



# Joint Local Plan

## Pre-submission publication version

(Regulation 19)

South Oxfordshire and  
Vale of White Horse  
District Councils

October 2024

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# Chapter 1 - Introduction





# 1. Introduction

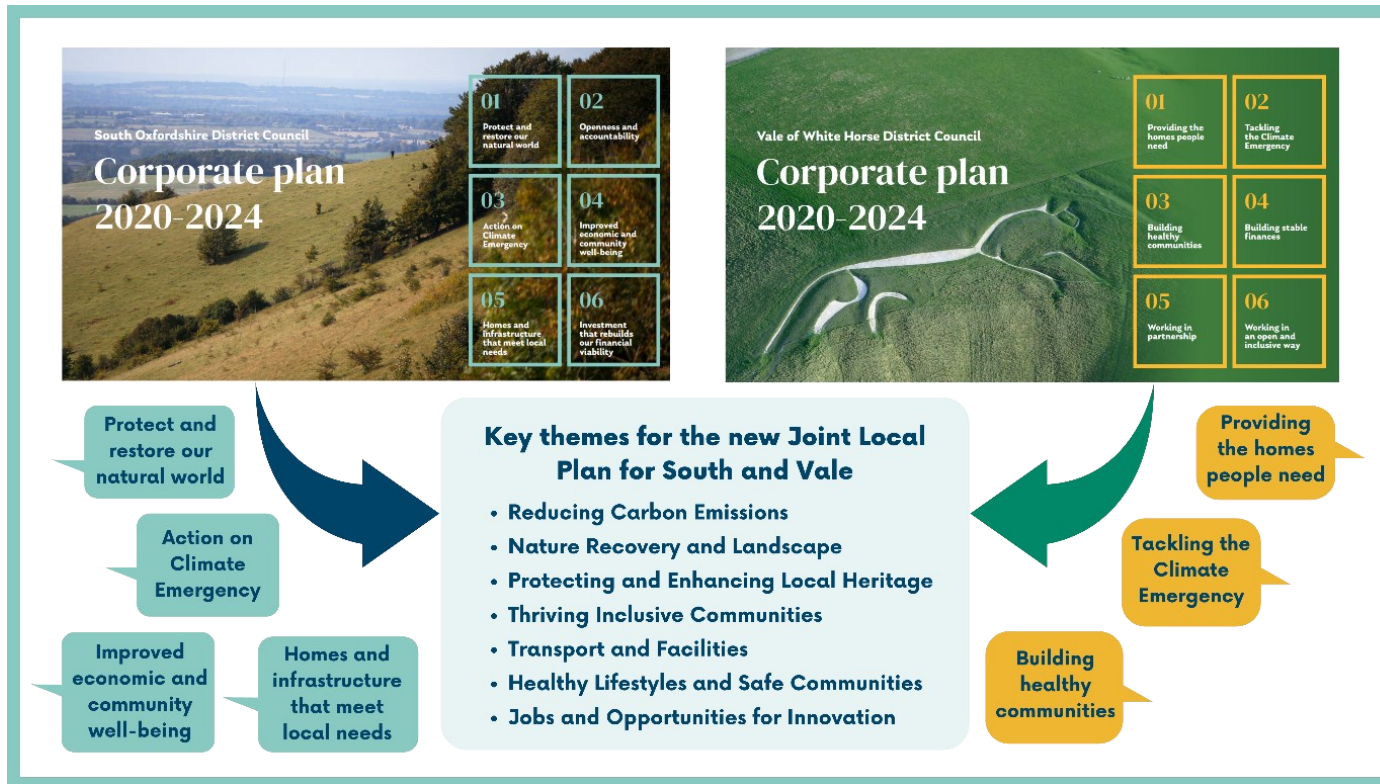
## What is the Joint Local Plan?

- 1.1 Local plans set out how development will be planned and delivered over time to meet the current and future needs of people living and working in a particular district. They identify where development should take place and where development should be restricted because of the area's value for nature or heritage, its flood risk, the sustainability of the location and so on. This allows all the sites that developers want to develop to be compared, weighed up carefully and the best possible sites chosen. This is known as a plan-led system.
- 1.2 Local plans are key in making decisions on future planning applications in the area. Rather than a council deciding each application randomly, they provide a clear guide on what kind of developments are likely to be acceptable and should be approved without delay, and which types of proposal are unacceptable as they are contrary to policy.
- 1.3 In the past the councils have produced separate local plans for South Oxfordshire and Vale of White Horse. This time we have prepared a single Joint Local Plan for both council areas, which will cover the plan period to 2041. This saves taxpayers' money and will provide a simpler single set of policies for our local communities, local agents and planning officers to use. It will be especially helpful where existing planned development sites straddle the district boundary, like at Didcot.
- 1.4 The Joint Local Plan takes forward the best aspects from existing South Oxfordshire and Vale of White Horse local plan policies and, where appropriate, we have harmonised policy approaches and taken a cross-boundary view in our new policies, whilst also recognising the uniqueness of each district and the need for slightly different policy wording in some circumstances. Both councils retain complete control of the plan, and both will be asked separately to adopt the final plan. There is no risk of development being 'foisted' by one council onto the other district because we have separate housing numbers for South Oxfordshire and the Vale and will plan all the housing for South Oxfordshire in South Oxfordshire, and all the housing for the Vale in the Vale. We will also continue to monitor the housing supply separately for South Oxfordshire and Vale of White Horse.
- 1.5 We have looked at best practice across all policy areas (such as in relation to net zero and climate change policies), with the ultimate aim of producing a plan that is at the forefront of policy development and is ground-breaking in terms of its style and accessibility to wider audiences.

1.6 Although this is a joint plan prepared by the councils together, people will still make their applications to the council which covers the area the application is in, and either South Oxfordshire or Vale of White Horse will make the planning decision (or sometimes both separately if an application site crosses between them). The relevant council will apply the Joint Local Plan policies when determining the application.

### How does it fit with other plans and strategies?

1.7 At the beginning of the plan making process, we identified where some priorities set out in our Corporate Plans were linked to the main planning issues to be addressed in South Oxfordshire and the Vale. These priorities have shaped the vision, objectives and key themes for our Joint Local Plan.



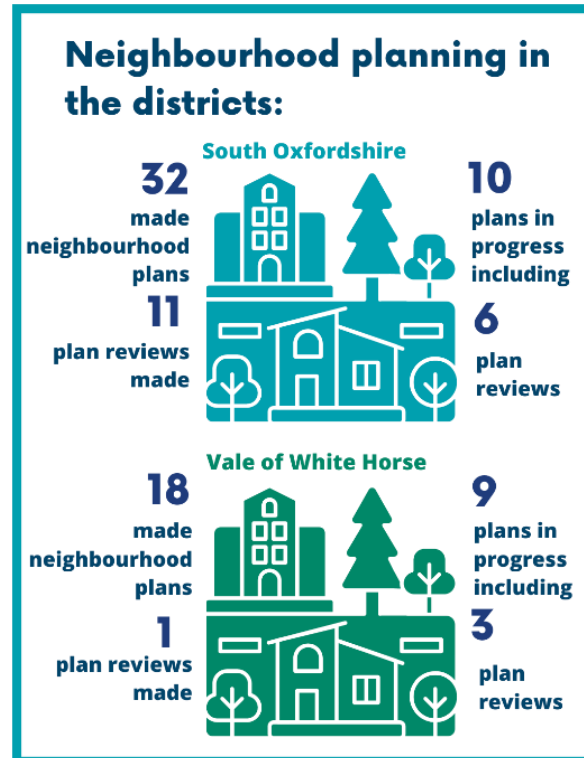
If you find this, or any of our infographics, difficult to read, please email [planning.policy@southandvale.gov.uk](mailto:planning.policy@southandvale.gov.uk) and we will provide a text version.

- 1.8 At a wider geography, all the councils in Oxfordshire (including South Oxfordshire and Vale of White Horse) have signed up to the Oxfordshire Strategic Vision<sup>1</sup>, which sets out where the county needs to be in 2050. Achieving this will require bold, collaborative and inclusive thinking, with decisions and actions that deliver real and lasting change in ways that build resilience and enhance our shared prospects for the future. The Oxfordshire Strategic Vision and its definition of ‘good growth’ have helped inspire and shape the Joint Local Plan.
- 1.9 The diagram below helps to explain how other documents relate to and influence the way in which our planning policies are prepared:



<sup>1</sup> Future Oxfordshire Partnership (2021) Oxfordshire Strategic Vision, available at: <https://www.futureoxfordshirepartnership.org/a-vision-for-oxfordshire>

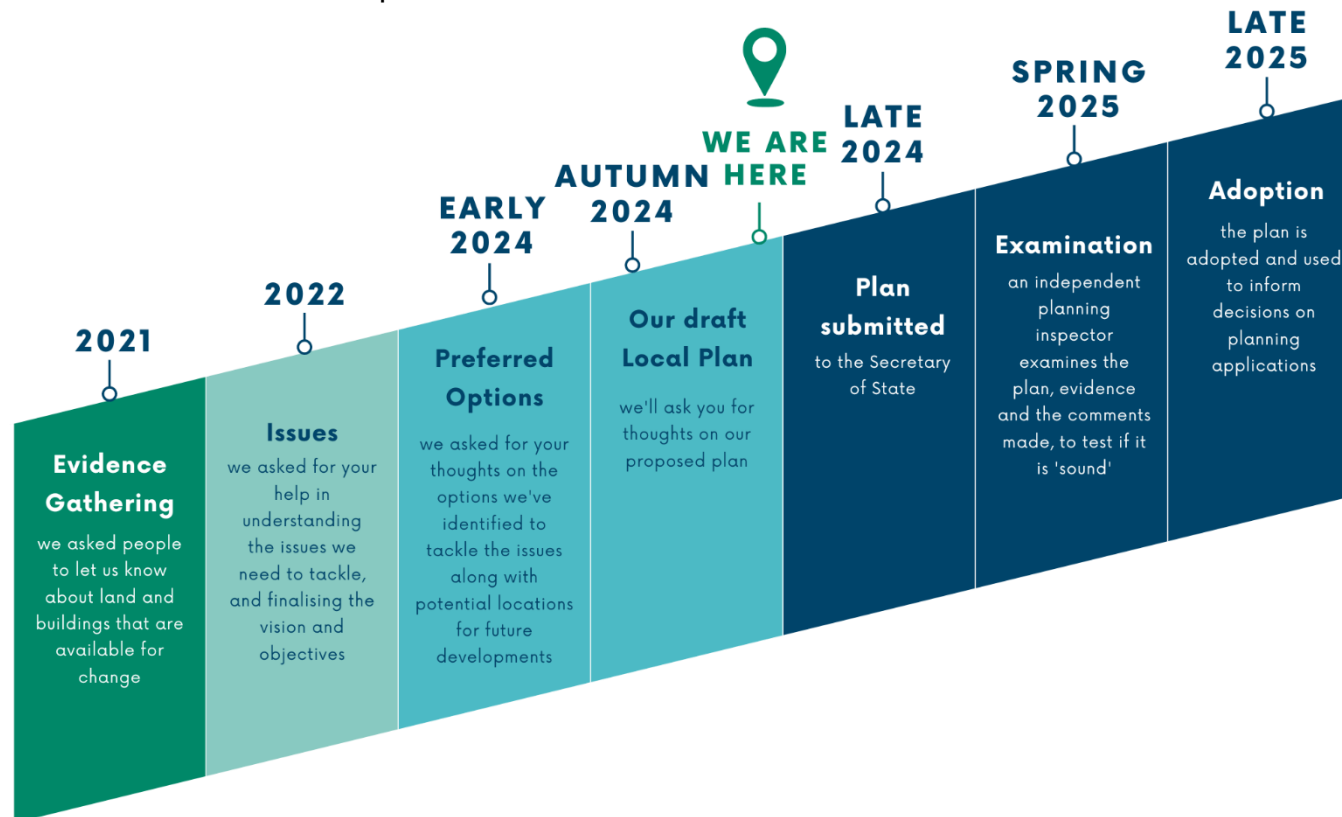
1.10 As you can see, the Development Plan for South Oxfordshire and Vale of White Horse districts (which is the starting point for the assessment of all planning applications in our area) not only includes the local plan, but also any development planning documents relating to minerals and waste prepared by Oxfordshire County Council, plus any adopted neighbourhood development plans prepared by local communities.



