighbourhood forum(s), where a parish or town council does not exist.
- 4.2. Local communities wishing to play an active role in planning for their area and/or community, can:
 - prepare a Neighbourhood Development Plan setting out the vision, objectives and planning policies to shape development of their neighbourhood, and/or
 - seek to grant permission directly for certain types of development in their neighbourhood, through a Neighbourhood Development Order (NDO) or a Community Right to Build Order (CRtBO).
- 4.3. To make a Neighbourhood Development Plan, there are formal stages set out in legislation that are the responsibility of the qualifying body and the council. The Localism Act also places a 'duty to support' on the council to guide Neighbourhood Development Plan preparation.
- 4.4. The council takes a proactive and positive approach to neighbourhood planning, providing advice and support to those communities interested in producing Neighbourhood Development Plans, Neighbourhood Development Orders or Community Right to Build Orders. The aim is to produce high quality plans with a good level of community buy-in and to plan effectively for places.
- 4.5. As of November 2022, there are 15 made Neighbourhood Plans in the district, with 6 being made during 2021/22. Table 3 outlines the current stage of each Neighbourhood Plan.

Table 3: Neighbourhood Plan Progress as of November 2022

| Plan in preparation | Pre-submission consultation | Preparing for Submission | Plan made |
|----------------------|-----------------------------|--------------------------|---|
| Abingdon | East Hanney | East Challow | Appleton with Eaton – Plan Made 6 October 2021 |
| Marcham | Steventon | | Chilton – Plan Made 6 October 2021 |
| Shellingford | Sutton Courtenay | | West Hanney – Plan Made 6 October 2021 |
| Stanford-in-the-Vale | Wantage | | Cumnor – Plan Made 18 May 2021 |
| | | | 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 |
| | | | Longworth – Plan Made 16 October 2016 |
| | | | Drayton – Plan Made 15 July 2015 |

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 White Horse neighbouring authorities and prescribed bodies

- 5.3. The relevant bodies to which the duty to cooperate applies for the Joint Local Plan are as follows:

- Neighbouring authorities:
 - South Oxfordshire District Council
 - West 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
 - Buckinghamshire Council
 - Reading Borough Council
 - Wokingham Borough 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
 - National Highways
 - The Civil Aviation Authority
 - Homes England

- Integrated Care System (Berks, Oxon, Bucks)/NHS England
- Office of Rail and Road
- Oxfordshire County Council
- Local Enterprise Partnership
- Local Nature Partnership

Key stages of the duty to cooperate

- 5.4. The Inspector confirmed (in his letter of 30th October 2018¹⁸) 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 2021 to March 2022 the key stages of the duty to cooperate related to the Oxfordshire Plan 2050 and the emerging Joint Local Plan.
- 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 Deal¹⁹. Throughout the period since there has been regular engagement with other Oxfordshire authorities through the Future Oxfordshire Partnership Officers Group. Work also began on producing a Joint Statutory Spatial Plan, the Oxfordshire Plan 2050.
- 5.6. In August 2022 it was decided to end work on the Oxfordshire 2050 Plan. This was because the councils were unable to reach agreement on the approach to planning for future housing needs within the framework of the Oxfordshire Plan. The councils agreed that Local Plans for the City and Districts will now provide the framework for the long term planning of Oxfordshire²⁰. The councils will continue to cooperate with each other and with other key bodies as they prepare their Local Plans. The managers of the Oxfordshire councils planning policy teams will continue to meet at least quarterly to discuss duty to cooperate matters. The councils will also meet regularly through the joint committee of the Future Oxfordshire Partnership. Some work undertaken by the districts for the Oxfordshire Plan 2050 will now be incorporated into the Joint Local Plan.
- 5.7. The Joint Local Plan Issues Consultation included a Duty to Cooperate Scoping document²¹. This set out the strategic planning matters that are driven by larger

¹⁸<http://www.whitehorsedc.gov.uk/sites/default/files/PC03%20Inspectors%20Post%20Hearings%20Letter%20to%20VOWH%20dated%2030%20October%202018.pdf>

¹⁹<https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/11/270218-Oxon-letter-to-SoS-on-Deal-DP-270118-with-signatures.pdf>

²⁰<https://www.whitehorsedc.gov.uk/uncategorised/joint-statement-from-the-leaders-of-south-oxfordshire-district-council-vale-of-white-horse-district-council-cherwell-district-council-oxford-city-council-and-west-oxfordshire-district-council/>

²¹<https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2022/05/Duty-to-Cooperate-Scoping-Document-1.pdf>

than local issues – those that are likely to have an impact beyond the immediate Local Plan area. A strategic matter is defined as ‘*sustainable development or use of land that has or would have a significant impact on at least two planning areas, including, in particular, that in connection with strategic infrastructure.*’ Our Duty to Cooperate Scoping document identifies the strategic matters relevant to the districts. These matters will be further refined as the plan progresses.

- 5.8. In addition to working with the Oxfordshire authorities, council officers have met at least twice a year with Swindon Borough Council and Oxfordshire County Council to discuss cross-boundary issues. The council has also met with Wokingham District Council and West Berkshire District Council. The council has recently responded to Buckinghamshire Council’s consultations on their Duty to Cooperate Issues Scoping, Habitat Regulations Assessment (HRA) and Sustainability Appraisal Scoping Report.
- 5.9. The council has also attended forums with Water Resources South East and Thames Water regarding preparation of the Water Resources South East Regional Plan.
- 5.10. In addition to these key actions, the council engages with all the neighbouring authorities and prescribed bodies listed above when undertaking consultations.

6. Spatial Strategy

Core 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 was informed by the Oxfordshire Strategic Housing Market Assessment²² (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 identified 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 plan²³. 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's 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 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 currently 661 dpa as calculated using the standard method. This should be supplemented using the 183 dpa 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 844 dpa. The standard method figure will change on an annual basis.
- 6.5. The number of dwellings completed in 2021/22 was 1,213 dwellings which exceeds the revised total housing requirement of 844 dwellings per annum. Positive progress has been made towards the overall housing target. The total completions for the first 11 years of the plan period (2011-2022) was 11,343

²² Available from <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031/evidence-base/strategi>

²³ <https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2021/12/Local-Plan-Part-1-Review-Dec-2021..pdf>

dwellings. Table 4 shows annual completions for the district, a graph of the housing trajectory is provided in Appendix A.

Table 4: Annual housing completions 2011-2022

| 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 | 1,107 |
| 2021/22 | 1,213 |
| Total | 11,343 |

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 area²⁴.
- 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:

²⁴ 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.²⁵

6.9. The council published an updated housing supply statement in November 2022²⁶. It showed that the Vale had a district wide supply of 6.29 years. The supply calculation for the district included a 5% buffer, as indicated by housing delivery in the preceding 3 years.

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.
- 6.12. Table 5 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.

²⁵ Paragraph 73, 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

²⁶ Available from <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/supporting-documents/>

6.13. Table 5 also shows that 239 hectares of land has been permitted on strategic employment sites, with Table 6 providing a breakdown of this in regard to permitted use classes and net floorspace.

Table 5: Monitoring of employment land and jobs

| Policy | Indicator | 2021/22 | 2011-22 | Progress |
|--------|--|---------------|--------------|---|
| CP6 | Amount of employment land permitted on allocated sites | 18.9 hectares | 239 hectares | Achieved |
| | Jobs growth (latest data runs to 2020) ²⁷ | N/A | 13,000 | Progress has been made so far towards the overall total of 23,000 jobs. |
| | Business Counts Growth - Enterprises ²⁸ | -65 | 1,095 | N/A |

6.14. Table 6 provides the net amount of floorspace permitted on strategic sites in the district by use class²⁹. 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.

²⁷ Available from <https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabjobs>

²⁸ Available from <https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabidbr>

²⁹ This includes permissions for all types of land use other than C2 & C3 residential

Table 6: Net floorspace (m2) permitted by use class

| Period | A Class | B Class | C Class | D Class | E Class | Sui generis |
|-----------|---------|---------|---------|---------|---------|-------------|
| 2021/22 | 253 | 37,679 | - | 2,721 | 1,800 | 477 |
| 2011-2022 | 21,525 | 522,481 | 22,679 | 32,256 | 1,770 | 15,329 |

Core Policy 7: Providing Supporting Infrastructure and Services

- 6.15. 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)³⁰ and the site development templates in Appendix A of the Part 1 Plan. Table 13 under Core Policy 17, below, provides an update on key transport projects in the district.
- 6.16. 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 2021 to 31 March 2022 was £4,639,239. During 2021/22, £737,743 was transferred to town/parish councils and £234,337 was spent on administrative expenses (5.05% received). The total CIL receipts from 2021/22 retained at the end of the reported year was £3,454,616 other than those to which regulation 59E or 59F applied.
- 6.17. 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 2021 to 31 March 2022 was £3,752,994.

³⁰ Available from <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/delivering-infrastructure>

- 6.18. More detailed information can be found in the Infrastructure Funding Statement which was published in December 2022³¹.
- 6.19. The council published a Spending Strategy 2019³² which sets out the arrangements for spending CIL and how it will be allocated.

³¹ <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/community-support/infrastructure-to-support-communities-2/>

³² <https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2020/08/20190405-Approved-Vale-CIL-Spending-Strategy-Final.pdf>

7. Sub-Area Strategies³³

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 7 shows the net housing completions in the Sub-Area since the start of the plan period. Following the plan review, the new housing requirement has not been divided between the Sub-Areas.

Table 7: Abingdon-on-Thames and Oxford Fringe Sub-Area housing completions

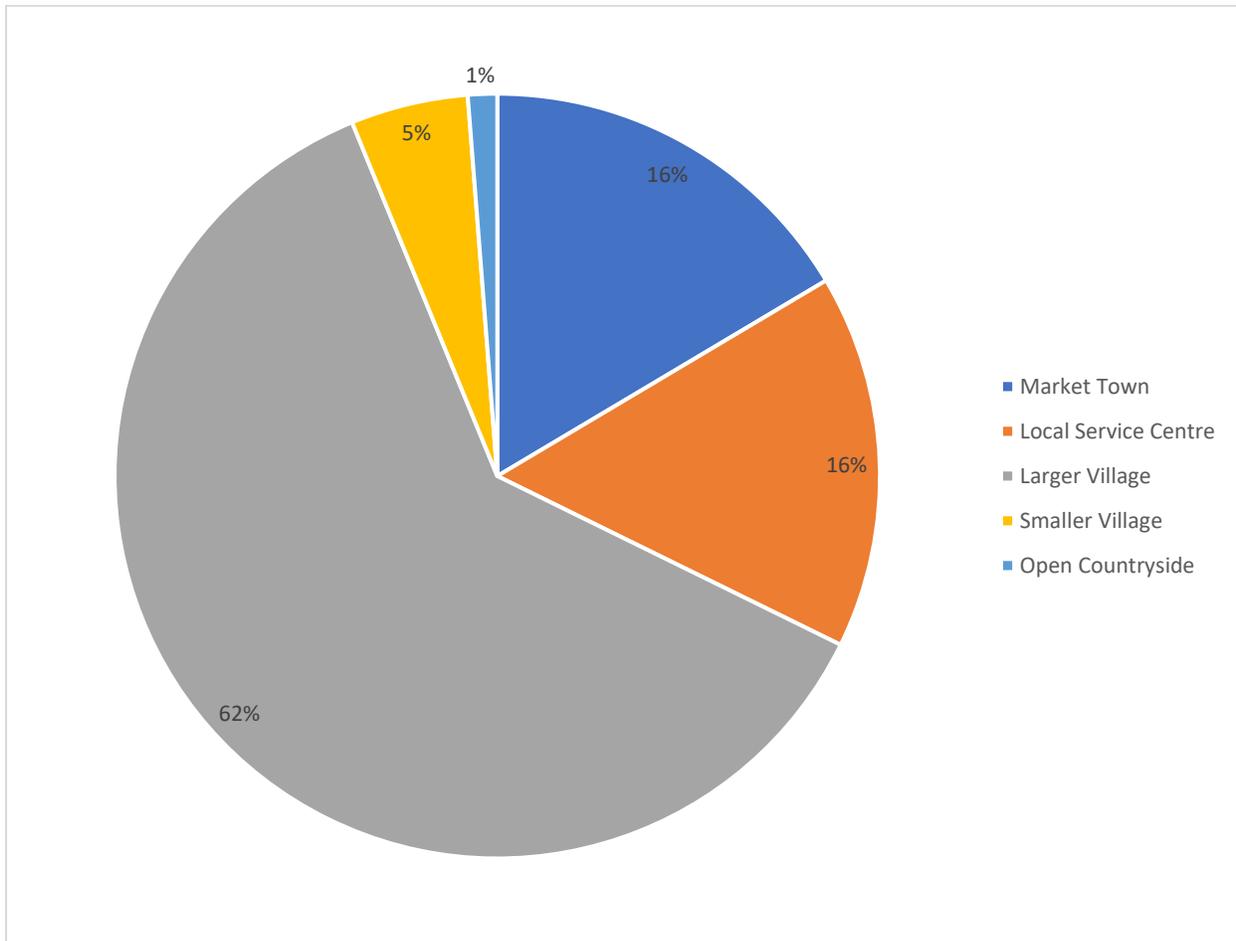
| Abingdon-on-Thames and Oxford Fringe Sub-Area | Annual Housing completions |
|---|----------------------------|
| 2011/12 | 77 |
| 2012/13 | 81 |
| 2013/14 | 304 |
| 2014/15 | 255 |
| 2015/16 | 444 |
| 2016/17 | 896 |
| 2017/18 | 530 |
| 2018/19 | 473 |
| 2019/20 | 527 |
| 2020/21 | 351 |
| 2021/22 | 353 |
| Total | 4,291 |
| Average | 390 |