1.11 Neighbourhood planning allows communities to develop a shared vision for their neighbourhood and shape the development and growth of their local area. Our councils strongly advocate neighbourhood planning and offer a range of support to neighbourhood planning groups, via advice and guidance throughout plan-making and the preparation of neighbourhood plan reviews. The Joint Local Plan will set the overall context for future neighbourhood plans. Neighbourhood plans empower communities by giving them the opportunity to allocate sites for development, protect demonstrably special open spaces, identify opportunities for renewable energy schemes and nature recovery as well as develop policies to protect and enhance the character of towns and villages.

## The local plan process

- 1.12 We must follow government legislation and guidelines to create local plans. This means we need to create an updated one every few years. Our previous local plans were adopted in 2016 and 2019 (Vale of White Horse) and in 2020 (South Oxfordshire). The new Joint Local Plan will replace these when it is adopted.
- 1.13 We want to make things as easy as we can, so lots of people can use and understand the document, including people who are new to the idea of local plans. That's why we've simplified it a lot here. If you're interested to learn more, or you feel like you need to understand the process and context a bit better, head over to Chapter 15 for our local plan explainer where we explain it in more technical detail.
- 1.14 Here's a quick look at a timeline of the process to create our Joint Local Plan:



## Joint Local Plan preparation – progress so far

- 1.15 We have made good progress with our plan preparation. During our Issues Consultation, which ran from May to June 2022, we received 314 survey responses (plus a further 2,564 responses submitted via our interactive website). After reading all the responses, we updated our interactive Issues Consultation website<sup>2</sup> to share the consultation results. We also published a full Issues Consultation Results document<sup>3</sup> in a more traditional document format. The consultation findings have provided a useful insight into the main issues facing our districts and how we can use the Joint Local Plan to address them.
- 1.16 During 2023-24 we commissioned evidence on a wide range of topics to help inform and shape our planning policies. We carried out a Settlement Assessment to gain a better understanding of how well residents' everyday needs are met in the towns, villages and smaller settlements of South and Vale, and a Housing and Economic Land Availability Assessment (or HELAA), which identifies a future supply of land which is suitable, available and achievable for housing and/or employment uses across our districts between now and 2041. Both assessments are important sources of evidence to inform plan-making.
- 1.17 During January-February 2024 we held our second major public engagement, on our Preferred Options and draft Policies. This consultation generated comments from over 1,250 respondents. The response to the consultation was very positive with most questions generating results showing the majority of respondents either supported or strongly supported the councils' preferred options. The councils held a number of innovative drop-in events across the districts, and this work led to the councils to receiving a Highly Commended award at the Planning Resource Awards 2024 in the stakeholder engagement in planning category.
- 1.18 To help draft and refine the emerging Joint Local Plan policies, we sought the views of officers from across council departments and we've also received invaluable input and guidance from our councillors.
- 1.19 Since we began preparing the Joint Local Plan in 2021, there have been some key changes which have influenced the way we have approached our plan making. The most significant change has been the decision of all the Oxfordshire councils in August 2022 not to progress with the preparation of the Oxfordshire Plan 2050. This meant that our Joint Local Plan now needed to

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<sup>2</sup> South Oxfordshire and Vale of White Horse (2023) Interactive Issues Consultation website, available at: <https://storymaps.arcgis.com/collections/42cd165a5d0b439d86c351c01688e586>

<sup>3</sup> South Oxfordshire and Vale of White Horse (2023) Joint Local Plan Issues Consultation Results, available at: [www.southoxon.gov.uk/wp-content/uploads/sites/2/2023/02/JLP-Issues-Consultation-Results-Document.pdf](http://www.southoxon.gov.uk/wp-content/uploads/sites/2/2023/02/JLP-Issues-Consultation-Results-Document.pdf)

include housing and employment land requirements, as well as taking a wider (more strategic) view on how we would like our districts to develop more sustainably over the plan period.

- 1.20 Our evidence on needs for new homes and jobs indicated no requirement for us to identify any new sites for larger-scale housing and/or employment development in the Joint Local Plan. This is because there is already planned development coming forward and we have enough sites already allocated in our existing local plans. We have a good supply of employment sites to meet specific locational requirements of different sectors and to provide flexibility for changing working practices and circumstances over time.
- 1.21 It did make sense though to take another look at our existing allocated sites, to see whether we wanted to remove any allocation (or a part of an allocation) from the plan, either because it didn't fit in with our preferred strategy for future development in South Oxfordshire and the Vale, or because there were other significant reasons which would affect successful delivery of development on the site. This was the case with two existing allocated sites, which we have therefore removed from this plan. There was no need to find additional sites to make up these homes because our pipeline supply exceeds the projected needs.

### **Wider context of a changing planning system**

- 1.22 From the end of July to the end of September 2024, the Government is consulting on reforms to the National Planning Policy Framework (NPPF), before bringing changes into effect. Under the transition arrangements in the draft NPPF, the Joint Local Plan qualifies as being at an advanced stage of preparation which means it is likely to be examined under the current version of the NPPF (December 2023). The government has instructed that local planning authorities should continue to progress their plans to adoption under the existing system without delay.
- 1.23 We recognise that once the Joint Local Plan is adopted, we will need to begin an early plan review to reflect the new national policy direction and address future housing numbers, which are likely to be higher. Completing the Joint Local Plan will put a new set of harmonised policies in place for South and Vale, which will apply to developments coming forward in the interim, including on our large strategic allocation sites. The next plan will also be prepared in the context of new strategic planning arrangements, due to the government's stated commitment to introduce legislation which will enable universal coverage of spatial development strategies.

## Structure of our Pre-Submission local plan

- 1.24 We're delighted to be able to share the local plan with you now. We have also prepared an interactive digital map to show where different policies apply and where site allocations are located. This Policies Map<sup>4</sup> provides a hyperlink to the relevant written policy.
- 1.25 In the plan, we have tried to avoid using planning 'jargon' as much as we can and have provided a glossary when we think some words or phrases might need a bit more explanation.
- 1.26 There are 105 planning policies in the Joint Local Plan, grouped into nine thematic chapters ranging from climate change to jobs and tourism, design and infrastructure. Each chapter starts with an introduction to the topic, followed by policies which are presented in boxes. Every policy has some supporting text underneath to explain a bit more about what the policy does and how it operates, as well as signposting to any relevant supplementary documents or map layers that support the policies.

## Supporting documents

- 1.27 Alongside the Joint Local Plan, we have carried out both Sustainability Appraisal (SA)<sup>5</sup> and Habitats Regulations Assessment (HRA)<sup>6</sup> of our emerging policies and site allocations. These assessments make sure the plan considers the relevant environmental, social, and economic issues and minimises any potential negative impacts that our policies or site allocations might have in our districts.
- 1.28 Other supporting documents that we have published include evidence base reports and topic papers, which explain the background/ rationale to particular policies or site allocations.

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<sup>4</sup> South Oxfordshire and Vale of White Horse (2024) Joint Local Plan Policies Map, available at: <https://www.southandvale.gov.uk/policies-map>

<sup>5</sup> South Oxfordshire and Vale of White Horse (2024) Sustainability Appraisal (SA) (prepared by Urban Edge Environmental Consulting), available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

<sup>6</sup> South Oxfordshire and Vale of White Horse (2024) Habitats Regulations Assessment (prepared by Urban Edge Environmental), available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)





Air Quality Evidence



Employment Land Assessment



Green Belt Evidence



Habitats Regulations Assessment



Health Impact Assessment



Housing and Economic Land Availability Assessment and Capacity Evidence



Housing Needs Evidence (such as housing mix and tenure)



Landscape and Green Infrastructure Evidence



Natural Environment Evidence



Net Zero Carbon Evidence



Open Space/Sports/Leisure Evidence



Strategic Flood Risk Assessment



Sustainability Appraisal



Town Centres and Retail Evidence



Transport Evidence



Viability



Water Cycle Study



Gypsy and Traveller Accommodation Assessment

## Tell us what you think

- 1.29 Now that we have developed, selected and tested our policies, we are publishing them for the formal Regulation 19 publication stage of a local plan. This is also known as a 'pre-submission' document as it is the last stage before the plan is submitted to a Government Planning Inspector for independent examination. Rather than seeking ideas on what the plan should contain like our May to June 2022 Issues consultation, or asking for views on options as we did in the January-February 2024 Preferred Options consultation, this stage involves providing everyone with an opportunity to view and comment on the Joint Local Plan prior to its submission to government. **You have the opportunity for a six-week period running from 1 October until 12 November 2024 at 23.59 to send us representations on the legal compliance and soundness of the plan and whether the councils have complied with their Duty to Cooperate.**
- 1.30 Following the end of the publicity period, your responses will be submitted to the Secretary of State for inspection and consideration as part of the Joint Local Plan examination, together with a statement reporting on the number of representations made and a summary of the main issues raised. The representations will also be published on the councils' websites.

## Next steps

- 1.31 The next stage is submission of the plan.
- 1.32 If you would like to know more about the timetable for preparing the Joint Local Plan, please take a look at our Local Development Scheme on our websites:
- **Joint Local Development Scheme – South Oxfordshire:** [www.southoxon.gov.uk/local-development-scheme/](http://www.southoxon.gov.uk/local-development-scheme/)
  - **Joint Local Development Scheme – Vale of White Horse:** [www.whitehorsedc.gov.uk/local-development-scheme/](http://www.whitehorsedc.gov.uk/local-development-scheme/)
- 1.33 You can also look out for news of the progress of our plan through submission and examination on the Joint Local Plan webpages:
- South Oxfordshire: [www.southoxon.gov.uk/jointlocalplan](http://www.southoxon.gov.uk/jointlocalplan)
  - Vale of White Horse: [www.whitehorsedc.gov.uk/jointlocalplan](http://www.whitehorsedc.gov.uk/jointlocalplan)

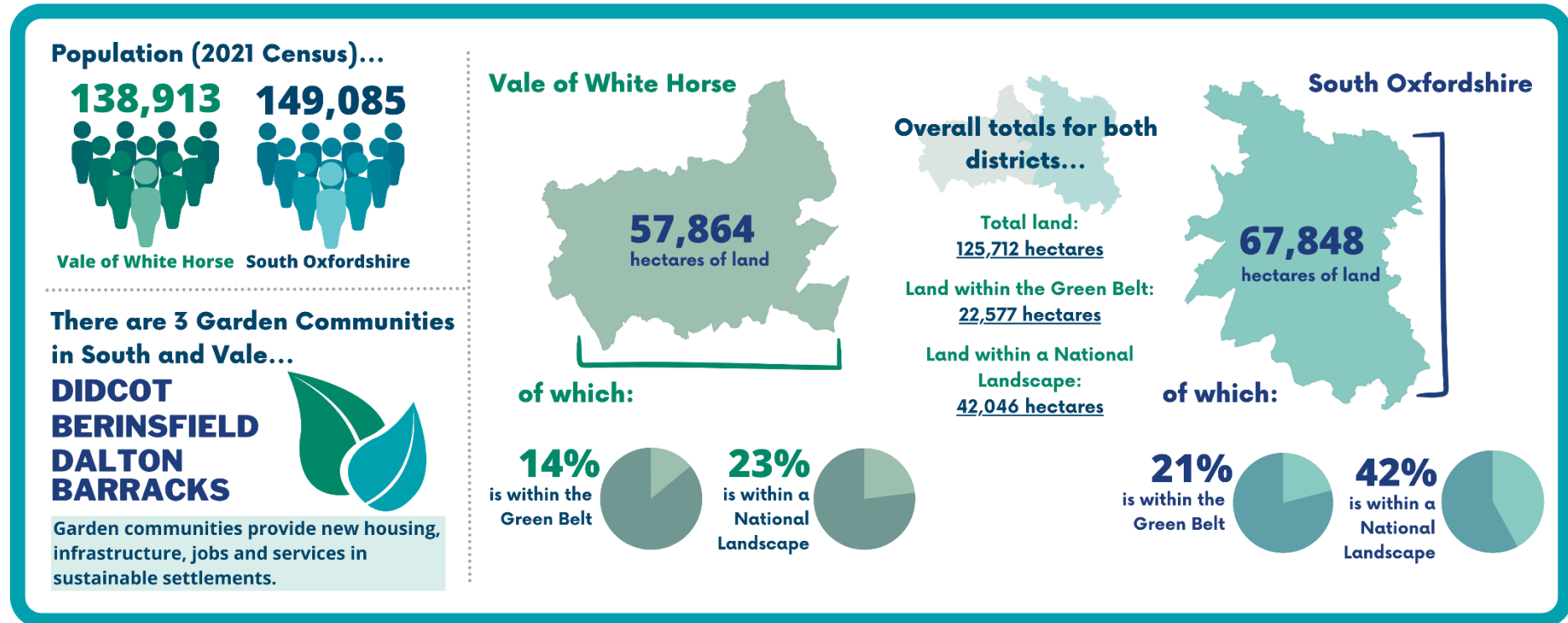
- 1.34 If you're not already on our consultation database and want to be, please follow this link to register:  
[www.southandvale.gov.uk/sign-up](http://www.southandvale.gov.uk/sign-up)
- 1.35 If you have any questions on the consultation, please email the planning policy team on [planning.policy@southandvale.gov.uk](mailto:planning.policy@southandvale.gov.uk) or call 01235 422600.
- 1.36 If you have any questions on the comment form or require any of the consultation material in an alternative format (for example large print, Braille, audio, email, Easy Read and alternative languages) please email [jointheconversation@southandvale.gov.uk](mailto:jointheconversation@southandvale.gov.uk) or call 01235 422425.