- 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

³³ 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, 2011-2022



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

- North of Abingdon-on-Thames- Outline permission was granted in November 2017 for up 950 dwellings and an 80-bed care home, C2 use. A Reserved Matters application was approved for 425 dwellings in March 2021. Site is under construction, with 8 homes completed as of 1 April 2022.
- North-West of Abingdon-on-Thames- Site is under construction, with 42 homes completed as of 1 April 2022.

- North-West of Radley- Site is under construction, with 39 homes completed as of 1 April 2022.
- South of Kennington- Site is under construction, with 100 homes completed as of 1 April 2022.
- East of Kingston Bagpuize with Southmoor (LPP1)- Site is completed.

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 has been adopted (see section 3.30 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- Site is under construction, with 4 homes completed as of 1 April 2022.

7.6. Core Policy 8 also sets out the amount of employment land to be delivered in the Sub-Area. Table 8 shows that permissions have been granted on over 5 hectares of strategic employment sites in the Sub-Area. As Table 9 shows, there have been increases in the amount of employment floorspace on the allocated sites.

Table 8: Abingdon-on-Thames & Oxford Fringe Sub-Area employment permissions

| Policy | Indicator | 2021/22 | 2011-22 | Target |
|---------------|--|----------------|----------------|---------------|
| CP8 | Amount of employment land permitted on allocated sites | 0.71 Hectares | 5.02 Hectares | 3.2 Hectares |

Table 9: Floorspace permitted at employment allocations 2011-2022, Abingdon-on-Thames & Oxford Fringe Sub-Area

| Employment allocation | A class (m ²) | B Class (m ²) | C Class (m ²) | D Class (m ²) | Sui Generis(m ²) |
|------------------------|---------------------------|---------------------------|---------------------------|---------------------------|------------------------------|
| Abingdon Business Park | 0 | 1,716 | 0 | 1,025 | 0 |
| Abingdon Science Park | 0 | 6,570 | 0 | 0 | 0 |
| Cumnor Hill | 0 | 0 | 0 | 0 | 0 |
| Wootton Business Park | 0 | -760 | 0 | 0 | 0 |
| Total | 0 | 7,526 | 0 | 1025 | 0 |

Core Policy 8b: Dalton Barracks Strategic Allocation

7.7. The council has prepared a Supplementary Planning Document (SPD), adopted during April 2022 as reported in Section 3.30 above.

Core Policy 9: Harcourt Hill Campus

7.8. In December 2012, Oxford Brookes University published a Harcourt Hill Campus Masterplan³⁴. 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. Latest news is that as part of the emerging Oxford Campus Vision (October 2022), the University's senior committees had agreed to the principle of moving the small number of Harcourt Hill courses onto the Headington Campus. Oxford Brookes publishes information on ongoing projects on their website³⁵.

³⁴ <http://static.brookes.ac.uk/spacetothink/documents/harcourt-hill-masterplan-dec2012-lowres.pdf>

³⁵ <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 2021/22 one permission was granted for retail development within the policy area, which was for external seating for the Costa Coffee outlet on Bury Street.

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 1,500m², along with residential and academic accommodation. The redevelopment provided 20 retail units and a food store with other supporting commercial uses. It also includes a range of community and leisure uses including a hotel, replacement library, replacement community hall and replacement Baptist church. This all fitted within the parameters defined by the policy. The completed scheme will include a new Co-op food store (opened Summer 2020), student accommodation, commercial and residential units³⁶.

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.

³⁶ <https://westwaysquare.com/>

7.13. During 2021/22 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 2021/22 there were 40 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.

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 Plan (which is currently out to consultation) and the Thames Water Resources Management Plan 2024³⁷.

7.18. During 2021/22, there were no permissions granted in the safeguarded area.

³⁷ www.wrse.org.uk

South East Vale Sub-Area Strategy

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

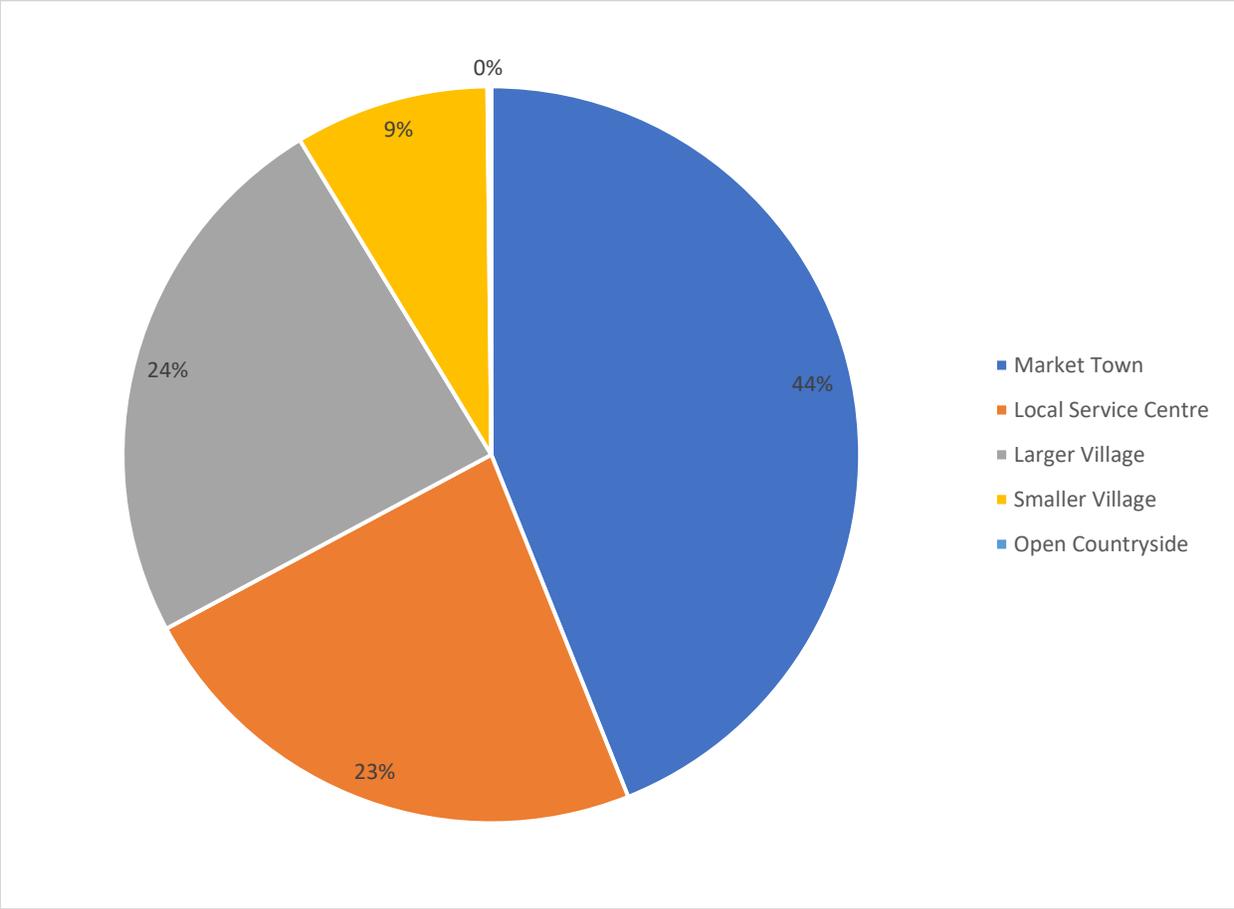
- 7.19. Core Policies 15 and 15a set out the spatial strategy for the South East Vale, stating the overarching priority for the Sub-Area is to secure the aligned delivery of housing and employment growth together with the infrastructure required to achieve sustainable development. Development in the 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. Following the plan review, the new housing requirement has not been divided between the Sub-Areas. 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 10 sets out the housing completions in the Sub-Area since the beginning of the plan period.

Table 10: South East Vale Sub Area housing completions

| South East Vale Sub-Area | Annual Housing completions |
|--------------------------|----------------------------|
| 2011/12 | 53 |
| 2012/13 | 140 |
| 2013/14 | 154 |
| 2014/15 | 206 |
| 2015/16 | 478 |
| 2016/17 | 503 |
| 2017/18 | 805 |
| 2018/19 | 521 |
| 2019/20 | 797 |
| 2020/21 | 534 |
| 2021/22 | 467 |
| Total | 4,658 |
| Average | 423 |

- 7.21. Table 10 shows that 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, 2011-2022



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, Local Service Centre and larger villages. Of the 397 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 53 and another site in Chilton delivered 18. All other development in the smaller villages was of small scale, with no site delivering more than 9 dwellings in the period. There is very little 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 134 homes delivered up to 1 April 2022.

- 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 2022. 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 420 homes delivered up to 1 April 2022.
- Monks Farm- This site allocation has had a number of different applications submitted. There are three separate applications completed with 368 homes delivered up to 1 April 2022. 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 457 homes delivered up to 1 April 2022.
- East of Sutton Courtenay- No current application.

7.24. The Vale Local Plan Part 2 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.

7.26. Table 11 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,

| Policy | Indicator | 2021/22 | 2011-2022 | Target 2011-2031 |
|--------|--|-----------------------|----------------------|------------------|
| CP15 | Amount of employment land permitted on strategic and allocated sites | 18.1 hectares (gross) | 226 hectares (gross) | 208 Hectares |

strongly influenced by the creation of the enterprise zones at Harwell and Milton.