## Chapter 2 – About the Districts

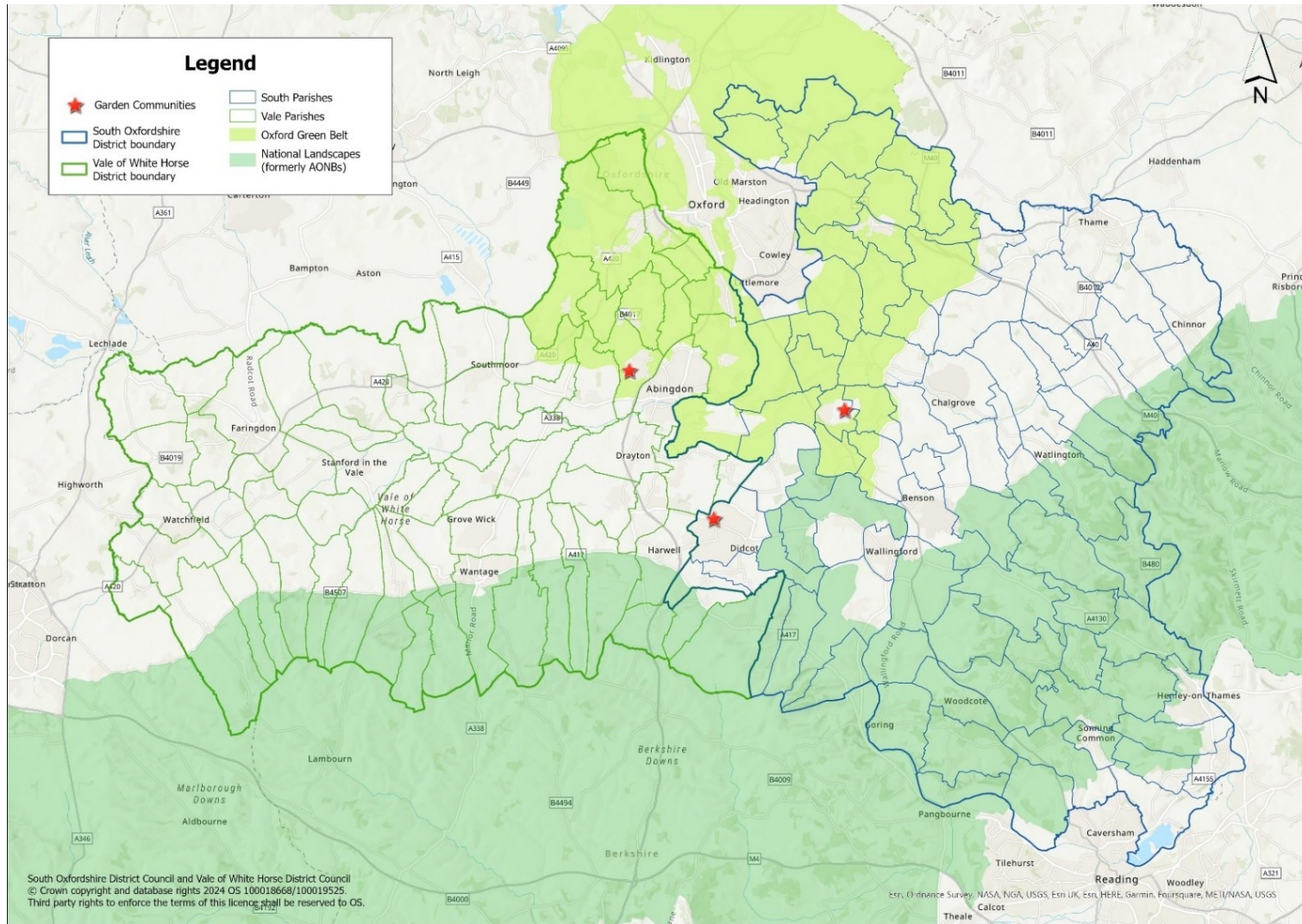


## 2. About the Districts

2.1 Here are some facts and figures about our districts that help set the scene.



## Map of the districts



To explore this map, or any of our maps, in greater detail please visit the interactive version on our website: [www.southandvale.gov.uk/JLP](http://www.southandvale.gov.uk/JLP). See glossary for definitions of the terms which appear in this map.

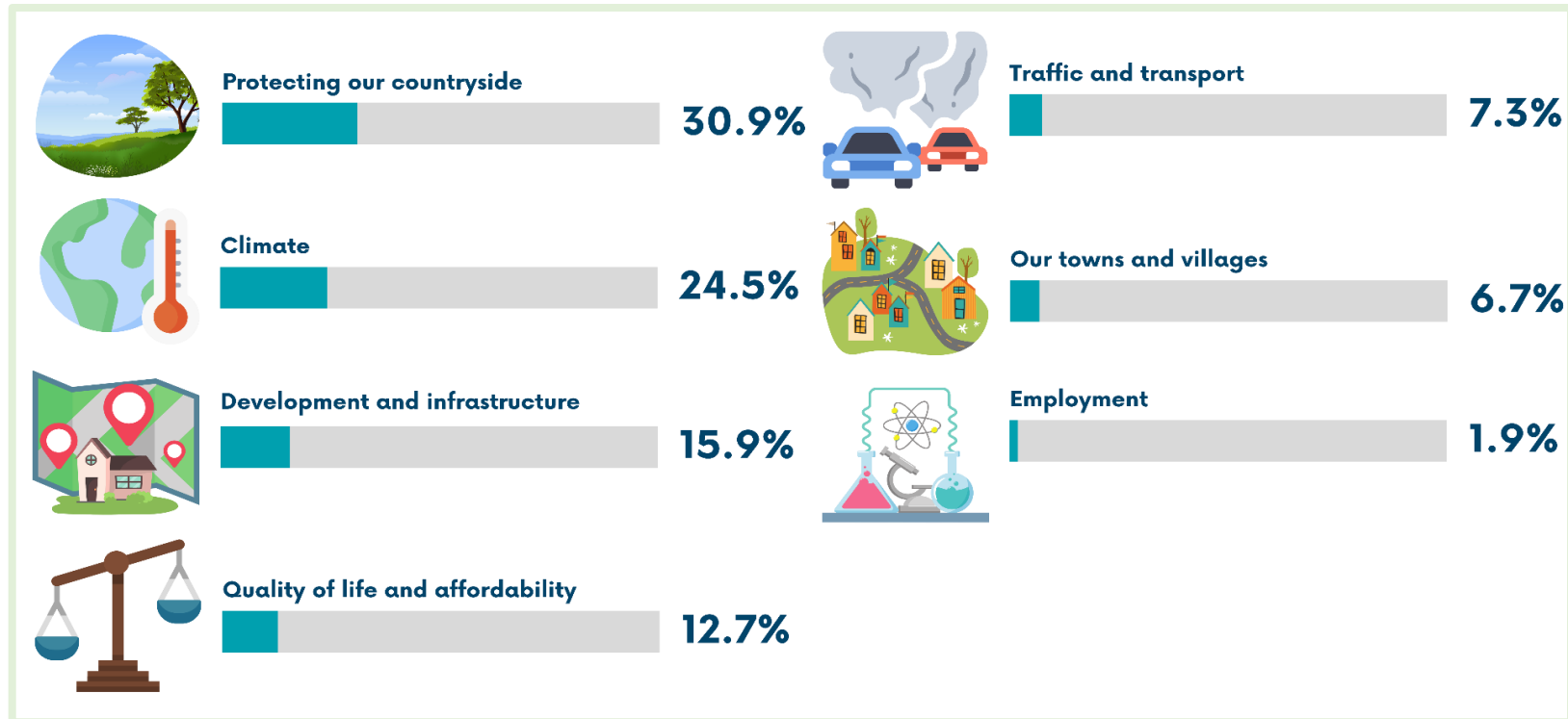
## What do you value most about where you live?

2.2 In our first consultation on the plan, we asked what three things you valued most about where you live and you told us that countryside, access, community and greenspace were some of the things you valued the most. We considered all your feedback when developing our policy options, selecting our preferred options and preparing policies for the Joint Local Plan.



## Priority issues

2.3 We asked which of these issues you thought was most important for our districts and you told us:



2.4 You also let us know that you generally agreed that these were the main issues that the Joint Local Plan should consider, with almost 85% of responses selecting strongly agree or agree. We have continued to focus on these key issues as we developed the Joint Local Plan:





### Protecting our countryside

We live in districts of beautiful countryside that are home to two National Landscapes (formerly AONBs), which we have an important duty to protect. Oxfordshire is the most rural part of South-East England and we have lots of important historical and natural assets to look after, including the River Thames.



### Development and Infrastructure

Our adopted Local Plans have already planned large quantities of new housing and employment land, much of it still to be built. It is important that new infrastructure is delivered alongside this growth, to reduce pressure on existing facilities. This will include better public transport, new schools, sewage treatment capacity, health facilities and open space.



### Climate

We have a commitment and a duty to tackle the climate emergency, reduce carbon emissions, increase biodiversity and reverse nature's decline.



### Quality of life and affordability

We're an area of high demand for housing, with house prices beyond the reach of many who want to live in the district. Living in an expensive area of the country makes the lives of those with less money even more difficult. People's experiences of living in the districts vary and while we live in a relatively affluent area of the country, many households are facing a cost of living squeeze. The resident population is also getting older, which brings more challenges.



### Traffic and transport

Many of our roads have already reached or exceeded their maximum capacity, which causes congestion and significant air quality issues in certain areas. As a neighbour to the city of Oxford and large towns of Reading and Swindon, many people live in the districts and travel to work outside, and vice versa.



### Employment

There are low levels of unemployment in the districts, which are most notably home to a wide range of science and innovation businesses that are nationally and globally important. Many of these businesses are based in an area known as Science Vale that crosses the district boundary and is home to two Enterprise Zones, and where we are particularly focussed on supporting the continued national and global competitiveness of the economy.



### Our towns and villages

Most of our residents live in historic villages and market towns, and we have a duty to manage any change in these locations extremely carefully. There are also a number of areas where significant growth and change is already planned or happening.