Table 11: South East Vale employment permissions

| Policy | Indicator | 2021/22 | 2011-2022 | Target 2011-2031 |
|--------|--|-----------------------|----------------------|------------------|
| CP15 | Amount of employment land permitted on strategic and allocated sites | 18.1 hectares (gross) | 226 hectares (gross) | 208 Hectares |

7.27. Table 12 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 12: Floorspace permitted on employment allocations 2011-2022, South East Vale

| Employment allocation | A class (m ²) | B Class (m ²) | C Class (m ²) | D Class (m ²) | E Class (m ²) | Sui Generis (m ²) |
|--|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|-------------------------------|
| Milton Park | 497 | 54,234 | 14,258 | 0 | 0 | 14,438 |
| Harwell campus | 253 | 27,077 | 7,270 | 2,988 | 0 | 307 |
| Monks Farm, North Grove | 0 | 0 | 0 | 1,500 | 0 | 0 |
| Didcot A | 0 | 124,142 | 0 | 0 | 0 | 198 |
| Milton Hill Business and Technology Park | 0 | 13,789 | 0 | 0 | 0 | 268 |
| Grove Technology | 0 | 42,014 | 0 | 0 | 0 | 240 |
| Total | 750 | 261,256 | 21,528 | 4,488 | 0 | 15,451 |

7.28. The Milton Park LDO sets out the permitted uses of applications in the Enterprise Zone area. Table 12 provides the floorspace permitted for the LDO, which is in line with these permitted uses.

Core Policy 15b: Harwell Campus Comprehensive Development Framework

- 7.29. As set out in Section 3.31 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.
- 7.30. 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.
- 7.31. Further information about employment permissions granted in the period 2021/22 is recorded against Policy CP6 above.

Core Policy 16: Didcot A Power Station

- 7.32. 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 and a hybrid application for a data-centre development was approved in September 2021.
- 7.33. The policy also safeguards land for the proposed route of the new Science Bridge and A4130 re-routing. During 2021/22, one County Matters application (P21/S4797/CM) for infrastructure including the bridge and re-routing was recommended for approval. During 2021/22, no planning applications were granted that would prejudice the construction or operation of this highway infrastructure.

Core Policy 16b: Didcot Garden Town

- 7.34. Two applications were identified in the Didcot Garden Town area where this policy would apply. Neither 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

- 7.35. 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.
- 7.36. 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 13 below.

Table 13: 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 – planning application submitted in early October 2022. |
| 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) | Phases 1 and 2 under construction (nearly completion). Detailed design nearing completion for Phase 3. |

| Project | Status |
|---|--|
| Relief to the road network at Rowstock and Harwell (including an improved junction configuration at Steventon Lights, upgrading Featherbed Lane and Hagbourne Hill) ³⁸ | Relief to Rowstock optioneering study (including consideration of improvements at Steventon Lights, Rowstock roundabout, and Featherbed Lane) - Preliminary and detailed design of phase one is due to be completed in Autumn 2023, with construction expected to start later in Autumn 2023 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 and planning in progress (P21/S4797/CM and P22/S4168/CM) |
| A4130 dualling from the Milton Gate Junction eastwards to Science Bridge | In progress – funding secured through the Housing Infrastructure Fund 1 and planning in progress (P21/S4797/CM and P22/S4168/CM) |
| 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 and planning in progress (P21/S4797/CM and P22/S4168/CM) |
| Route improvements to the A417 between Wantage and Blewbury | No current work underway |

³⁸ <https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/relief-rowstock>

| Project | Status |
|---|--|
| Improvement of the strategic cycle network | <p>Science Vale Active Travel Network</p> <p>Phase 1 completed – phase 2 (initial planning – no funding available) in progress</p> <p>Strategic Active Travel Network</p> <p>High level identification and prioritisation of proposals for a county-wide active travel network is currently underway. This work is expected to be completed in early 2023 and will help inform future bids for strategic cycling infrastructure.</p> |
| Improvement to the bus network, particularly between the strategic housing and employment growth, including a priority bus system between Harwell Campus and Didcot | <p>Improvements to bus services – In progress</p> <p>Improving bus priority measures – under consideration in the Relief to Rowstock optioneering study</p> |
| Frilford and Marcham transport study optioneering | In progress |
| Abingdon Local Cycling and Walking Infrastructure Plan | In progress. Consultation on draft document concluded 30 November 2022. Completion expected February/March 2023. |
| Didcot Local Cycling and Walking Infrastructure Plan | In progress. Completion expected mid 2023. |
| Wantage and Grove Local Cycling and Walking Infrastructure Plan | In progress . |
| Land for potential transport schemes safeguarded in Vale of White Horse Local Plan 2031 Part 1 | |
| Land for Wantage Western Link Road | No current work underway. Only required if additional growth is allocated to Wantage/Grove. |

| Project | Status |
|---|---|
| Land for Harwell Campus entrances improvements | Thomson Avenue signalisation complete, no current work underway for the other entrances (Perimeter Road, Fermi Avenue, Curie Avenue). Any changes to Harwell Campus should be undertaken by the campus themselves linked to planning consents. |
| Land for Abingdon Southern Bypass | Route assessment 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 delivered by development |
| Land at Great Coxwell Road junction | Signalisation of Coxwell Road/A420 junction to be delivered by development |
| Land for potential transport schemes safeguarded in Vale of White Horse Local Plan 2031 Part Two | |
| 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 13: Infrastructure projects progress]

7.37. Other strategic highway needs have been considered in the Local Plan Part 2 which was accompanied by an updated IDP.

7.38. The county council adopted a new Local Transport and Connectivity Plan in July 2022. This replaces the Local Transport Plan 4 (2016). The county council are now preparing supporting policies and strategies to the Local Transport and

Connectivity Plan. As referenced under CP7 above Vale council has published a Spending Strategy 2019³⁹ 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 the county council's funding statement.

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

- 7.39. Core Policy 18 sets out the land safeguarded to support the delivery of infrastructure schemes in the Sub-Area. There were three planning applications approved in 2021/22 on safeguarded land, though these were not deemed to impact the delivery of transport schemes.

Core Policy 19 & 19a: Re-opening of Wantage and Grove Railway Station

- 7.40. Core Policy 19 states the council's support for the re-opening of Wantage and Grove railway station and ensures that no planning applications that would prejudice the delivery of the station will be permitted on land identified for the development. As mentioned above, there have been no planning applications approved on the safeguarded land that would prejudice the railway station coming forward.
- 7.41. The OCC Local Transport Plan 4 identified the need to safeguard optional areas for the provision of a new station⁴⁰ and Core Policy 18a and 19a in the Part 2 Plan update the Part 1 Plan policies relating to this. Appendix 1 of the now adopted Local Transport and Connectivity Plan highlights there is ongoing work to deliver some of the schemes from the LTP4 area strategies. Schemes which have not been delivered will be reviewed in Area Strategy updates and in Joint Local Plan work.
- 7.42. The Oxfordshire Rail Corridor Study 2021 (ORCS)⁴¹, 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.

³⁹ <https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2020/08/20190405-Approved-Vale-CIL-Spending-Strategy-Final.pdf>

⁴⁰Page 161, <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/ltcp>

⁴¹<https://www.networkrail.co.uk/running-the-railway/our-routes/western/oxfordshire/>

Western Vale Sub-Area Strategy

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

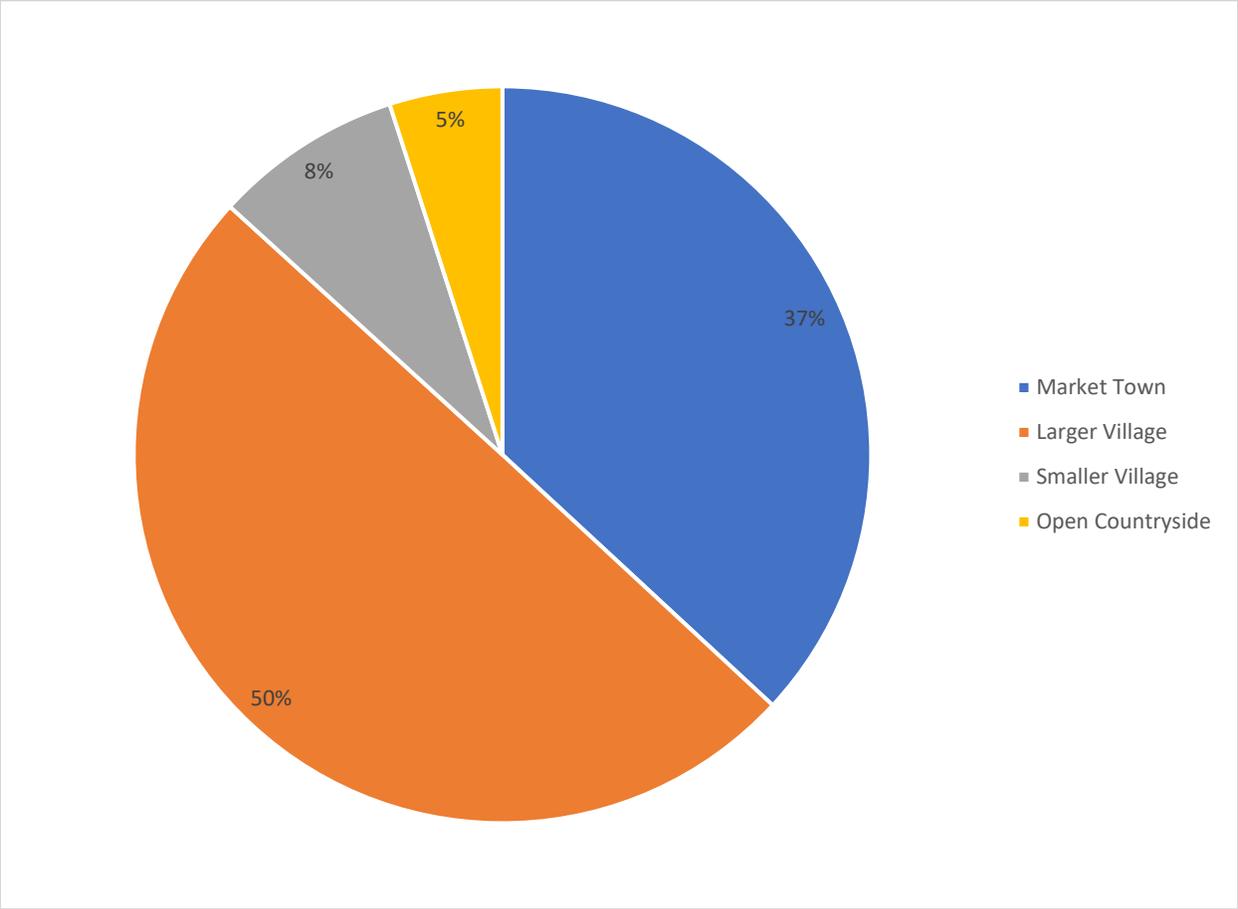
- 7.43. The spatial strategy for the Western Vale is set out in Core Policy 20 of the Part 1 Plan. It sets out that the overarching priority for the Sub-Area is to protect the service centre role of Faringdon and deliver a balance of housing and employment to improve the self-sufficiency of the area 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.
- 7.44. Table 14 sets out housing delivery in the Sub-Area since the start of the plan period. Following the plan review, the new housing requirement has not been divided between the Sub-Areas.

Table 14: Western Vale Sub-Area housing completions

| Western Vale Sub-Area | Annual Housing completions |
|-----------------------|----------------------------|
| 2011/12 | 216 |
| 2012/13 | 49 |
| 2013/14 | 128 |
| 2014/15 | 278 |
| 2015/16 | 210 |
| 2016/17 | 210 |
| 2017/18 | 238 |
| 2018/19 | 264 |
| 2019/20 | 277 |
| 2020/21 | 222 |
| 2021/22 | 393 |
| Total | 2,485 |
| Average | 226 |

7.45. 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, 2011-2022



7.46. 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, four sites are under construction and two sites are complete;

- Land South of Park Road- Site is under construction with 67 homes delivered up to 1 April 2022.
- West of Stanford in the Vale- Site is under construction with 75 homes delivered up to 1 April 2022.
- South of Faringdon- This site is complete.
- South West of Faringdon- Site is under construction with 37 homes delivered up to 1 April 2022.
- 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 136 homes completed up to 1 April 2022. Outline application for up to 275 further homes approved in October 2017.

7.47. Table 15 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.

| Policy | Indicator | 2021/22 | 2011-2022 | Target 2011-2031 |
|--------|--|---------------|----------------------|------------------|
| CP20 | Amount of employment land permitted on strategic and allocated sites | 0.11 hectares | 8.4 hectares (gross) | 7.4 Hectares |

Table 15: Western Vale employment permissions

7.48. The net floorspace permitted at each strategic allocation site is set out in Table 16. 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 16: Floorspace permitted (net) on employment allocations 2011-2022, Western Vale

| Employment allocation | A class (m ²) | B Class (m ²) | C Class (m ²) | D Class (m ²) | E Class (m ²) | Sui Generis (m ²) |
|--|---------------------------|---------------------------|---------------------------|---------------------------|---------------------------|-------------------------------|
| South of Park Road, Faringdon | 0 | 0 | 0 | 0 | 0 | 0 |
| Land adjacent to A420 (4 & 20 site), Faringdon | 2,817 | 1,189 | 0 | 0 | 0 | 0 |
| Land north of Park Road (HCA site), Faringdon | 2,247 | -2,164 | 0 | 241 | 0 | -770 |
| Total | 5,064 | -975 | 0 | 241 | 0 | -770 |

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

- 7.49. 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 mix⁴² 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.’⁴³ This means that there can be some diversion from the SHMA targets (percentage figures below have been rounded to the nearest whole number).
- 8.2. Table 17 below provides information for the combined market and affordable housing mix on sites given permission during 2021/22. This does not represent all permissions in 2021/22, 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 17: Housing permissions bed split, 2021/22

| | 1 bed | 2 bed | 3 bed | 4+ bed |
|------------------------|-------|-------|-------|--------|
| Percentage | 9% | 31% | 38% | 21% |
| SHMA Target Percentage | 15% | 30% | 40% | 15% |

⁴² Core Policy 22, Page 106, available from http://www.whitehorsedc.gov.uk/sites/default/files/359975%20VWH%20Plan_Body_DIGITAL%205-7.pdf

⁴³ 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

- 8.3. Table 18 shows the bed split of market housing permitted in 2021/22. Permissions for all sizes of units are in line with SHMA target percentages.

Table 18: Market Housing permissions bed split, 2021/22

| | 1 bed | 2 bed | 3 bed | 4+ bed |
|------------------------|--------------|--------------|--------------|---------------|
| Percentage | 6% | 22% | 42% | 30% |
| SHMA Target Percentage | 6% | 22% | 43% | 29% |

8.4.

- 8.5. Table 19 shows the bed split of affordable housing permitted in 2021/22, 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 19: Affordable housing permissions bed split, 2021/22

| | 1 bed | 2 bed | 3 bed | 4+ bed |
|------------------------|--------------|--------------|--------------|---------------|
| Percentage | 16% | 51% | 30% | 3% |
| SHMA Target Percentage | 27% | 35% | 34% | 4% |

- 8.6. Table 20 shows the bed split of permissions granted for residential institutions (Use Class C2, e.g. care homes) in 2021/22.

Table 20: C2 permissions bed split, 2021/22

| | 1 bed | 2 bed | 3 bed | 4+ bed |
|------------------------|-------|-------|-------|--------|
| Percentage | 100% | 0% | 0% | 0% |
| SHMA Target Percentage | N/A | N/A | N/A | N/A |

Core Policy 23: Housing Density

- 8.7. Core policy 23 specifies the minimum density of 30 dwellings per hectare that the council will seek on all new housing development, unless material considerations and/or circumstances indicate otherwise. The policy gives a minimum requirement and encourages higher densities where appropriate. Densities above this level would be a positive indicator of efficient development but excessively high densities might have adverse effects.
- 8.8. The average density on sites permitted in 2021/22 was 32.8 dwellings per hectare. This is above the minimum requirement and shows that efficient use of land is being achieved.

Core Policy 24: Affordable Housing

- 8.9. The 2014 SHMA assessed the affordable housing needs within the district and determined there was a need of 273 affordable 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 seven years.

Table 21: Delivery of affordable housing by type, 2011-2022

| 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 |
| 2021/22 | 213 | 85 | 298 |
| Total Percentage share | 72% | 28% | 2,872 |

Table 22: Affordable housing delivery against 35% target, 2011-2022

| 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 |
| 2021/22 | 1,050 | 298 | 28 |
| Total | 9,535 | 2,872 | 34 |

Core Policy 25: Rural Exception Sites

8.10. Core Policy 25 relates to rural exception sites. Rural exception sites are defined in the NPPF as 'Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.'⁴⁴ There were no rural exception sites permitted during 2021/22.

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

8.11. Core Policy 26 details the council's aim to increase the delivery of housing designed for older people. In 2021/22, one permission was granted for housing for older people, a 72-bed class C2 care home on the allocated site at Crab Hill,

⁴⁴ Available from <https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary>

Wantage. Over the period 2011-2022, 952 homes designed for the use of older people have been permitted.

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

- Grove Airfield- An 80-bed care home is to be constructed as part of the development;
- Crab Hill- A 72-bed care home is under construction;
- North of Abingdon-on-Thames- Outline permission has been granted for 50 extra care units 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 – 80 extra care units have been completed after 1 April 2022.
- Valley Park –An 85-bed care home has been completed and outline permission granted for a 20-bed care home.

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

8.13. Core Policy 27 states the council will enable or provide at least 13 pitches for Gypsies and Travellers during the plan period. This was based on the level of need identified through the Gypsy, Traveller and Travelling Show People Accommodation Needs Assessment (2013 GTAA), prepared jointly with Oxford City Council and South Oxfordshire District Council.

8.14. Following the publication of a revised version of the Planning Policy for Traveller Sites (PPTS) in August 2015, the council produced an updated joint Gypsy, Traveller and Travelling Show People accommodation assessment (2017 GTAA) with Cherwell District Council, Oxford City Council and South Oxfordshire District Council in 2017⁴⁵. The assessment identifies that only one new pitch is required in the later part of the plan period (2027-2031).

8.15. The findings of the 2017 GTAA were adopted alongside the Local Plan Part 2 in October 2019. They supersede the outcomes of any previous Gypsy, Traveller and Travelling Showperson Accommodation Assessments completed in the study area. This means that the requirement for the 2022-2027 five year supply period is zero pitches. The council is therefore currently meeting its requirements

⁴⁵ Available from

https://data.whitehorsedc.gov.uk/java/support/dynamic_serve.jsp?ID=900069229&CODE=2669ED3CC13ED6643729C66ABD4EF131

and future planning applications will continue to be considered against the criteria set out in CP27.

- 8.16. During 2021/22, no permissions have been granted for Gypsy and Traveller pitches.
- 8.17. The council is required to maintain an up to date understanding of the likely accommodation needs of Gypsy, Traveller and Travelling Show people and will periodically review our evidence base. A new GTAA is expected to be commissioned jointly with the other Oxfordshire Authorities in 2023.

Self-Build & Custom Housebuilding

Development Policy 1: Self and Custom Build

- 8.18. As set out in section 3.31 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 the Self-Build Register to ascertain how we can improve this service and create an accurate picture of demand for self-build and custom-build housing across the districts which will in turn, help inform new policies in the Joint Local Plan.
- 8.19. 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.
- 8.20. 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. 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. At the end of each base period, relevant authorities have 3 years in which to permission an equivalent number of plots of land, which are suitable for self-build and custom housebuilding, as there are entries for that base period.

Table 23: Self-Build & Custom Housebuilding Register

| Year | Demand | Supply |
|--|--------|-----------------|
| Base year 1: first entry on the register until 30 Oct 2016 | 70 | 0 ⁴⁶ |
| Base year 2: 31 Oct 2016 to 30 Oct 2017 | 109 | 0 ⁴⁶ |
| Base year 3: 31 Oct 2017 to 30 Oct 2018 | 80 | 25 |
| Base year 4: 31 Oct 2018 to 30 Oct 2019 | 94 | 28 |
| Base year 5: 31 Oct 2019 to 30 Oct 2020 | 89 | 33 |
| Base year 6: 31 Oct 2020 to 30 Oct 2021 | 98 | 23 |
| Base year 7: 31 Oct 2021 to 30 Oct 2022 | 77 | 28 |

Development Policy 2: Space Standards

8.21. 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. Since this policy was introduced, applicants have only been able to deviate from these standards where an earlier implementable planning permission is in place.

Development Policy 3: Sub-Division of Dwellings

8.22. 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 8 applications involving the sub-division of dwellings were refused and 11 permitted during 2021/22.

⁴⁶ 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.

Table 24: Sub-Division of Dwellings, 2021/22

| Application Type | Approved | Other Outcome | Refused | Total |
|------------------|-----------|---------------|----------|-----------|
| Full | 11 | 1 | 8 | 20 |
| Total | 11 | 1 | 8 | 20 |

Development Policy 4: Residential Annexes

8.23. 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 51 applications involving residential annexes were approved and 4 applications were refused during 2021/22.

Table 25: Residential Annexes, 2021/22

| Application Type | Approved | Other Outcome | Refused | Total |
|------------------|-----------|---------------|----------|-----------|
| Full | 5 | 0 | 0 | 5 |
| Householder | 46 | 0 | 4 | 50 |
| Total | 51 | 0 | 4 | 55 |

Development Policy 5: Replacement Dwellings in the Open Countryside

8.24. 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 8 applications involving replacement dwellings were approved during 2021/22.

Table 26: Replacement Dwellings in the Open Countryside, 2021/22

| Application Type | Approved | Other Outcome | Refused | Total |
|------------------|----------|---------------|----------|-----------|
| Full | 8 | 2 | 1 | 11 |
| Total | 8 | 2 | 1 | 11 |

Development Policy 6: Rural Workers’ Dwellings

8.25. This policy sets out conditions that development of rural workers’ dwellings should meet. One application for a rural workers’ dwelling was approved in 2021/22 in accordance with policy.

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

8.26. 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 27. The table shows that 22 applications involving existing buildings were approved and no applications were refused during 2021/22.

Table 27: Re-use, Conversion and Extension of Buildings for Dwellings in the Open Countryside

| Application Type | Approved | Other Outcome | Refused | Total |
|------------------|-----------|---------------|----------|-----------|
| Full | 22 | 0 | 0 | 22 |
| Total | 22 | 0 | 0 | 22 |

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

8.27. 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 28.

Table 28: Community Services and Facilities & Public Houses, 2021/22

| | Gain | Redevelopment | Extension | Loss |
|-----------------------------------|----------|---------------|-----------|----------|
| Community Services and Facilities | 6 | 1 | 3 | 1 |
| Public Houses | 0 | 0 | 2 | 1 |
| Total | 6 | 1 | 5 | 2 |

Supporting Economic Prosperity

Core Policy 28: New Employment Development on Unallocated sites

8.28. Core Policy 28 supports Core Policy 6 by supporting appropriate B-Class employment development on unallocated sites across the district. During

2021/22 there was a total of 9.92 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

- 8.29. Core Policy 29 seeks to ensure that employment use is maintained on land where it is viable and needed. In 2021/22 there was 1.31 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.
- 8.30. Of the above employment land lost, 0.01 hectares was to provide new homes through Permitted Development rights, where CP29 does not come into effect. This case involved the loss of an office to create three homes in Abingdon.