## Chapter 3 – Vision and objectives



### 3. Vision and objectives

#### Our Vision

- 3.1 Our vision is for carbon neutral districts, for current and future generations.
- 3.2 For this to be a place where nature is thriving, and nature reserves are no longer isolated pockets. A place where history is still visible, where heritage and landscape character are safeguarded and valued, and the beauty and the distinctive local identity of our countryside, towns and villages have been enhanced.
- 3.3 A place where people can thrive. Where people have housing choices they can afford, where villages, market towns and Garden Communities are diverse and inclusive places where people of all ages and backgrounds can live together.
- 3.4 A place where residents can reach the facilities they need for everyday living on foot, bicycle, wheeling, public transport or by zero-emission and low carbon transport choices.
- 3.5 Where residents and visitors can live healthy lifestyles and access greenspace. Where people are safe from pollution, flooding, and the effects of climate change.
- 3.6 Where there are valuable and rewarding jobs, embracing clean technologies, and growing the opportunities in Science Vale for the districts to contribute on a national and international scale to solving pressing global issues.

#### Objectives for the Plan

- 3.7 The vision above shows how we'd like the districts to be. Next are the **objectives** for the Joint Local Plan, which take us a step closer to policy options:
  - Obj1. Create a **unified set of policies** for South Oxfordshire and Vale of White Horse, retaining the best from each previous local plan and building in the latest thinking to create an ambitious and fresh joint plan, which sets a framework for successful neighbourhood plans.

- Obj2. Help transition to **net zero carbon districts** by 2030 for South Oxfordshire and 2045 for Vale of White Horse, mindful of the districts' carbon budgets, by locating new housing and employment development in places which minimise the need to travel by private car, requiring buildings to be designed to the highest achievable standards for reducing energy and water use, encouraging suitable renewable energy generation, and supporting nature-based carbon and stormwater storage.
- Obj3. Strengthen **resilience to climate change** by designing new buildings and infrastructure in our districts and retrofitting existing ones to withstand extreme weather events, such as flash floods, longer slow flood events and heat waves, and implementing nature-based solutions like planting street trees.
- Obj4. Help **nature recover** by protecting wildlife and expanding natural habitats, requiring developments to achieve the highest viable net gain in biodiversity so that it leaves the natural environment better than it was before the development.
- Obj5. Focus new allocations of land for development at **well-located brownfield sites**, recycling land that is already developed, using land efficiently and re-using buildings and materials rather than expending new resources.
- Obj6. Help communities lead **healthy and more active lifestyles**, by providing high-quality greenspace, promoting safe and active travel, and controlling air, water, light and noise pollution from new developments, so that people and nature can be safe, healthy, and thriving.
- Obj7. Cherish and protect **natural and built heritage**, with policies that make sure the location and design of development respects landscape character and the local distinctiveness of towns and villages.
- Obj8. Plan for enough **new homes to meet our needs**, including significant numbers of homes that are genuinely affordable to rent or buy, and different kinds of homes to meet the needs of our communities, including older people, those with care needs and younger people getting their first home.

Obj9. Plan for enough new jobs, a **flourishing local economy, and a wide range of jobs**, not only in the science and innovation sector for which the districts are well known, but in the foundational economy which underpins this and provides people's day to day needs.

Obj10. Ensure that new developments **create great places and great communities** that make our districts better, leaving a positive legacy for the future.

Obj11. **Plan for infrastructure** in the right places and built at the right times to serve our growing communities, like transport, water, sewerage, energy, and digital networks, along with health, education, and cultural facilities.

Obj12. Help create and sustain communities by **protecting community facilities** and supporting new local facilities that help residents live healthier, more active, sustainable lifestyles without the need to rely on cars.

3.8 These objectives underpin the strategy of our plan and its policies. We have broadly aligned these objectives with the National Planning Policy Framework (NPPF)<sup>7</sup>, and with our Sustainability Appraisal (SA)<sup>8</sup> objectives, which you can read in the Sustainability Appraisal.

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<sup>7</sup> Ministry of Housing, Communities and Local Government and Department for Levelling Up, Housing and Communities (2023) National Planning Policy Framework (NPPF), available at: <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

<sup>8</sup> South Oxfordshire and Vale of White Horse (2024) Sustainability Appraisal (SA) (prepared by Urban Edge Environmental Consulting), available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

## Chapter 4 – Climate change and improving environmental quality



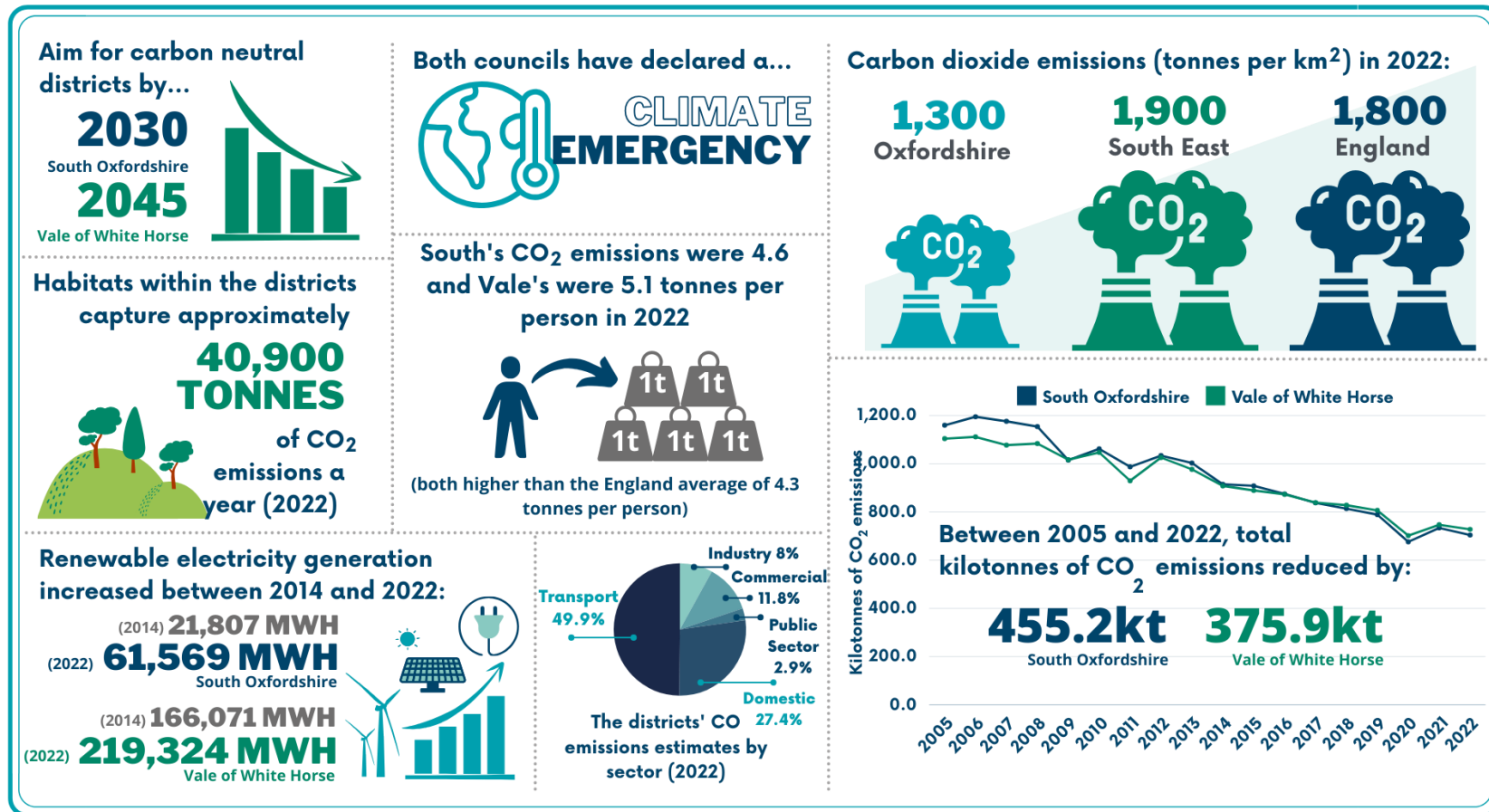
## 4. Climate change and improving environmental quality

### Introduction

- 4.1 This chapter sets out our ambition for responding to climate change and ensuring environmental quality.
- 4.2 Both councils have declared climate emergencies, recognising that we must take action locally in order to tackle the global issue of climate change. We recognise the important role the plan has in tackling climate change and building resilience to its impacts so that we can move towards a more sustainable future.
- 4.3 Changes to the way we live, as well as how we design and use buildings, are crucial to meet national and ambitious local net zero carbon targets. This chapter will collectively help us to create new buildings that are resilient to climate impacts, net zero in their operation, and address the emissions associated with their materials and construction, which are also known as embodied carbon. It will also help to reduce the climate impact of existing buildings by encouraging their reuse and sustainable retrofit where possible to improve their energy efficiency.
- 4.4 To help facilitate the move towards a net zero carbon future, we will need to increase our renewable energy generation. This chapter encourages renewable and low carbon energy schemes and community-led initiatives, whilst also recognising they need to be delivered sympathetically, and therefore includes a detailed set of considerations for these types of schemes to work well in our districts.
- 4.5 This chapter includes policies related to water and watercourses, to encourage the efficient use of water in developments, as well as protect and enhance the quality of waterbodies. Climate change increases the risk of heavy rainfall and subsequently flooding, which is addressed by our policy to maximise resistance and resilience to flood risk, which will in turn help to protect our communities from the impacts of flooding.
- 4.6 The latter half of this chapter will help us to protect and improve the environmental quality of our districts. Improvements to the quality of our environment will have far reaching benefits to human health, well-being, biodiversity, as well as our built and natural environments. To protect and improve environmental quality in our districts, policies will ensure that new developments consider the impacts of pollution from both existing and potential sources, as well as setting out specific requirements on air quality, light pollution, soils and contaminated land. It also steers planning applications to consider how to best safeguard our precious minerals, which are a finite natural resource.



4.7 Here are some facts and figures that help set the scene for this chapter.



## List of policies in this chapter

- Policy CE1: Sustainable design and construction
- Policy CE2: Net zero carbon buildings
- Policy CE3: Reducing embodied carbon
- Policy CE4: Sustainable retrofitting
- Policy CE5: Renewable energy
- Policy CE6: Flood risk
- Policy CE7: Water efficiency
- Policy CE8: Water quality, wastewater infrastructure and drainage
- Policy CE9: Air quality
- Policy CE10: Pollution sources and receptors
- Policy CE11: Light pollution and dark skies
- Policy CE12: Soils and contaminated land
- Policy CE13: Minerals safeguarding areas

## Sustainable design and construction

### Policy CE1 – Sustainable design and construction

- 1) All new development should seek to minimise the carbon and energy impacts of their design and construction. Proposals must demonstrate that they are seeking to limit greenhouse emissions through location, building orientation, design, landscape and planting, adopting a “fabric first” approach and taking into account any nationally adopted standards.
- 2) All new development should be designed to improve resilience to the anticipated effects of climate change. Proposals should incorporate measures that address issues of adaptation to climate change taking account of best practice. These include resilience to extreme weather, including increasing temperatures and wind speeds, droughts, heavy rainfall and snowfall events and the need for water conservation and storage. All new developments must:
  - a) reduce the risk of flooding and conserve and store water in accordance with Policy CE6 (Flood risk and drainage) and Policy CE7 (Water efficiency);

- b) reduce the “heat island” effect through the use of cool materials and green infrastructure, such as utilising planting, i.e. providing trees for shade and cooling;
- c) complete the following overheating assessment:
  - i) all new housing development must complete CIBSE TM59 (or future equivalent assessment methodology) as route to compliance with Building Regulations Part O (or future equivalent legislation).
  - ii) all new non-domestic buildings must complete CIBSE TM52 (or future equivalent assessment methodology).
- d) be designed in accordance with the cooling hierarchy to reduce risk of overheating associated with increasing temperatures using the following sequential approach:
  - i) **Passive design:** minimise internal heat generation through energy efficient design and reduce the amount of heat entering a building by consideration of measures such as orientation, shading, fenestration, albedo, thermal mass and insulation.
  - ii) **Passive/natural cooling:** using outside air to ventilate and cool a building without the use of a powered system. For example, maximising cross ventilation, passive stack and wind-driven ventilation, night purging ventilation and designing windows and/or ventilation panels to allow effective and secure ventilation. Single aspect developments are discouraged.
  - iii) **Mixed mode cooling:** with local mechanical ventilation/cooling provided where required in order to supplement the above measures using (in order of preference):
    - a. Low energy mechanical cooling (such as fan-powered ventilation with/without evaporative cooling).
    - b. Air conditioning (not a preferred approach as these systems are energy intensive).

iv) **Full mechanical ventilation/cooling system:** using (in order of preference):

a. Low energy mechanical cooling.

b. As a last resort, air conditioning.