Core Policy 30: Further and Higher Education

- 8.31. 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.
- 8.32. There were three applications approved in 2021/22 for extending existing education facilities in the district;
- Abingdon and Witney College, Abingdon – New green construction building.
 - Radley College, Radley – Extension to existing dining area.
 - National Trust, Homes Farm, Coleshill - Create a 33 space car park along with a toilet block. A new pedestrian link through to the Carpenters Yard will be created to access the café and other parts of Home Farm to visitors and school trips.

Core Policy 31: Development to Support the Visitor Economy

- 8.33. 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.

8.34. During 2021/22 there were 18 permissions approved which contribute to the visitor economy, including hotels, other visitor accommodation, amenities and attractions.

Core Policy 32: Retailing and Other Town Centre Uses

8.35. 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.

8.36. Table 29 shows the amount of new retail development or change of use to retail permitted during 2021/22 in settlements as defined by the settlement hierarchy. The gains shown are largely in line with the policy.

Table 29: Retail floorspace permitted, 2021/22

| Settlement Hierarchy | A1 floorspace (m²) |
|-----------------------------|--------------------------------------|
| Market Towns | 1,850 |
| Local Service Centres | 0 |
| Larger Villages | 10 |
| Smaller Villages | 64 |
| Open Countryside | 19 |

8.37. There was one permission for retail use during 2021/22 that meets the policy indicator criteria of being over 500m² (or 1000m² in Abingdon-on-Thames and Wantage). This was for a Class E discount foodstore in Abingdon and was accompanied by a retail impact assessment as required by the policy and in line with the monitoring indicator for this policy.

Development Policy 10: Ancillary uses on Key Employment Sites

- 8.38. 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.
- 8.39. During 2021/22, there were no applications permitted for loss of employment land to other uses on key employment sites not in accordance with the policy.

Development Policy 11: Community Employment Plans

- 8.40. 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 2021/22, there were seven major applications approved with CEPs.

Development Policy 12: Rural Diversification and Equestrian Developments

- 8.41. 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 30. The table shows that 13 applications involving rural business were approved and 4 applications were refused during 2021/22.

Table 30: Rural Diversification and Equestrian Developments, 2021/22

| Application Type | Approved | Other Outcome | Refused | Total |
|-------------------------|-----------------|----------------------|----------------|--------------|
| Full | 13 | 1 | 4 | 18 |
| Total | 13 | 1 | 4 | 18 |

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

- 8.42. 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 retail in accordance with these

policies is shown in Table 31. 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 31: Change in Town Centre Uses, 2021/22

| Policy | Area | Permissions |
|--------|------------------------------|-------------|
| 13a | Primary Shopping Frontages | 0 |
| 13b | Secondary Shopping Frontages | 1 |
| 13c | Other Town Centre Uses | 3 |
| 13d | Faringdon Town Centre | 2 |
| 13e | Local Shopping Centres | 1 |
| | Total | 7 |

Development Policy 14: Village and Local Shops

8.43. 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 2021/22, no permissions were granted for new or extended village and local shops, or for the loss of a shop.

Development Policy 15: Retail Parks

8.44. Development Policy 15 sets out conditions that development resulting in convenience retail uses on retail parks should meet. During 2021/22, 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

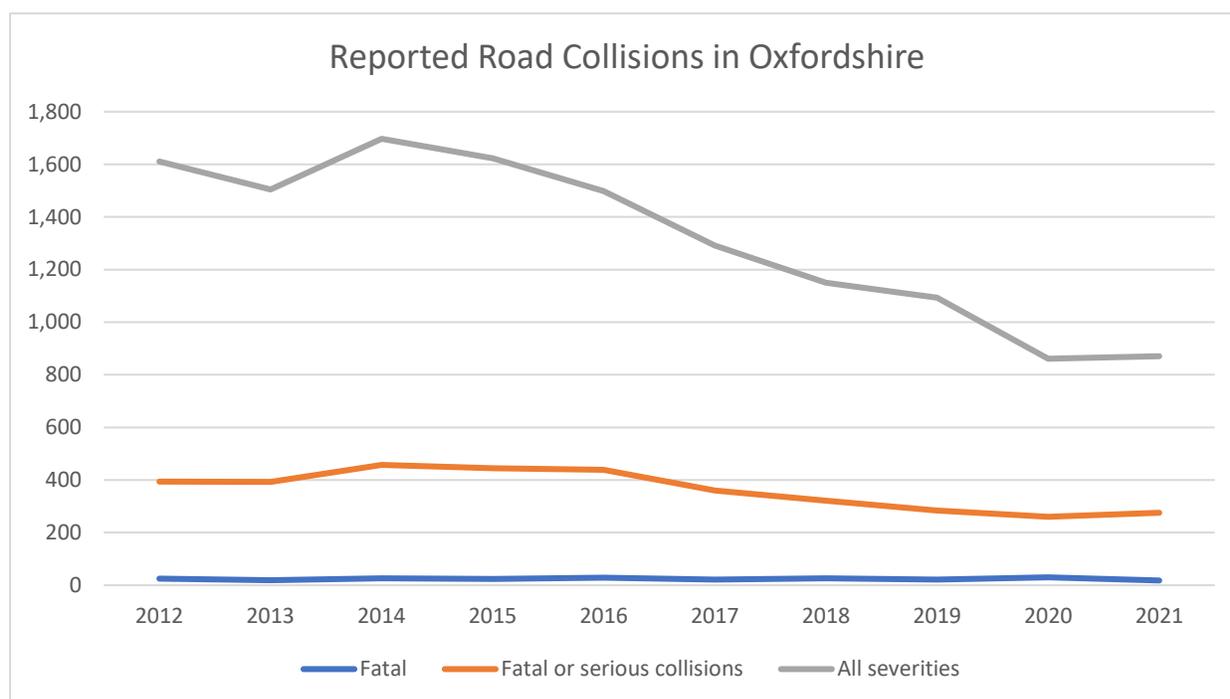
8.45. The overall aim of Core Policy 33 is to ensure that the impacts of development on the road network are minimised, that key improvements to the transport network are supported and that new developments are designed in a way that promotes sustainable transport. Monitoring of Travel Plans for developments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

- 8.46. A key indicator for this policy was the change in average journey times, on areas that are monitored by the local Highways Authority. The last previous journey time surveys undertaken in the district were undertaken in September 2017 so we do not have an updated figure to report⁴⁷.
- 8.47. Table 13 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.
- 8.48. 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.
- 8.49. Figure 5 below shows the number of road traffic accidents in Oxfordshire⁴⁸ from 2012 to 2021, the latest available data. Statistics are not available at a district level. The general trend shows a decrease year on year for the number of total accidents. . In June 2022, Oxfordshire County Council as Highway Authority adopted a 'Vision Zero' strategy aiming to eliminate all deaths and serious injuries from road traffic collisions by 2050, with interim targets of a 25 per cent cut in casualties by 2026, and a 50 per cent reduction by 2030.

⁴⁷ Available from <https://www.oxfordshire.gov.uk/residents/roads-and-transport/traffic/transport-monitoring>

⁴⁸ Available from <https://www.gov.uk/government/statistical-data-sets/ras10-reported-road-accidents>

Figure 5: Road Traffic Accidents in Oxfordshire



Core Policy 34: A34 Strategy

- 8.50. 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.
- 8.51. National Highways is exploring opportunities to reduce congestion and improve safety on the A34 between the M4 and M40⁴⁹. England’s Economic Heartland has published connectivity studies which recommend potential interventions to improve the transport system, including on the A34⁵⁰.

Core Policy 35: Promoting Public Transport, Cycling and Walking

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

⁴⁹ <https://nationalhighways.co.uk/our-work/a34-improvements-north-and-south-of-oxford/>

⁵⁰ <https://www.englandseconomicheartland.com/news/connectivity-studies-identify-interventions-for-boosting-economy-and-cutting-emissions/>

8.53. Table 32 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 website⁵¹ up to 2019, the latest available data. The trend to 2019 appears to be no significant change in the number of journeys on bicycle.

Table 32: Journeys by Bicycle, AADT

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

8.54. 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 2021/22⁵²:

⁵¹ Based on data up to 2019, available from <https://www.oxfordshire.gov.uk/residents/roads-and-transport/traffic/transport-monitoring>

⁵² Available from <https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/major-current-roadworks/science-vale-cycling-network>

- Route 1: Wantage to Harwell Campus – The 'Icknield Greenway' – completed November 2020. Further upgrades to this route have since been completed in autumn 2021.
 - 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) - this section is now completed, new bridge for pedestrians and cyclists is in place.
 - Route 5 (G): Didcot to Harwell Campus (Wantage Road) – this section is now completed.
 - 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.
 - Further development of the SVATN is planned (phase 2), in support of Oxfordshire County Council's Local Transport and Connectivity Plan.
- 8.55. 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 released the first population data for England and Wales in late Spring 2022 and aims to publish all other main Census 2021 data within two years of census. As the census was undertaken during the recent pandemic, the usefulness of the travel to work data may be limited.
- 8.56. The Milton Enterprise pedestrian and cycle bridge 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, railway station and services. The Milton Enterprise bridge project is strongly aligned with the County Council's vision set out within the Local Transport and Connectivity Plan (LTCP, 2022 – 2050), which includes reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice. In addition, the Milton Enterprise bridge scheme will play an important role in helping the County Council meet the headline targets that underpin the vision and key themes set out in the LTCP – which includes replacing or removing 1 out of every 4 current car trips in Oxfordshire by 2030. Land is safeguarded for the scheme in Vale of White Horse Local Plan 2031 Part Two. Oxfordshire Housing and Growth Deal funds were secured towards the delivery of the Milton Enterprise Pedestrian and cycle bridge scheme in 2018/19, however the allocation of funding towards the project was removed in October 2022 – with the rationale being that other schemes within the infrastructure portfolio are more progressed and are either

close to construction start and/or construction has commenced. Whilst developer contributions from the Milton Heights allocated site⁵³ have been secured towards the project, council officers are currently proactively engaged in discussions with relevant parties regarding potential sources of additional funding to address the recent removal of Housing and Growth Deal funding towards the project.

- 8.57. 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 guidance⁵⁴. During 2021/22, There were 33 relevant applications in 2021/22, all of which provided had a transport assessment or travel plan in accordance with the policy or had done so as part of a previous application.

Core Policy 36: Electronic Communications

- 8.58. 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 2021/22 there were no enforcement cases relating to lack of provision of communication infrastructure.

Development Policy 16: Access

- 8.59. 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 due to the high number of planning applications to which this policy applies. However, development Management has advised that the instances of officers/members making a decision contrary to the Highway Authority's view are very small. The council is looking to upgrade its current data system and it is hoped that this may make it easier to monitor this policy in the future.

Development Policy 17: Transport Assessments and Travel Plans

- 8.60. 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

⁵³ Available from <https://futureoxfordshirepartnership.org/wp-content/uploads/2021/03/List-of-Growth-Deal-Infrastructure-Schemes>

⁵⁴ Available from <https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments/travel-plans-advice>

policy is the number of planning permissions granted which are supported by a Transport Assessment or Statement and Travel Plan. There were 33 relevant applications in 2021/22, all of which had provided a transport assessment or travel plan in accordance with the policy or had done so as part of a previous application.

Development Policy 18: Public Car Parking in Settlements

8.61. 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 2021/22, no planning permissions involving the loss of public car parking in the designated areas were granted.

Development Policy 19: Lorries and Roadside Services

8.62. 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 2021/22, there were no relevant planning applications permitted.

Protecting the Environment and Responding to Climate Change

Core Policy 37: Design and Local Distinctiveness

8.63. 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 adoption of the Joint Design Guide has provided greater clarity and advice on urban design principles. Workshops providing training following the JDG's adoption were carried out in the summer of 2022. For future work the Urban Design Team have identified the following needs;

- Ongoing planning officer training on urban design/ design quality; and
- Ongoing engagement with neighbourhood planning and the development of neighbourhood design codes (initial meetings with the neighbourhood plan team have already taken place to discuss this)

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

- 8.64. 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. All relevant permissions were accompanied with a Design and Access Statement.

Core Policy 39: The Historic Environment

- 8.65. 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.
- 8.66. Currently in the Vale of White Horse there are 6 sites on Historic England's at-risk register⁵⁵, no change from 2020/21.
- 8.67. There are currently Conservation Area Character Appraisals adopted for Abingdon Northcourt, Bourton, Cumnor, East Hendred, Great Coxwell, Milton and Wytham. Currently there are no heritage partnership agreements in place in the district.
- 8.68. A key indicator for Core Policy 39 is the number of planning permissions granted contrary to technical advice. There were no permissions granted in 2021/22 contrary to conservation officers' advice. There were three applications approved that were found to have less than substantial harm on the historic environment, however in accordance with national and local policy the less than substantial harm was outweighed by other public benefits provided by the proposals.

Core Policy 40: Sustainable Design and Construction

- 8.69. 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.

⁵⁵Available from <https://historicengland.org.uk/advice/heritage-at-risk/search-register/results/?advsearch=1&Lpa=Vale%20of%20White%20Horse&searchtype=harsearch>

- 8.70. Core Policy 40 encourages developers to incorporate climate change adaptation and design measures to combat the effects of changing weather patterns in all new development. In 2021/22 there were 81 applications where adaptation and design methods were taken into account in line with Core Policy 40.
- 8.71. Given that the Vale is location within an area of water stress, Core Policy 40 also sets out a requirement for new homes to be designed to a water efficiency standard of 110 litres per person per day. Currently data is unavailable for this part of the policy.

Core Policy 41: Renewable Energy

- 8.72. 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 2021/22 there were thirteen applications approved relating to new renewable energy installations: 9 of these were for domestic solar panels or air source heat pumps, two for commercial air source heat pumps and solar panels and two for solar photovoltaic carport systems.
- 8.73. Table 33 provides the number of renewable energy installations, capacity and generation in the district from 2014 to 2021⁵⁶; with total electricity consumption in the district up to 2021⁵⁷, the latest available data.

⁵⁶ Based on data up to 2020, available from <https://www.gov.uk/government/statistics/regional-renewable-statistics>

⁵⁷ Based on data up to 2018, available from <https://www.gov.uk/government/statistical-data-sets/regional-and-local-authority-electricity-consumption-statistics>

Table 33: Renewable energy

| Year | Renewable energy installations | Renewable energy capacity (MW) | Renewable electricity generation (MWh) | Total electricity consumption (GWh) |
|------|--------------------------------|--------------------------------|--|-------------------------------------|
| 2014 | 1,347 | 132.4 | 166,071 | 732 |
| 2015 | 1,654 | 170.2 | 255,340 | 745.4 |
| 2016 | 1,708 | 170.8 | 247,771 | 738.9 |
| 2017 | 1,755 | 171.5 | 238,082 | 722.8 |
| 2018 | 1,821 | 171.9 | 238,482 | 717.9 |
| 2019 | 1,881 | 172.2 | 232,300 | 717.6 |
| 2020 | 1,994 | 172.8 | 237,395 | 683.1 |
| 2021 | 2,387 | 175.9 | 216,690 | 682.7 |

Core Policy 42: Flood Risk

8.74. 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 2021/22, there were three applications approved where the Environment Agency (EA) initially objected⁵⁸.

- P19/V2459/O – Granted on appeal however EA advice had been followed.
- P19/V3114/FUL – Application granted after applying the sequential test in accordance with policy.

⁵⁸ Available from <https://www.gov.uk/government/publications/environment-agency-objections-to-planning-on-the-basis-of-flood-risk>

- P20/V2403/FUL – EA objection based upon proximity to waterway and accordance with Local Plan Policy DP30. Proposals granted as it was considered proposals were in accordance with policy due to exemption clause.

Core Policy 43: Natural Resources

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

8.76. Table 34 shows the amount of waste from households in the district, and the amount of that waste which was recycled⁵⁹ from 2014 to 2021 (the latest available data). 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 34: Household Waste and Recycling in Vale of White Horse

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

⁵⁹ Available from <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables>

- 8.77. In 2021/22 there were 62 applications approved where Core Policy 43 was taken into consideration.
- 8.78. During 2021/22 there were no applications approved in the district where the Environment Agency (EA) initially objected on water quality grounds⁶⁰. It shows that this aspect of the policy is working positively.
- 8.79. In March 2022, Vale of White Horse was classified as a 'nutrient affected authority'⁶¹, because part of the district falls within the nutrient catchment of the River Lambourn Special Area of Conservation (SAC). The SAC is assessed as being in an unfavourable condition due to phosphorus pollution. This means the Council is obliged by law to consider the impacts of granting planning permission on the River Lambourn SAC. Within the identified nutrient catchment, developments which generate and discharge phosphorus must comply with the principles of Nutrient Neutrality.
- 8.80. The Air Quality Annual Status Report 2021⁶² provides an annual update on air quality in the district. There are three Air Quality Management Areas (AQMAs) in the district. These are in Abingdon, Botley and Marcham. These were declared due to nitrogen dioxide levels which exceed national objectives, primarily due to traffic emissions. In Abingdon, since the AQMA was declared, traffic management measures have led to a reduction in NO₂ 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 Air Quality Action Plan. The 2021 Air Quality Annual Status Report provides a number of key updates including:
- There were no actual recorded exceedance of the annual air quality objective for NO₂ in the Vale of White Horse District in 2021
 - In Abingdon annual levels of NO₂ continue to be below 36µg/m³ at all monitoring sites and it is anticipated that the evidence supporting the revocation of the Abingdon AQMA will be submitted to Defra in the next 12 months with a view to revoking the Abingdon AQMA.
 - The Oxfordshire County Council 'optioneering' exercise to consider options for addressing traffic issues and air quality in the

⁶⁰ <https://www.gov.uk/government/publications/environment-agency-objections-to-planning-on-the-basis-of-flood-risk>

⁶¹ <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/wildlife-trees-and-landscape/wildlife/nutrient-neutrality/>

⁶² Available from https://oxfordshire.air-quality.info/documents/Vale_ASR_2021-Final.pdf

Marcham/Frillford is still ongoing. The shortlisting and traffic modelling is set for completion by end of Spring 2023.⁶³

- In 2021 a new Taxi Licensing Policy was adopted by the council. This will result in further reduced emissions from the taxi fleet in future years and addresses the issue of engine idling at taxi ranks.

8.81. The council priorities for the following reporting year include continuing work on the production of the new Air Quality Action Plan, in accordance with the council's Corporate Plan. In terms of the Local Air Quality Management (LAQM), the council's priority for the following reporting year (2022) will be the preparatory work for this project.

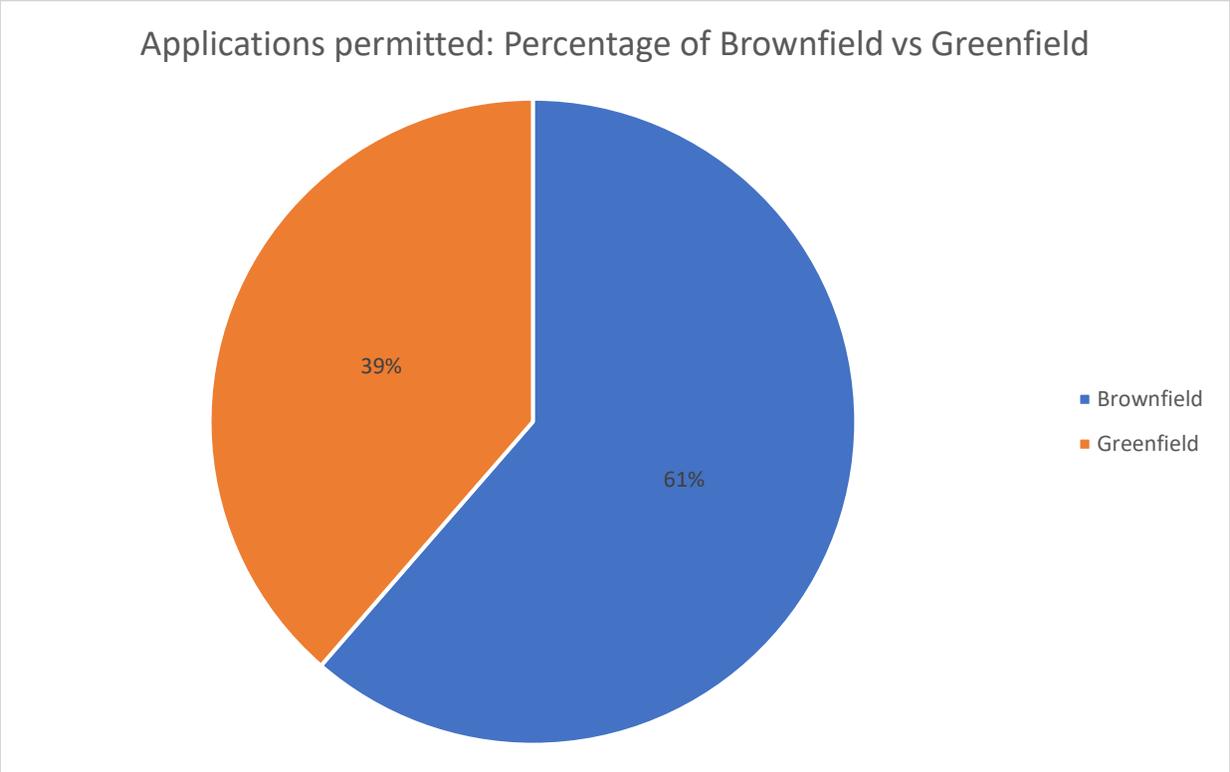
8.82. During 2021/22 there were no applications granted contrary to the advice of technical officers regarding contaminated land.

8.83. Figure 6 shows that during 2021/22 there were more applications⁶⁴ 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.

⁶³ <https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/frilford-and-marcham>

⁶⁴ Approved applications relating to new housing, employment and facility class developments

Figure 6: Brownfield/Greenfield applications, 2021/22



8.84. 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 2021/22 there were no applications granted contrary to the advice of technical officers regarding agricultural land.

Core Policy 44: Landscape

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

8.86. During 2021/22 there were 110 permissions granted in the AONB, with 9 refused. All of those granted were in accordance with Core Policy 44. The majority of the applications were for household proposals, with a number of the full applications being within the Harwell Campus site.

Table 35: Applications in AONB

| Application Type | Approved | Other Outcome | Refused | Total |
|------------------|------------|---------------|----------|------------|
| Full | 42 | 0 | 4 | 46 |
| Householder | 67 | 0 | 1 | 68 |
| Outline | 1 | 0 | 4 | 5 |
| Reserved Matters | 0 | 0 | 0 | 0 |
| Total | 110 | 0 | 9 | 119 |

Core Policy 45: Green Infrastructure

8.87. 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.

8.88. During 2021/22 there were 48 permissions granted that took account of Core Policy 45.

Core Policy 46: Conservation and improvement of Biodiversity

8.89. 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)^{65,66};
- National- One National Nature Reserve⁶⁷ and 22 Sites of Special Scientific Interest (SSSI)⁶⁸;
- Local- 78 Local Wildlife Sites⁶⁹, Two Local Nature Reserves⁷⁰ and Nine Geologically Important Sites⁷¹.