3) A completed Sustainable Design and Construction checklist is to be submitted as part of all planning applications, demonstrating how a development will incorporate the above requirements into relevant aspects of design, construction, and operation processes.

- 4.8 The built environment is the largest source of climate emissions after surface transport. The way we construct and design buildings can help to reduce these emissions, as well as allowing us to design buildings that can adapt to a changing and increasingly extreme climate.
- 4.9 Policy CE1 (Sustainable design and construction) sets out sustainable design and construction requirements for new developments that will help lower the carbon emissions produced by the built environment, whilst ensuring new buildings are resilient to the impacts of climate change. Applicants will have to consider the effects of changing weather patterns and design new developments so that they incorporate measures to combat these.
- 4.10 Measures could include designing for effective orientation and positioning of windows and advanced glazing systems to reduce solar heat gain in the summer and from lower sun angles in the winter; using cool building materials to prevent the penetration of heat and flood resilient building materials; increasing natural ventilation; incorporating flood resilient measures such as raising floor levels and preventing the infiltration of heavy rain around windows and doors. It could also include utilising trees, green roofs and vegetation to help shade and cool the site and decrease heat island effects and flood risk, whilst also acting as carbon sinks. This policy requires that a fabric first approach to building design is taken, which involves prioritising consideration of the buildings envelope (walls, floor roofs, floors, windows, and doors) to create a high-performance, energy-efficient building. This approach considers the building's fabric as the primary means of reducing energy consumption rather than relying on mechanical or electrical systems.

- 4.11 Average land temperature has risen by around 1.2 degrees Celsius since pre-industrial levels which means the risk of overheating remains high. A Climate Vulnerability Assessment<sup>9</sup> of Oxfordshire undertaken by Oxfordshire County Council found that heatwaves are becoming more frequent in the county, with heatwave risk greatest in built up areas, and some of the highest risk identified in parts of Abingdon. Overheating risk is a greater concern as buildings (necessarily) become more energy efficient and thermally insulated, as this policy and Policy CE2 (Net zero carbon buildings) requires.
- 4.12 This policy requires all new development to complete overheating assessments, which should be submitted with their planning application. Part O of Building Regulations currently only requires new homes to undertake these assessments. CIBSE TM59 is one way to demonstrate compliance with Part O, however it is not mandatory in all cases. This policy requires CIBSE TM59 to be submitted for all residential applications, as it is a more robust and comprehensive approach to assessing and mitigating overheating risk in new buildings. Part O does not require an overheating assessment to be undertaken for non-residential buildings, and therefore this policy goes further by requiring a CIBSE TM52 assessment to be submitted for non-residential buildings to ensure a comprehensive approach to overheating risk is undertaken. The overheating assessments are essential because of the considerable and increasing threat heatwaves pose to the districts. This will help to ensure our new developments can mitigate overheating effectively to protect the health and welfare of occupants.
- 4.13 This policy also integrates the cooling hierarchy into design decision-making which is the best way to ensure that overheating risks are considered throughout the entire decision process, allowing for more effective measures to be selected. The cooling hierarchy prioritises passive measures to reduce overheating risk and only permits active cooling measures if they are still required once passive measures have been optimised. The use of air conditioning systems is generally not supported, as they expel hot air and unnecessarily increase energy demand and impact Energy Use Intensity (EUI) levels. Therefore, the hierarchy is set out in order so that the least energy intensive cooling measures are considered first before those further up the hierarchy that demand more energy use. As several cooling measures set out in the hierarchy are technical in nature, they have been defined in the glossary.

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<sup>9</sup> Oxfordshire County Council (2024) Climate and Vulnerability Assessment, available at:  
<https://insight.oxfordshire.gov.uk/cms/system/files/documents/ClimateVulnerabilityAssessmentOxfordshireApril24Final.pdf>

## Net zero carbon buildings

### Policy CE2 – Net zero carbon buildings

#### Space Heating

- 1) All housing and non-domestic buildings must demonstrate through an energy statement that they achieve a specific space heating demand (set out in per metre squared per year), as follows:
  - a) All new dwellings must have a space heating demand of <math><15 \text{ kWh/m}^2/\text{year}</math> (or <math><20 \text{ kWh/m}^2/\text{year}</math> for bungalows only).
  - b) All new non-domestic buildings must achieve a space heating demand of <math><15 \text{ kWh/m}^2/\text{year}</math>.
- 2) No new buildings are to be connected to the gas grid or use fossil fuel heating systems/technologies.

#### Total Energy Use Intensity (EUI)

- 3) EUI requirements are achieved as per building type (set out in kWh per metre squared per year), as follows:
  - a) All new dwellings must demonstrate through an energy statement that they achieve an EUI of no more than 35 kWh/m<sup>2</sup>/year.
  - b) All new non-domestic buildings must demonstrate through an energy statement that they achieve an EUI of no more than the following, where technically feasible, by building type:
    - i) Offices: 55 kWh/m<sup>2</sup>/year.
    - ii) Schools: 55 kWh/m<sup>2</sup>/year.
    - iii) Warehouses: 35 kWh/m<sup>2</sup>/year.
    - iv) Retail: 35 kWh/m<sup>2</sup>/year.

- v) Where unregulated energy loads for the specific use of a non-residential building may result in a total energy use that exceeds the limits set out above, and this is accepted by the council, applicants are required to demonstrate that regulated energy is limited to 30 kWh/m<sup>2</sup>/year. Unregulated loads must be justified in an energy statement demonstrating they are as efficient as is reasonable for the use.
- vi) Other building types not listed above are required to achieve a regulated total energy use cap of 40kWh/m<sup>2</sup>/year. Unregulated loads must be justified in an energy statement demonstrating they are as efficient as is reasonable for the use.

### **Energy performance**

- 4) All new housing and non-domestic building proposals must generate at least the same amount of renewable energy (preferably on-plot) as the energy they demand over the course of a year, demonstrated through an energy statement. This must include all energy use (regulated and unregulated), calculated using a methodology proven to accurately predict a building's actual energy performance. Where an on site net zero energy balance is not possible, proposals must demonstrate that the amount of on site renewable energy generation equates to at least 120 kWh/m<sup>2</sup> building footprint/year. Where this cannot be achieved, it must be demonstrated to the satisfaction of the council that this is due to unavoidable design issues such as natural lighting and utility space.
- 5) Where a development of multiple buildings is concerned, the renewable energy generation requirement must be calculated and demonstrated across the whole development so that buildings that are able to exceed the requirements do so in order to compensate for any buildings on site that cannot meet the requirements, prior to energy offsetting being considered.

### **Energy offsetting**

- 6) Only in exceptional circumstances and as a last resort where it is demonstrated and accepted by the council that it is unfeasible to achieve an on site net zero energy balance, any annual on site energy use not matched by on site annual renewable energy generation is to be offset. Where these exceptional circumstances arise, applicants must meet the following requirements:
  - a) Energy offsetting is primarily to be delivered via developer contributions to a fund which would be ring-fenced for use only to deliver local projects that save the same amount of carbon or deliver the required shortfall in

renewable energy, with a preference to invest in additional renewable energy generation to ensure net zero carbon buildings are delivered.

- b) In select cases it may be accepted that the developer conducts direct delivery of these local energy offsetting projects rather than provide financial contributions, subject to council approval of the proposed projects based on meeting criteria around their effectiveness, suitability and guaranteed delivery timescale.
- c) Where a proposal cannot meet the policy requirements set out in paragraphs 1, 2 and 3 in full, in addition to offsetting, the development must be futureproofed to enable future occupiers to easily retrofit or upgrade buildings and/or infrastructure in the future to enable achievement of net zero carbon development.

### **Reduced performance gap**

- 7) Energy performance calculations of all new housing and non-residential units must be completed using Passivhaus Planning Package, CIBSE TM54, or other method demonstrably proven to produce accurate predictions in total in-use energy (subject to the council's approval of the method).
- 8) The energy performance of all units is to be calculated individually and must demonstrate compliance with the space heating demand and EUI requirements of this policy.
- 9) In exceptional circumstances (such as limited roof space available), it may be considered acceptable to achieve a site-wide average that complies with the space heat demand and EUI requirements of this policy. For all new housing proposals, this is subject to no individual dwelling exceeding a space heating demand of 20kWh/m<sup>2</sup>/year and an EUI of 45 kWh/m<sup>2</sup>/year.
- 10) All new housing and non-residential buildings must demonstrate use of an assured performance method (approved by the council) throughout all stages of construction in order to ensure that the buildings' operational energy performance reflects design intentions and addresses the performance gap.

### **Energy Demand Management**

- 11) Proposals for new housing and non-residential buildings should demonstrate through an energy statement how they have considered the difference (in scale and time) of renewable energy generation and the on site energy demand, with



a view to maximising on site consumption (for example via energy storage and smart energy systems, such as demand side response (DSR)) of energy generated on site and minimising the need for wider grid infrastructure reinforcement.

- 12) Where the on site renewable energy generation peak is not expected to coincide with sufficient energy demand (resulting in a need to export or waste significant amounts of energy), proposals should demonstrate through an energy statement how they have explored scope for energy storage and/or smart energy systems to optimise on site or local consumption of the renewable energy (or waste energy) generated by the site. Where appropriate, these should optimise carbon and energy-saving benefits and minimise the need for grid reinforcements.

- 4.14 The growing impacts of climate change are evident, and climate change is one of the greatest challenges facing the world today.
- 4.15 In 2019 the UK Parliament declared an environment and climate emergency, subsequently amending the 2008 Climate Change Act to set a target for emissions in the UK to become net zero by 2050. In December 2020, the Climate Change Committee in their Sixth Carbon Budget recommended reducing the UK territorial emissions by 78% between 1990 and 2035, in effect, bringing the UK's first legally binding 80% target forward by nearly 15 years.
- 4.16 South Oxfordshire and Vale of White Horse have both declared climate emergencies and are committed to tackling climate change and lowering greenhouse gas emissions through effective planning. Both councils have set targets to become carbon neutral districts, with South Oxfordshire currently aiming to reach this in 2030, and Vale of White Horse currently aiming for a 75% reduction in emissions by 2030 and to be carbon neutral by 2045.
- 4.17 We need our districts to play their part in meeting both these local targets and the wider UK's net zero targets, therefore new development will need to be built to net zero carbon standards as soon as possible. Policy CE2 (Net zero carbon buildings) will deliver new buildings that are net zero in their operation, which means that the buildings will generate as much renewable energy as it produces, including all unregulated and regulated energy use.
- 4.18 To deliver net zero carbon buildings, this policy sets threshold limits on energy use, setting out three key requirements:
- a) **Space heating demand** – the amount of energy required to heat the building.
  - b) **Energy use intensity (EUI)** – the predicted total amount of regulated and unregulated energy used.

c) **On site renewable energy generation** – must match total energy to be a net zero building.