⁶⁵ Cothill Fen <https://sac.jncc.gov.uk/site/UK0012889>

⁶⁶ Hackpen Hill <https://sac.jncc.gov.uk/site/UK0030162>

⁶⁷ Cothill NNR <https://www.gov.uk/government/publications/oxfordshires-national-nature-reserves/oxfordshires-national-nature-reserves#cothill>

⁶⁸ List of Oxfordshire SSSIs, available from <https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=&countyCode=34&responsiblePerson=&DesignationType=SSSI>

- 8.90. Core Policy 46 seeks to provide a net gain in the amount of biodiversity land. The area of Local Wildlife Sites has increased by 72.08 hectares since last year, increasing from 1,718.1 to 1,790.18 hectares. Further information on the status of sites is available from the Thames Valley Environmental Records Centre (TVERC)⁷² and Natural England⁷³.
- 8.91. There were no planning permissions granted in 2021/22 contrary to consultee advice on the impact on SACs, in line with Core Policy 46.

Development Policy 20: Public Art

- 8.92. This policy seeks the provision of public art in association with proposals for major development. Out of 13 major planning applications, on 6 applications a contribution was secured towards public art, for 3 applications this information was not yet available (as the majority of contributions are secured through a Section 106 agreement) and for 4 applications no public art contribution was made.

Development Policy 21: External Lighting

- 8.93. 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 36. The table shows that 82 applications involving external lighting were approved and 9 applications were refused during 2021/22.

⁶⁹ <http://www.tverc.org/cms/content/local-wildlife-sites>

⁷⁰ List of Oxfordshire LNRs, available from <https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=&countyCode=34&responsiblePerson=&DesignationType=LNR>

⁷¹ <http://www.tverc.org/cms/content/local-geological-sites>

⁷² Available from <http://www.tverc.org/cms/>

⁷³ Available from <https://designatedsites.naturalengland.org.uk/SearchCounty.aspx>

Table 36: External Lighting

| Application Type | Approved | Other Outcome | Refused | Total |
|-------------------------|-----------|---------------|----------|-----------|
| Full | 60 | 1 | 8 | 69 |
| Householder | 2 | 0 | 0 | 2 |
| Advertisement Consent | 11 | 0 | 0 | 11 |
| Listed Building Consent | 0 | 0 | 0 | 0 |
| Outline | 3 | 1 | 1 | 5 |
| Reserved Matters | 6 | 0 | 0 | 6 |
| Total | 82 | 2 | 9 | 93 |

Development Policy 22: Advertisements

8.94. 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 37. The table shows that 33 applications involving advertisements were approved and no applications were refused during 2021/22.

Table 37: Advertisements, 2021/22

| Application Type | Approved | Other Outcome | Refused | Total |
|-------------------------|-----------|---------------|----------|-----------|
| Full | 4 | 0 | 0 | 4 |
| Householder | 1 | 0 | 0 | 1 |
| Advertisement Consent | 28 | 0 | 0 | 28 |
| Listed Building Consent | 0 | 0 | 0 | 0 |
| Total | 33 | 0 | 0 | 33 |

Development Policy 23: Impact of Development on Amenity

8.95. 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 38. The table shows that 1,291 applications involving potential impacts on nearby properties were approved and 82 applications were refused during 2021/22.

Table 38: Impact of Development on Amenity, 2021/22

| Application Type | Approved | Other Outcome | Refused | Total |
|-----------------------|--------------|---------------|-----------|--------------|
| Full | 344 | 11 | 48 | 403 |
| Householder | 903 | 1 | 23 | 927 |
| Advertisement Consent | 20 | 0 | 0 | 20 |
| Outline | 9 | 1 | 11 | 21 |
| Reserved Matters | 15 | 0 | 0 | 15 |
| Total | 1,291 | 13 | 82 | 1,386 |

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

8.96. 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 39. The table shows that 73 applications involving potential impacts from nearby properties were approved and 13 applications were refused during 2021/22.

Table 39: Effect of Neighbouring or Previous Uses on New Developments, 2021/22

| Application Type | Approved | Other Outcome | Refused | Total |
|------------------|-----------|---------------|-----------|-----------|
| Full | 59 | 2 | 10 | 71 |
| Householder | 5 | 0 | 0 | 5 |
| Outline | 1 | 1 | 3 | 5 |
| Reserved Matters | 8 | 0 | 0 | 8 |
| Total | 73 | 3 | 13 | 89 |

Development Policy 25: Noise Pollution

8.97. 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 40. The

table shows that 90 applications involving noise were approved and 10 applications were refused during 2021/22

Table 40: Noise Pollution, 2021/22

| Application Type | Approved | Other Outcome | Refused | Total |
|------------------|-----------|---------------|-----------|------------|
| Full | 69 | 2 | 8 | 79 |
| Householder | 9 | 0 | 1 | 10 |
| Outline | 3 | 1 | 1 | 5 |
| Reserved Matters | 9 | 0 | 0 | 9 |
| Total | 90 | 3 | 10 | 103 |

Development Policy 26: Air Quality

8.98. The indicator for the policy is to monitor designated Air Quality Management Areas. This indicator is already covered in see section 8.78 above.

Development Policy 27: Land Affected by Contamination

8.99. 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 41. The table shows that 159 applications involving contaminated land were approved and 24 applications were refused during 2021/22.

Table 41: Land Affected by Contamination, 2021/22

| Application Type | Approved | Other Outcome | Refused | Total |
|------------------|------------|---------------|-----------|------------|
| Full | 85 | 1 | 15 | 101 |
| Householder | 57 | 0 | 1 | 58 |
| Outline | 6 | 1 | 8 | 15 |
| Reserved Matters | 11 | 0 | 0 | 11 |
| Total | 159 | 2 | 24 | 185 |

Development Policy 28: Waste Collection and Recycling

8.100. 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 42. The table shows that 128 applications involving waste management were approved and 22 applications were refused during 2021/22.

Table 42: Waste Collection and Recycling, 2021/22

| Application Type | Approved | Other Outcome | Refused | Total |
|------------------|------------|---------------|-----------|------------|
| Full | 104 | 7 | 20 | 131 |
| Householder | 7 | 0 | 2 | 9 |
| Outline | 6 | 1 | 0 | 7 |
| Reserved Matters | 11 | 0 | 0 | 11 |
| Total | 128 | 8 | 22 | 158 |

Development Policy 29: Settlement Character and Gaps

8.101. 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 2021/22, no planning permissions in settlement gaps were granted contrary to the policy.

Development Policy 30: Watercourses

8.102. This policy sets out conditions for developments near watercourses to avoid damaging impacts on the watercourse. During 2021/22, one planning application was granted contrary to advice provided by the Environment Agency, whose objection was based upon proximity to waterway and conflict with Local Plan Policy DP30. The proposals were granted as it was considered the proposals were in accordance with policy due to an exemption clause at paragraph 3.246 of the supporting text to the policy. This states 'where a 10 m wide buffer zone is not considered possible by the local planning authority (for example in dense urban areas where existing development comes closer to the watercourse), a smaller buffer zone may be allowed, but should still be accompanied by detailed plans to show how the land will be managed to promote biodiversity, and how maintenance access to the watercourse will be created'.

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

8.103. 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 43. The table shows that 24 applications involving Rights of Way were approved and 2 applications were refused during 2021/22.

Table 43: Protection of Public Rights of Way, National Trails and Open Access Areas, 2021/22

| Application Type | Approved | Other Outcome | Refused | Total |
|-------------------------|-----------------|----------------------|----------------|--------------|
| Full | 16 | 0 | 2 | 18 |
| Householder | 5 | 0 | 0 | 5 |
| Outline | 2 | 1 | 0 | 3 |
| Reserved Matters | 1 | 0 | 0 | 1 |
| Total | 24 | 1 | 2 | 27 |

Development Policy 32: The Wilts and Berks Canal

8.104. 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 2021/22, there was one planning permissions granted to which DP32 applied, reference P21/V0371/FUL. It was considered that this development would not prejudice the restoration of the canal.

Development Policy 33: Open Space

8.105. This policy sets out conditions relating to both gain and loss of public open space arising from development proposals. During 2021/22, there were 11 planning permissions granted that will result in a gain of open space, 5 which will lead to the improvement of open space, and none which would result in a loss of open space.

Development Policy 34: Leisure and Sports Facilities

8.106. This policy sets out conditions relating to both gain and loss of leisure and sports facilities arising from development proposals. During 2021/22, there were four planning permissions granted that would lead to a gain of facilities, four granted that would lead to improved facilities and none resulting in a loss.

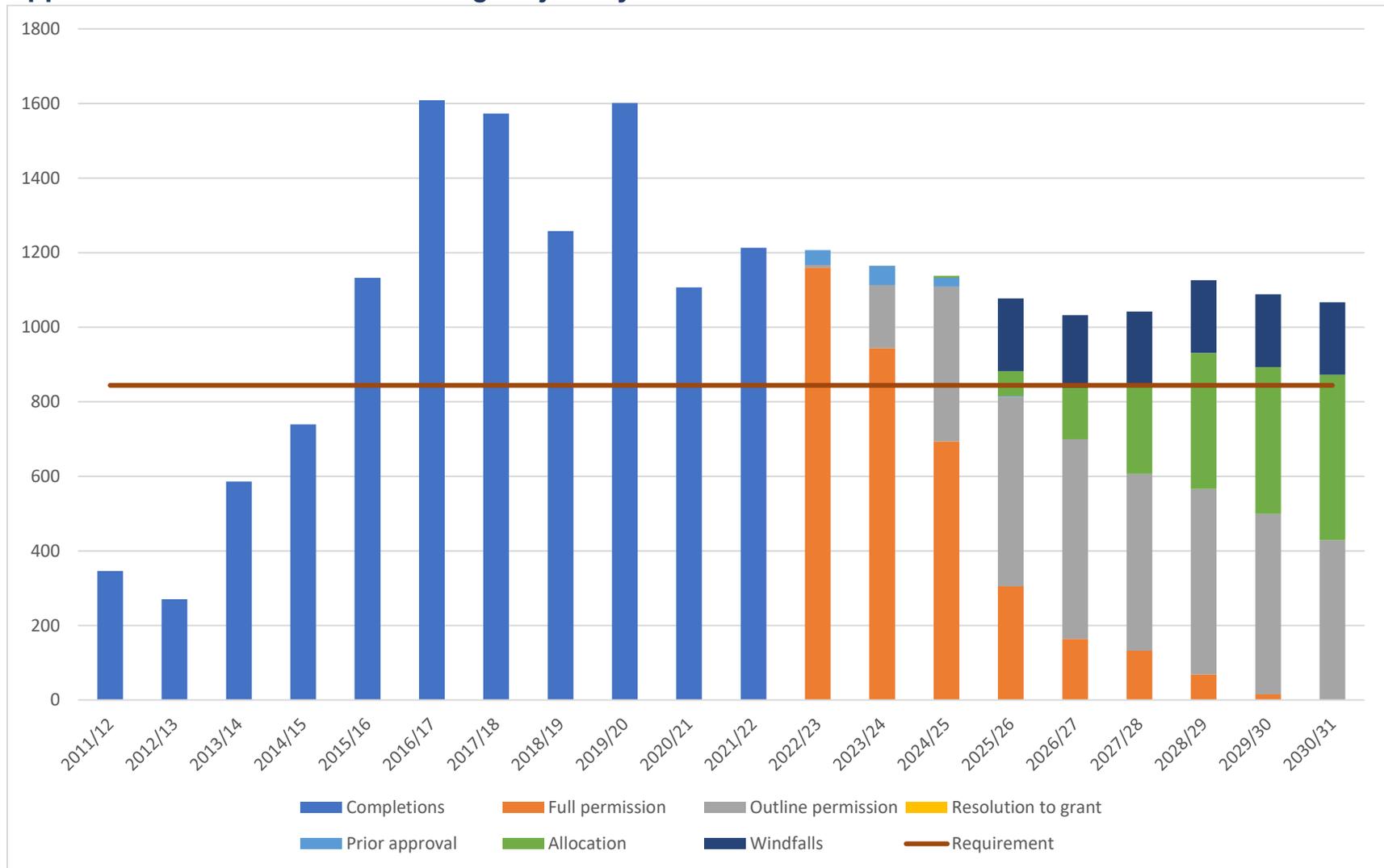
Development Policy 35: New Countryside Recreation Facilities

8.107. This policy sets out conditions that development of new countryside recreation facilities should meet. During 2021/22, three planning permissions were granted resulting in new recreational facilities: an adventure golf course; car and cycle parking at Radley lakes; and a set of shepherd's huts.

Development Policies 36-39: Heritage and Conservation

8.108. These policies require that development should conserve or enhance Heritage Assets, Conservation Areas and Listed Buildings, and avoid harm or loss to Scheduled Monuments and archaeological remains. 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 8.68 above.

Appendix A: Whole District Housing Trajectory⁷⁴



⁷⁴ Housing permissions and completions up to date as of 31 March 2022.

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 p13 |
| 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 p27, 33, 39, 49 |
| | 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 p89 (see p27 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 p35, 41 |
| | 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 Sedgfield methodology for rest of district supply area. | Achieved p29 (see p27 for revised requirement) |

| Local Plan Policies | Indicators | Targets | Progress |
|--|--|---|--|
| 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 p28 |
| | 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 p28 |
| | 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 p28 |
| 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. | Achieved p29 |
| | Jobs Growth | To provide for 23,000 jobs over the plan period. | In Progress p29 |
| | Business Counts | Increase in Businesses | Achieved p30 |
| 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 p37, 38, 44-48, 53, 64, 67-71 |
| | Progress of other strategic infrastructure items | | In Progress p37, 38, 44-48, 53, 64, 67-71 |

| Local Plan Policies | Indicators | Targets | Progress |
|--|--|---|--|
| | Funding and monies received and spent. | To progress the funding and expenditure of monies including S106 and CIL received in a timely manner to support new development as set out in the plan. | In Progress p31 |
| 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 p33-35 (see p27 for revised requirement) |
| | 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. | Achieved p35 |
| 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 p36 |
| 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 p37 |
| 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 p37 |
| 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 p38 |

| Local Plan Policies | Indicators | Targets | Progress |
|---|---|--|--|
| 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 p38 |
| 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 p38 |
| 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 p39-41 (see p27 for revised requirement) |
| | 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. | Achieved p41 |
| 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 p43 |
| | 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 p43 |
| 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 p44-48 |
| | 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 p31, 47 |

| 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 p48 |
| 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 p48-48 |
| | Status and use of planning permissions on land safeguarded. | To ensure all planning permissions are only granted in accordance with the policy. | Achieved p48 |
| 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 p49-51 (see p27 for revised requirement) |
| | 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. | Achieved p52 |
| 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 p53 |
| 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 p54-55 |
| 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 p56 |

| Local Plan Policies | Indicators | Targets | Progress |
|--|--|--|----------------------------|
| 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 p58 |
| | Tenure split | To provide for around a 75:25 split between rented and intermediate housing tenures of affordable housing. | In Progress, on target p57 |
| 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 p58 |
| 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 p59 |
| 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 p59 |
| | Five-year supply of pitches | To maintain a five-year supply of pitches. | Achieved p59 |
| 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 p63 |
| 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 p64 |

| Local Plan Policies | Indicators | Targets | Progress |
|--|--|---|-----------------------|
| | Status and use of permissions for the change of use of existing employment sites (that are not strategic) for non-employment uses granted. | To ensure all planning permissions are granted in accordance with the policy | Achieved p64 |
| 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 p64 |
| 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 p65 |
| 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 p65 |
| | Number of permissions granted for retail developments over 1,000m ² (Abingdon-on-Thames and Wantage) and 500m ² (elsewhere in the District) accompanied by a Retail Impact Assessment. | To ensure all planning permissions granted for retail development over 1,000m ² or 500m ² in appropriate locations to be accompanied by a comprehensive Retail Impact Assessment. | In Progress p65 |
| CP33: Promoting Sustainable Transport and Accessibility. | Average Journey times ⁷⁵ | To ensure journey times do not significantly ⁷⁶ increase based on trend analysis | No recent data p68 |

⁷⁵ On those areas that are monitored by the Highways Authority.

⁷⁶ Assessed on an individual area basis.

| Local Plan Policies | Indicators | Targets | Progress |
|--|--|--|-------------------------------------|
| | Monitoring of Travel Plans for developments over 80 dwellings. | To ensure developments meet sustainable travel targets in Travel Plans | Covered by progress for Policy CP35 |
| | 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 p44 |
| | To monitor designated quality Air Quality Management Areas. | To ensure development supports improvements to air quality and meets the AQMA's standards | In Progress p78 |
| | Number of road accidents casualties ⁷⁷ | To ensure development supports improvements to road safety | In Progress p68 |
| 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 p69 |
| | 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 p78 |
| CP35: Promoting Public Transport, Cycling and Walking. | Level of cycle movements ⁷⁸ | To increase the proportion of journeys undertaken by cycling locally. | No recent data available p70 |
| | New cycle schemes | To help facilitate the delivery of new cycle schemes | In Progress p70 |

⁷⁷ On a County-wide basis

⁷⁸ On those routes that are monitored by the Highways Authority

| Local Plan Policies | Indicators | Targets | Progress |
|---|---|---|-------------------------------|
| | Bus patronage ⁷⁹ | 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. | In Progress p71 |
| | Monitoring of Travel Plans for developments over 80 dwellings. | To ensure developments meet sustainable travel targets identified in Travel Plans | In Progress p72 |
| | 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, on target p72 |
| CP36: Electronic Communications | Compliance with Building Regulations | To ensure delivery of dwellings is in compliance with Building Regulations. | Achieved p72 |
| CP37: Design and Local Distinctiveness | Number of planning permissions granted contrary to urban design officers advice. | To ensure all relevant planning permissions are granted in accordance with the policy | Achieved p73 |
| CP38: Design Strategies for Strategic and Major Development Sites | Number of planning permissions granted for major development contrary to urban design officers advice. | To ensure all major planning permissions are granted in accordance with the policy | Achieved p73 |
| | Number of permissions granted for major development supported by an appropriate masterplan and design and access statement. | To ensure all major development is accompanied by a masterplan and design and access statement. | Achieved p74 |

⁷⁹ On a County-wide basis

| Local Plan Policies | Indicators | Targets | Progress |
|---|--|---|--------------------|
| 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 p74 |
| | Number of buildings on the 'Heritage at Risk' Register | To protect all buildings on the 'Heritage at Risk' Register and facilitate their subsequent removal from the Register. | No Change p74 |
| | Number of new Conservation Area Character Appraisals | To agree a programme of the review and production of Conservation Area Character Appraisals and deliver that agreed programme | No Change p74 |
| | 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 p74 |
| 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 p75 |
| | 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 p75 |
| 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 p75 |
| 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 p76 |

| 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 p77 |
| | 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 p78 |
| | 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 p78 |
| | Number of permissions granted contrary to technical advice on contaminated land | To ensure all planning are granted in accordance with the policy. | Achieved p79 |
| | Amount and detail of permissions granted on previously developed land. | To ensure the delivery of development schemes helps to maximise the reuse of PDL ⁸⁰ . | In Progress p79 |
| | 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 p80 |
| CP44: Landscape | Number of permissions granted contrary to technical advice. | To ensure all planning permissions are only granted in accordance with the policy. | Achieved p80 |
| | Status and type of permissions granted in the AONB | | Achieved p80 |
| CP45: Green Infrastructure | Permissions granted and completions for change in Green Infrastructure | To deliver a net gain in green infrastructure. | In Progress p81 |

| Local Plan Policies | Indicators | Targets | Progress |
|---|--|--|--------------------|
| | Funding and monies received and spent for Green Infrastructure. | To progress funding and expenditure monies, including CIL and S106 monies in a timely manner to support delivery of green infrastructure projects set out in the Green Infrastructure Strategy or as otherwise agreed. | In Progress p31 |
| CP46: Conservation and Improvement of Biodiversity | Change in biodiversity area and/or sites. | To deliver a net gain in biodiversity area. | Achieved p82 |
| | 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 p82 |

Local Plan Part 2 Core Policies

| Local Plan Policies | Indicators | Targets | 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. | In Progress p33, 39, 49 (see p27 for revised requirement) |
| | 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 p89 (see p27 for revised requirement) |
| | 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 p34, 40, 51 |
| | 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 Sedgfield methodology for rest of district supply area. | Achieved p29 |
| 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. | In Progress p33 (see p27 for revised requirement) |

| Local Plan Policies | Indicators | Targets | Progress |
|---|---|---|---|
| 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. | In Progress p20, 36 |
| 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. | Achieved p38 |
| 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. | Achieved p38 |
| 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. | Achieved p38 |
| 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. | In Progress p39 (see p27 for revised requirement) |
| 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. | Not proceeding with SPD p20 |
| | Jobs growth at Harwell campus over the plan period. | To deliver 3,500 net additional jobs over the plan period. | In Progress p42-43 |

| Local Plan Policies | Indicators | Targets | Progress |
|--|--|---|---|
| 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. | Achieved p43 |
| 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. | Achieved p48 |
| 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. | In Progress p48 |
| | Status and use of planning permissions on land safeguarded. | To ensure all planning permissions are only granted in accordance with the policy. | Achieved p48 |
| 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. | In Progress p49 (see p27 for revised requirement) |

Local Plan Part 2 Development Policies

| Local Plan Policies | Indicators | Targets | 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. | In Progress p61 |
| | Number of Self and Custom Build dwellings completed. | Provision of Self and Custom Build dwellings. | Data not available p61 |
| | Progress of a Self and Custom Build Supplementary Planning Document. | To produce a Supplementary Planning Document. | Not proceeding with SPD p60 |
| 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 p61 |
| | 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 p61 |
| | 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 p61 |
| Development Policies 3 to 7: [Housing] | Status and type of planning permissions. | To ensure all planning permissions are granted in accordance with the policy. | |

| Local Plan Policies | Indicators | Targets | Progress |
|--|---|---|---|
| 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. | In Progress p61, 62, 62, 62, 63 Achieved p63 |
| 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 p66 |
| Development Policy 11: Community Employment Plans | Number of major developments with Community Employment Plans. | Production of Community Employment Plans. | In Progress p66 |
| 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 p66 |
| 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 p67 |
| 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. | In Progress p67 |

| Local Plan Policies | Indicators | Targets | Progress |
|---|---|--|------------------------|
| 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 p67 |
| 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 p67 |
| 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 p67 |
| 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 p72 |
| 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. | Achieved p72 |
| 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 p73 |

| Local Plan Policies | Indicators | Targets | 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. | In Progress p73 |
| Development Policy 20: Public Art | Provision of public art. | Provision of public art. | In Progress p82 |
| 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 p82, 83, 83, 84, 84, 85, 86, 86 |
| 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. | Covered by progress for Policy CP43 p78 |
| 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 p86 |
| 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. | Achieved p86 |
| 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 p8787 |
| 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 p87 |

| Local Plan Policies | Indicators | Targets | Progress |
|--|--|---|---|
| Development Policy 33: Open Space | Amount of open space provision gained through planning permissions. | To ensure appropriate open space provision. | In Progress p87 |
| | Amount of planning permissions on open space. | To protect the loss of open spaces. | |
| 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 p87 |
| 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 p88 |
| Development Policies 36 to 39 | Number of planning permissions granted contrary to technical advice. | To ensure appropriate protection and enhancement of heritage assets. | Covered by progress for Policy CP39 p74, 88 |

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