- 4.19 These three requirements achieve together a low energy consumption, energy efficient, net zero energy building. All policy requirements should be considered and the applicant should set out in an energy statement how these requirements are met.
- 4.20 Applicants will need to take a design approach that follows the energy hierarchy to meet these energy use requirements. This is a logical and cost-effective approach, where lower cost passive design measures are prioritised, such as improved fabric performance, over higher cost active systems such as renewable energy technologies. By minimising energy demand first, this reduces not only the burden that the new building places on our limited energy resources, but also the amount of new equipment needed to generate and distribute energy to meet that demand. This reduces the materials, carbon and cost involved in producing and installing that equipment, and it lowers energy bills.
- 4.21 Making sustainable design decisions early on, such as considering the most effective orientation, optimising a simple form factor<sup>10</sup>, and taking a fabric first approach (in line with Policy CE1 (Sustainable design and construction)), will help applicants meet space heating demand and EUI policy requirements more easily.
- 4.22 Following this, applicants will need to supply energy efficiently. This policy provides flexibility by not specifying how efficient energy supply is achieved, however in most cases it is likely that heat pumps will be chosen due to their efficiency, making the policy's EUI requirement easier to achieve. Larger developments may take up opportunities to connect to existing or planned communal and district heating systems (from zero emission sources). The councils' Net Zero Carbon Study has identified potentially suitable areas for district heating opportunities in the districts (shown on the Policies Map<sup>11</sup>), which applicants may wish to consider.
- 4.23 Lastly, this policy requires on site renewable energy generation to match the total energy demand, to achieve an on site net zero energy balance. This policy again provides flexibility as to what technologies can be used to achieve this, however the integration of rooftop solar PV will most likely be the most popular choice for new developments. Other technologies such as solar thermal and wind turbines may also be chosen.
- 4.24 In exceptional circumstances where policy requirements cannot be met and energy offsetting is agreed with the councils, for example because of feasibility concerns (such as insufficient roof space for renewable energy generation), it is expected that

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<sup>10</sup> Form factor is a way of measuring the energy efficiency of a buildings' shape; simple building forms tend to be more energy efficient.

<sup>11</sup> South Oxfordshire and Vale of White Horse (2024) Joint Local Plan Policies Map, available at: <https://www.southandvale.gov.uk/policies-map>

through a council led offsetting fund supported by developer contributions, local projects would be delivered that save the same amount of carbon and/or cover the shortfall in renewable energy generation.

- 4.25 It is accepted by the councils that there may be some circumstances where the inherent use of a non-residential building means it produces very high unregulated energy loads, and therefore EUI policy requirements are not achievable. This policy therefore offers flexibility in these circumstances, providing an alternative limit on regulated energy use. This will be permitted where the councils agree these high unregulated energy loads are justified and the justification should be clearly set out in an energy statement that demonstrates they are as efficient (and therefore as low) as can be for the use.

## Reducing embodied carbon

### Policy CE3 – Reducing embodied carbon

- 1) To reduce embodied carbon and make effective use and protection of building materials and natural resources, new development must:
  - a) demonstrate design decisions have been made to minimise the amount of material needed, e.g. optimising structural efficiencies;
  - b) demonstrate a careful choice of building materials, prioritising materials with lower embodied carbon and carbon negative emissions;
  - c) prioritise the re-use, retention and retrofit of existing buildings, built structures and recycled and secondary waste materials following the waste hierarchy;
  - d) redevelop previously developed land, provided the land is not of a high environmental value;
  - e) avoid substantial demolition (whole or a significant part), but where it is necessary, provide a full justification for the demolition. Major developments that contain existing buildings and/or structures are required to also carry out a pre-demolition audit where demolition is proposed (following a well-established industry best practice method, e.g. BRE);

- f) be designed to enable easy material re-use and disassembly, subsequently reducing the need for end-of-life demolition;
  - g) minimise construction waste. The applicant is required to set out how materials arising from any demolition and/or refurbishment are re-used on site and/or recycled; and
  - h) maximise the use of locally sourced, repurposed or recycled materials where possible, especially from materials demolished on site. In the National Landscapes (formerly AONBs), conservation areas, and on historic buildings in particular, reclaimed vernacular materials like local bricks and roof tiles, which also add character and design quality, should be utilised.
- 2) All new major development must complete a whole life carbon assessment in accordance with RICS Whole Life Carbon Assessment guidance<sup>a</sup> and demonstrate actions to reduce life-cycle carbon emissions. This must include reducing emissions associated with construction equipment (e.g. plant).
- 3) New residential developments of 50 homes or more in South Oxfordshire (excluding specialist older persons housing with care accommodation) and new non-residential development of 5000m<sup>2</sup> or more in South Oxfordshire and Vale of White Horse must limit embodied carbon (equating to the emissions covered by Modules A1-A5 of the RICS methodology<sup>a</sup>, or future equivalent methodology) to:
- a) Residential (excluding flats): 300 kgCO<sub>2</sub>e/m<sup>2</sup> GIA.
  - b) Non-residential and flats: 475 kgCO<sub>2</sub>e/m<sup>2</sup> GIA.
  - c) Non-residential and flats (from 2030): 350 kgCO<sub>2</sub>e/m<sup>2</sup> GIA.
- Other developments in South Oxfordshire and the Vale of White Horse are encouraged to meet these standards.
- 4) Any shortfall to the embodied carbon limits set out in paragraph 3 will be required to offset these emissions through a financial contribution reflecting the most up-to-date valuation of carbon<sup>b</sup> from national government.
- 5) All new development is encouraged to achieve LETI best practice 2030 embodied carbon targets (or future equivalent targets) (modules A1-A5) set out in the LETI 2020 Design Guide<sup>c</sup> (or future equivalent document).

<sup>a</sup> RICS (2024) WLCA Standard, available at: [www.rics.org/profession-standards/rics-standards-and-guidance/sector-standards/construction-standards/whole-life-carbon-assessment](http://www.rics.org/profession-standards/rics-standards-and-guidance/sector-standards/construction-standards/whole-life-carbon-assessment)

<sup>b</sup> The embodied carbon price is determined by the “high scenario” in the “Valuation of energy use and greenhouse gas emissions” document from government based on the relevant figure for that year. This figure is revised annually. This document is available at: [www.gov.uk/government/publications/valuing-greenhouse-gas-emissions-in-policy-appraisal/valuation-of-greenhouse-gas-emissions-for-policy-appraisal-and-evaluation](http://www.gov.uk/government/publications/valuing-greenhouse-gas-emissions-in-policy-appraisal/valuation-of-greenhouse-gas-emissions-for-policy-appraisal-and-evaluation)

<sup>c</sup> LETI (2020) Climate Emergency Design Guide, available at: [www.leti.uk/files/ugd/252d09\\_3b0f2acf2bb24c019f5ed9173fc5d9f4.pdf](http://www.leti.uk/files/ugd/252d09_3b0f2acf2bb24c019f5ed9173fc5d9f4.pdf)

- 4.26 Embodied carbon is the carbon emissions of a building created by its materials, including their extraction, manufacturing, transportation, construction, maintenance, replacement, and end of life treatment. According to the UK Green Building Council (UKGBC), embodied carbon emissions can be as much as 50% of total emissions over a building's lifetime<sup>12</sup>. There are currently no national policy requirements for embodied carbon, and there are no plans yet for Building Regulations or the Future Homes Standard to address these emissions. This leaves a significant policy gap to address to ensure the delivery of net zero carbon. If we do not take action to tackle embodied carbon within our local plan, we will not meet our net zero targets. Therefore, Policy CE3 (Reducing embodied carbon) seeks to bridge this gap by ensuring embodied carbon is considered alongside operational carbon produced by new buildings, and ensures actions are taken to reduce these emissions.
- 4.27 Many commonly used building materials like ordinary cement, steel, aluminium and zinc have inherently high embodied carbon because of how they are produced. Whilst plant-based materials like timber can have less than zero embodied carbon because the tree from which it is made absorbed carbon dioxide from the atmosphere, and this is locked up in the material for as long as it is in use. In order to meet the embodied carbon limits set out in this policy, applicants will have to carefully consider what building materials to use in developments, favouring those with lower embodied carbon and carbon negative emissions, such as timber.
- 4.28 This policy also requires applicants to adopt a range of circular economy principles to help minimise waste, increase the recycling and reuse of materials, and conserve resources within the districts, including retaining and re-using buildings where possible. Reusing materials and buildings in particular reduces embodied carbon emissions significantly, as the first stages of a product's lifecycle, i.e. extracting, manufacturing and the transportation of those materials, have already taken place so no additional emissions are created, compared to if those stages were repeated if new materials were created.

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<sup>12</sup> UKGBC New Homes Policy Playbook (2021), available at: [ukgbc.org/wp-content/uploads/2021/01/New-Homes-Policy-Playbook-January-2021.pdf](http://ukgbc.org/wp-content/uploads/2021/01/New-Homes-Policy-Playbook-January-2021.pdf)

- 4.29 The RICS Whole Life Carbon Assessment for the Built Environment is the industry standard method for calculating a building's embodied carbon. This policy requires applications for major development to assess and report on embodied carbon, including actions taken to reduce these emissions, through a whole life carbon assessment made in accordance with RICS Whole Life Carbon Assessment guidance.
- 4.30 This policy also sets requirements for larger developments to limit embodied carbon, which equate to emissions covered by Modules A1-A5 of the RICS methodology, which is the emissions produced in the 'cradle to completion stage' (from raw material extraction through to completion of the building), known as 'upfront embodied carbon'. This is because Modules B1-B5 the 'use stage' and Modules C1-C4 the 'end of use stage', would require assumptions to be made about uncertain future actions, and are therefore omitted. Instead, as the upfront embodied carbon emissions are in the direct control of the developer, limits are set for these emissions. We have taken a stepped approach to non-residential developments and flats, requiring them to achieve a higher standard from 2030. This higher standard is expected to be achievable by 2030, when specialist construction materials and techniques required to meet this standard are presumed to become cheaper and more commonplace.
- 4.31 The embodied carbon standards are district specific due to viability reasons, however all new developments are still encouraged to meet these standards where possible, including those below the policy threshold. This policy also encourages all new development to meet more ambitious best practice 2030 embodied carbon targets set by LETI where they can, reducing embodied carbon emissions even further in developments that are able to achieve these higher standards.

## Sustainable retrofitting

### Policy CE4 – Sustainable retrofitting

- 1) Sustainable and sensitive retrofitting measures to existing buildings to improve their energy efficiency and adaptability to climate change, and the appropriate incorporation of renewables, will be supported.
- 2) Development proposals which result in considerable improvements to the energy efficiency, carbon emissions and/or general suitability, condition and longevity of existing buildings will be supported, with significant weight attributed to those benefits.

- 3) In the case of extensions to buildings, developments should take a whole building approach and are therefore encouraged to take the opportunity to upgrade the energy efficiency and energy generation of the existing building as well as the extension. Significant weight will be attributed to a whole building approach.
- 4) Major development proposals within the districts should demonstrate through a pre-redevelopment audit (following a well-established industry best practice method, e.g. BRE) that opportunities for the retention and retrofitting of existing buildings, structures, and materials within the site have been identified and, where feasible and viable, included within the scheme. All schemes on sites that have pre-existing buildings should consider retrofitting opportunities as part of their design brief.

- 4.32 According to the Centre for Sustainable Energy, retrofit refers to “any improvement work on an existing building to improve its energy efficiency, making them easier to heat, able to retain that heat for longer, and replacing fossil fuels with renewable energy”<sup>13</sup>. A significant amount of carbon emissions produced by the built environment come from existing buildings. Therefore, it is crucial that we not only focus on reducing emissions from new development, but also tackle the emissions from our existing buildings wherever we can. This can be achieved through sensitive, sustainable retrofitting.
- 4.33 A whole-house retrofit can provide wide reaching benefits including carbon reduction benefits, financial, comfort, and social benefits, as well as helping to prevent health risks from damp and mould. The whole-house or whole building approach recognises that no single part of the building operates alone, and that the best outcomes will come from considering and balancing all the interactions between different elements of the building.
- 4.34 Retrofitting buildings in a sensitive manner is important, and particularly crucial for historic buildings where their significance and character requires protection. It can be more challenging to sensitively retrofit a historic building, however mitigating climate change and conserving historic buildings are compatible goals. The sensitive repair, maintenance and adaption of historic buildings can keep them in use whilst also reducing their carbon emissions and energy costs. Historic England have produced an advice note on adapting historic buildings for energy and carbon efficiency, which should be considered when retrofitting historic buildings. Policy NH13 (Historic environment and climate change) also sets more detailed requirements on how the

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<sup>13</sup> Centre for Sustainable Energy (2024) What is retrofit, available at <https://www.cse.org.uk/news/what-is-retrofit/>

protection and enhancement of historic buildings and heritage assets should be balanced with the need to respond to the Climate Emergency.

- 4.35 Planning powers are limited in terms of retrofitting existing buildings, since many of these measures do not need planning permission because they are covered under permitted development rights (which are a good thing for enabling households to retrofit). However, significant carbon emissions come from existing buildings, so the plan cannot be silent on this issue, therefore Policy CE4 (Sustainable retrofitting) helps by encouraging applicants to upgrade existing buildings when the opportunity arises as part of a planning application.

## Renewable energy

### Policy CE5 – Renewable energy

- 1) The council encourages schemes for renewable and low carbon energy generation and associated infrastructure at all scales, including domestic schemes and innovative schemes.
- 2) Proposals for the exploration or extraction of fossil fuels will not be supported.

### Renewable and low carbon energy schemes

- 3) Planning applications for renewable and low carbon energy generation and their associated energy storage and distribution infrastructure will be supported, provided that they do not cause significant adverse impacts that cannot be mitigated and are reversible at the end of the life of the renewable energy installation, including cumulative and cross-boundary impacts on:
  - a) landscape, tranquillity and sensitive views;
  - b) biodiversity, including protected habitats and species and ecological networks;
  - c) water quality and flood risk;
  - d) the best and most versatile agricultural land (Grades 1, 2, and 3a) unless significant sustainability benefits are demonstrated to outweigh any loss;



- e) the historic environment, both designated and non-designated assets, including development within their settings;
- f) the openness of the Green Belt;
- g) the National Landscapes (formerly AONBs) and their settings;
- h) aviation and defence navigation systems/communications;
- i) the safe movement of pedestrians, rail, traffic, and the enjoyment of public rights of way; and
- j) residential amenity (including as a result of noise, vibrations, dust, odour, air quality and shadow flicker).

### **Wind Energy**

- 4) Planning applications for wind energy development meeting the requirements of part 3 of this policy, will be supported where they are located in an area identified as potentially suitable for wind energy development as shown on the Policies Map or in a neighbourhood plan.

### **Solar Energy Proposals**

- 5) Planning applications for ground mounted solar energy and associated infrastructure meeting the requirements of part 3 of this policy, will be supported where they are located in an area identified as potentially suitable for ground mounted solar development as shown on the Policies Map or in a neighbourhood plan.
- 6) Proposals for building mounted solar thermal or photovoltaics panel (and associated infrastructure) installations in an appropriate position to maximise solar gain building will be supported and encouraged wherever possible, provided they meet the requirements set out in part 3 of this policy,

### **Energy storage and grid reinforcement**

- 7) Proposals for battery energy storage systems (BESS) and associated infrastructure meeting the requirements of part 3 of this policy, will be supported where they are located in an area identified as potentially suitable for BESS as shown on

the Policies Map or in a neighbourhood plan. Proposals for energy storage facilities other than BESS (such as thermal storage) will be supported where they meet the requirements set out in part 3 of this policy.

- 8) Proposals for standalone grid capacity upgrades and local smart grids will be supported where they meet the requirements set out in part 3 of this policy.
- 9) Proposals for standalone renewable and low carbon energy generation are encouraged to provide at least an additional 10% of energy storage (e.g. battery storage) of the overall energy generation.
- 10) Proposals for, or developments which include, renewable energy and low carbon energy generation, should demonstrate how options for energy storage, smart grids, and energy sharing networks have been explored to reduce the need for grid capacity upgrades.

#### **Community led renewable and low carbon initiatives**

- 11) Community led renewable and low carbon energy initiatives are encouraged and will be given positive weight in decision making. Evidence of community support should be demonstrated, with administrative and financial structures in place to deliver/manage the project and any income from it.
- 12) Community led renewable and low carbon energy schemes that provide a community benefit in terms of profit sharing, or proportion of community ownership and delivery of local social and community benefits will also be encouraged and will be given positive weight in decision making.
- 13) Commercial led renewable energy schemes with a capacity over 10MW shall provide an option to communities to own at least 5% of the scheme subject to viability.

#### **Decommissioning renewable energy infrastructure**

- 14) Planning permission for renewable energy and low carbon schemes will be subject to a condition requiring appropriate plans and mechanisms are in place for the decommissioning of renewable energy infrastructure at the end of its life, including the removal of the technology and restoration of the site to its original or accepted use and condition (within

one year of the scheme becoming non-operational), and that materials removed will be re-used and recycled where practical. Any biodiversity net gain that has been achieved on site should also be retained in the decommissioning process at least long enough to meet the required minimum 30-year lifespan for mandatory biodiversity net gain laid out in national guidance.

#### **Protection of existing renewable energy infrastructure**

- 15) New development should not result in adverse impacts to renewable energy infrastructure that cannot be mitigated, including:
- a) the technical performance of any existing or approved renewable energy generation facility;
  - b) the potential for optimisation of strategic renewable energy installations; and
  - c) the availability of the resource, where the operation is dependent on uninterrupted flow of energy (such as sunlight, wind speeds or water flows) to the installation.

4.36 The transition away from the use of fossil fuels and towards renewable energy sources is one of the key ways in which we can help to tackle climate change and reduce our carbon emissions. To move towards becoming net zero districts, we will need to increase the amount of renewable energy generation in the districts. Therefore, Policy CE5 (Renewable energy) encourages proposals for renewable energy schemes and community-led initiatives and sets criteria detailing where these schemes and associated infrastructure will be supported.

4.37 This policy also recognises that although renewable energy generation plays a vital role in meeting our net zero targets, the location of these schemes must be suitable. Adverse impacts can arise if renewable energy schemes are not suitably located, i.e. this can result in adverse visual and landscape impacts, including cumulative impacts of multiple schemes in one location. Therefore, as part of our Net Zero Carbon Study, we commissioned a renewable energy spatial assessment, which was also informed by a separate renewables landscape sensitivity assessment. This renewables landscape sensitivity assessment should be considered when proposing sites and the councils will consult it when assessing applications. The Net Zero Carbon Study identified potentially suitable broad locations for renewable energy schemes in the districts including ground mounted solar PV, onshore wind and battery energy storage systems (BESS), and these broad locations are shown on our Policies Map.

These are not allocations, there is far more land shown than is needed or anticipated to come forward. The areas were developed from a desk-based mapping exercise combining constraints and opportunities.

- 4.38 This policy supports applications for these schemes within broad areas identified as potentially suitable on the Policies Map, helping to secure their development in line with national policy. However, being situated in a potentially suitable area does not mean that a proposal will be automatically acceptable. A proposal needs to meet the requirements of part 3 of the policy, which covers a range of impacts on people's amenity and safety, as well as protecting important assets like landscape, biodiversity and heritage. It should also accord with all other relevant policies in the plan. To aid this assessment, applicants are required to provide detailed information to demonstrate that no significant adverse impacts will arise as a result of the renewable energy development that cannot be mitigated and reversed at the end of life of the development. This includes cumulative and cross-boundary impacts. Applications for schemes outside of broad areas identified as potentially suitable on the Policies Map will only be permitted in exceptional circumstances where a detailed assessment into site-specific conditions has demonstrated that the development would be suitable in that location, to the satisfaction of the councils. In most cases these applications are unlikely to be permitted, as they will have been ruled out by the Net Zero Carbon Study because of their potential for impacts, such as being located in an area that would be highly sensitive to onshore wind, ground mounted solar, or BESS development impacts. Renewable energy development will typically be permitted as a temporary use, with provision made for securing removal of equipment and restoration of the site at the end of an installation's life.
- 4.39 Other forms of renewable energy may come forward in the districts, such as hydropower, geothermal and biomass. These are also supported by this policy, provided that any significant adverse impacts are mitigated satisfactorily. The Net Zero Carbon Study has identified potentially suitable areas for hydropower opportunities in the districts (shown on the Policies Map), which applicants may wish to consider. All renewable energy schemes and their associated infrastructure will be assessed against the criteria set out in the policy, even if they fall within a broad area identified as potentially suitable. Proposals should also take into consideration the recommendations of any future local area energy planning for the districts.

## Flood risk

### Policy CE6 – Flood risk

- 1) The risk and impact of flooding must be minimised by:
  - a) directing development to areas with the lowest risk of flooding from any source, taking into account current and future impacts of climate change;
  - b) ensuring development does not increase the risk of flooding elsewhere;
  - c) ensuring development is safe for its lifetime; and
  - d) taking opportunities provided by development and improvements in green and other infrastructure to reduce the causes and impacts of flooding, making as much use as possible of natural flood management techniques that also deliver wider environmental benefits.
- 2) Development in areas at risk of flooding must pass the Sequential Test and where necessary the Exception Test, where they are required by national planning policy and guidance. Regard should be had to the Joint Local Plan Strategic Flood Risk Assessment (or any future update) in applying the tests.
- 3) A site-specific Flood Risk Assessment (FRA) must be provided for all development in Flood Zones 2 and 3. In Flood Zone 1 a FRA must accompany all proposals involving:
  - a) sites of 1 hectare or more;
  - b) land identified in the Strategic Flood Risk Assessment as being at increased flood risk in future; or
  - c) land that may be subject to other sources of flooding, where its development would introduce a more vulnerable use.

FRAs must consider all sources of flood risk and the impacts of climate change. FRAs must also consider the cumulative impact of development on flood risk as set out in the Joint Local Plan Strategic Flood Risk Assessment (or

any future update). It should be demonstrated that flood risk downstream will not be made worse by development. Measures that contribute to a reduction in flood risk downstream are encouraged.

- 4) Where flood risk is a consideration and relevant tests have been passed, development must:
  - a) firstly, seek to minimise flood risk through design, with site layouts that locate the most vulnerable elements of development in areas of lowest flood risk (or on upper storeys) as far as possible and by raising finished floor and/or ground levels where appropriate.
  - b) then, where appropriate, investigate opportunities to control the risk of flooding in discussion with the council, Environment Agency and Oxfordshire County Council (as Lead Local Flood Authority). Consideration should be given to natural flood management techniques.
  - c) then use flood resistance and resilience measures to address any residual risk. Passive measures should be prioritised over active measures.
  - d) then consider any further flood management measures required. Safe access and escape routes must be provided. Consideration must also be given to whether adequate flood warning will be available to people using the development.
  
- 5) Planning permission will not be granted for development in the functional flood plain (Flood Zone 3b) except where it is for water-compatible uses or essential infrastructure (as defined in national planning policy and guidance) or where it is on brownfield land and includes a high standard of flood resistance and resilience measures designed to decrease risk compared with the existing situation. All of the following criteria must also be met:
  - a) development will not lead to a net increase in the built footprint and where possible will reduce the built footprint;
  - b) development will not result in a reduction in flood storage and where possible will increase flood storage;
  - c) development will not increase the risk of flooding elsewhere; and
  - d) any future occupants of the development will not be put at risk and safe access and escape routes will be provided.

- 4.40 Policy CE6 (Flood risk) will help to protect communities from all sources of flood risk, both now and in the future. This includes flood risk from rivers, rainfall on ground surfaces, rising groundwater, reservoirs and overwhelmed sewers and drainage systems.
- 4.41 This policy aligns with the sequential approach set out in national planning policy and guidance by directing development to areas at little or no risk of flooding in preference to areas at higher risk. This is the most effective way of addressing flood risk, as it places the least reliance on measures like flood defences, flood warnings and property level resilience features. In applying the sequential approach, including the sequential and exception tests (where required), other forms of flood risk (e.g. surface water) need to be treated consistently with river (fluvial) flood risk. Where neighbourhood planning groups are considering development in areas at risk of flooding, they must apply the sequential test to the whole neighbourhood area.
- 4.42 It is important to consider future flood risk as climate change is altering weather patterns and increasing the frequency and severity of extreme weather events, meaning that flood risk is likely to increase over time. It is crucial that development is safe for its whole lifetime. National planning practice guidance provides advice on the use of climate change allowances and how development ‘lifetimes’ should be calculated.
- 4.43 The Joint Local Plan Strategic Flood Risk Assessment (or any future update) should be the starting point in considering flood risk in the districts, along with the Environment Agency’s Flood Map for Planning<sup>14</sup>.

## Water efficiency

### Policy CE7 – Water efficiency

- 1) It must be demonstrated that development has been designed to be water efficient and to minimise water consumption.
- 2) All new homes must be designed to high water efficiency standards, with water use not exceeding 100 litres per person per day, or any future tighter standard that may replace this.
- 3) Every new home with a garden must be fitted with at least one water butt (unless an alternative rainwater harvesting scheme is implemented that would make this redundant).

<sup>14</sup> Environment Agency (2021) Flood Map for Planning, available at: <https://flood-map-for-planning.service.gov.uk/>

- 4) Compliance with exemplar water efficiency standards (such as the Royal Institute of British Architects '2030 Climate Challenge' water use targets<sup>a</sup>) is encouraged.
- 5) Development at site allocations and major development should maximise water efficiency through large-scale rainwater harvesting and grey water recycling schemes where it is feasible and viable to do so.

<sup>a</sup> The Royal Institute of British Architects 2030 Climate Challenge, available at: <https://www.architecture.com/about/policy/climate-action/2030-climate-challenge?srsltid=AfmBOorewwsWd716uwbpNSw9-5Q45fOd88sMG8x0MM756dNEhR7r-bwo>

- 4.44 Ensuring that communities, businesses, habitats and wildlife have a sufficient supply of clean, fresh water is essential. The Environment Agency has classified the area served by Thames Water (which includes South Oxfordshire and Vale of White Horse) as being in 'serious water stress'<sup>15</sup>. Thames Water's Water Resource Management Plan predicts that, without action, there will be a substantial shortfall between the amount of water available and the amount we need, both in the next 25 years and in the longer term, primarily due to population growth and climate change<sup>16</sup>.
- 4.45 In response to these significant pressures, Policy CE7 (Water efficiency) seeks to ensure that development in the districts is as water efficient as possible. This includes setting a water efficiency standard for new homes of 100 litres per person per day.
- 4.46 This policy does not set specific water efficiency standards for non-residential development as there are a wide range of different non-residential uses that will each have different water needs. However, in demonstrating that non-residential development has been designed to be water efficient, developers are encouraged to consider schemes such as BREEAM and the Royal Institute of British Architects '2030 Climate Challenge', which may provide relevant standards.

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<sup>15</sup> Environment Agency (2021) Water Stressed Areas - Final Classification 2021 (Version 1.0), available at: [www.gov.uk/government/publications/water-stressed-areas-2021-classification](http://www.gov.uk/government/publications/water-stressed-areas-2021-classification)

<sup>16</sup> Thames Water (2023) Revised Draft Water Resource Management Plan 2024, available at: <https://thames-wrmp.co.uk/news/documents/#collapse-5>



## Water quality, wastewater infrastructure and drainage

### Policy CE8 – Water quality, wastewater infrastructure and drainage

#### Protecting and enhancing water quality

- 1) Development must protect and enhance water quality, including through:
  - a) the use of green infrastructure, including sustainable drainage systems (SuDS);
  - b) utilising natural means of water quality improvements where possible, with mechanical water quality improvement devices only being used in situations where insufficient water quality improvement can be achieved through natural means;
  - c) maximising water efficiency; and
  - d) identifying and implementing opportunities to remedy historical water contamination issues, where appropriate.
- 2) Where a development includes the creation or extension of roads, the potential water quality issues associated with road runoff must be considered and appropriate mitigation provided to address impacts.
- 3) Where development may have an adverse impact on water quality, evidence must be provided that identifies potential impacts (including for human health, the natural environment and amenity) and suitable mitigation. Engagement should be undertaken with the Environment Agency to agree the scope and content of the evidence required. Mitigation must be in place before any environmental effects occur. Where appropriate, water quality monitoring should be undertaken and submitted to the council to ensure that mitigation is effective.

#### Meeting legal requirements

- 4) Development, individually or cumulatively, must not prevent the future attainment of “good” status under the Water Environment (Water Framework Directive) (England and Wales) Regulations 2017<sup>a</sup>.

- 5) Where there are impact pathways on habitats of national or international importance, development must not prevent a protected waterbody achieving the objectives set out in the Common Standards Monitoring Guidance<sup>b</sup> (or any future standards/guidance that may supersede this).

### **Wastewater infrastructure**

- 6) There must be adequate wastewater treatment capacity to serve development.
- 7) Applications for major development must be supported by a Sewage Capacity Assessment.
- 8) Where wastewater infrastructure capacity constraints are identified, development must not commence until the delivery of sufficient new and/or upgraded wastewater infrastructure has been agreed and programmed (between the developer and Thames Water or other utility provider). Development must not be occupied until the necessary wastewater treatment infrastructure upgrades have been completed. A phased approach may be required to ensure alignment between development and infrastructure delivery. The council will apply Grampian conditions, where appropriate, to ensure that adequate sewerage capacity is in place before new homes are occupied in order to protect water quality.

### **Drainage**

- 9) All development will be required to provide a Drainage Strategy.
- 10) Development will be expected to incorporate sustainable drainage systems (SuDS) that:
  - a) are well designed;
  - b) are appropriate to their location (for example, infiltration SuDS are unlikely to be appropriate in areas of contamination, even following remediation);
  - c) are multifunctional, providing a range of benefits for people and nature, including protecting and enhancing water quality (including groundwater quality), managing flood risk and supporting biodiversity;
  - d) attenuate run-off rates to greenfield run-off rates. Higher rates would need to be justified and the risks quantified. Development on brownfield land should reduce run-off rates to as close to greenfield rates as possible; and

e) reduce the amount of water discharging to the wider wastewater infrastructure network at source, with opportunities taken to disconnect flows where possible. (For example, by using features such as water butts, swales and rain gardens, rather than direct network connections from gullies and rainwater pipes.)

- 11) Major development must comply with the latest local standards and guidance for surface water drainage produced by the Lead Local Flood Authority (Oxfordshire County Council)<sup>c</sup>.
- 12) No new surface water connections are to be connected to a foul sewer. For brownfield sites, where existing connections are proven, the drainage strategy should seek to either remove these if feasible or attenuate existing flows to as close to the QBar greenfield rate as feasible or to a rate acceptable to Thames Water whichever is the lower.
- 13) In the case of extensions to buildings, changes of use and refurbishments, developments are encouraged to take the opportunity to upgrade the drainage of the existing building as well as the extension, by disconnecting roof drainage from the surface water sewer network and incorporating soakaways, water butts and greywater recycling schemes.
- 14) All development will be required to demonstrate suitable arrangements for future maintenance and management of drainage schemes. All below ground drainage serving more than one property should be designed to adoptable standards and offered to an OFWAT approved statutory water authority for adoption.
- 15) In areas where high groundwater could potentially affect the drainage system, specific measures should be incorporated in any new network provided to reduce the risk of groundwater affecting the drainage system.

<sup>a</sup> *The Water Environment (Water Framework Directive) (England and Wales) Regulations 2017*, available at: <https://www.legislation.gov.uk/ukxi/2017/407/contents>

<sup>b</sup> *Joint Nature Conservation Committee (various dates) Common Standards Monitoring Guidance*, available at: [www.jncc.gov.uk/our-work/common-standards-monitoring-guidance/](http://www.jncc.gov.uk/our-work/common-standards-monitoring-guidance/)

<sup>c</sup> *Current local standards can be found at Oxfordshire County Council (2021) Local Standards and Guidance for Surface Water Drainage on Major Development in Oxfordshire (Version 1.2)*, available at: [www.oxfordshirefloodtoolkit.com/wp-content/uploads/2022/01/LOCAL-STANDARDS-AND-GUIDANCE-FOR-SURFACE-WATER-DRAINAGE-ON-MAJOR-DEVELOPMENT-IN-OXFORDSHIRE-Jan-22-2.pdf](http://www.oxfordshirefloodtoolkit.com/wp-content/uploads/2022/01/LOCAL-STANDARDS-AND-GUIDANCE-FOR-SURFACE-WATER-DRAINAGE-ON-MAJOR-DEVELOPMENT-IN-OXFORDSHIRE-Jan-22-2.pdf)

4.47 Waterbodies in South Oxfordshire and Vale of White Horse include the River Thames, globally rare chalk streams and groundwater aquifers. These waterbodies provide a range of social, environmental and economic services, such as providing water supplies for homes and businesses, supporting a diverse range of habitats and wildlife, contributing to the districts' special character, heritage and identity, and providing opportunities for sports, leisure and recreation. However, the Joint Local

Plan Water Cycle Study Scoping Report<sup>17</sup> shows that of the 45 surface waterbodies wholly or partially in the districts that are monitored by the Environment Agency (EA), four are classed as being of ‘bad’ ecological status, 18 are classed as ‘poor’, 22 are classed as ‘moderate’, and only one is classed as ‘good’. All these waterbodies fail in their chemical status. It is therefore important that the Joint Local Plan helps to protect our waterbodies from further decline and supports their enhancement wherever possible.

4.48 The quality of watercourses can be affected by a range of factors including pollution and changes to water levels and flows. Climate change will also have an impact on water quality as drier summers and wetter winters alter water levels and flows. Warmer weather will also change water temperatures, which can affect delicate ecosystems. Development can negatively impact water quality in a range of different ways, for example:

- development can increase demand for water. As more water is taken from waterbodies, water levels and flows may change and the concentration of pollutants may increase.
- development can result in more rainwater draining from hard surfaces such as roads, pavements, car parks and driveways. This water can carry pollutants such as silt, grit, bacteria from animal faeces and oil that may enter surface water sewers that discharge directly into our rivers and streams.
- some development, for example industrial uses, can cause specific concerns (for example in relation to chemicals used).
- development can also result in more wastewater going to treatment works. This means that more treated wastewater may be released back into the environment, which still carries some pollutants. If wastewater infrastructure capacity is overwhelmed, there is also the risk that untreated wastewater may be released directly into rivers and streams, causing significant health and environmental risks.

4.49 Therefore, it is essential that there is sufficient wastewater infrastructure capacity available to serve development. Policy CE8 (Water quality, wastewater infrastructure and drainage) seeks to ensure that wastewater infrastructure capacity is appropriately assessed and, where capacity issues are identified, seeks to ensure alignment of development and infrastructure upgrades. The Water Cycle Study updated to inform the Joint Local Plan assesses wastewater infrastructure capacity and environmental impacts. It identifies that a number of wastewater infrastructure upgrades are required to support development in the districts,

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<sup>17</sup> South Oxfordshire and Vale of White Horse (2024) Water Cycle Study (WCS) Scoping Report (prepared by Wallingford HydroSolutions), available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

and this is also set out in the Infrastructure Delivery Plan<sup>18</sup>. Developers should engage with Thames Water, the wastewater service provider for South Oxfordshire and Vale of White Horse, at a very early stage of their proposals.

- 4.50 This policy also sets out drainage requirements for developments. Ensuring developments are supported by appropriate drainage solutions is important in helping to manage flood risk, protecting and enhancing water quality, and avoiding additional pressure on wastewater infrastructure. Sustainable drainage systems (SuDS) can also provide a wide range of additional benefits for people and nature and should be considered as part of a comprehensive approach to green infrastructure.

## Air quality

### Policy CE9 – Air quality

#### Protecting and enhancing air quality

- 1) Development must protect and enhance air quality through:
  - a) design that seeks to avoid negative impacts on air quality and/or exposure to poor air quality, both during construction and over the lifetime of development;
  - b) where it is not possible to entirely avoid negative impacts on air quality and/or exposure to poor air quality, design measures should be used to minimise negative impacts/exposure as far as possible, both during construction and over the lifetime of development;
  - c) provision of appropriate green infrastructure; and
  - d) regard to the councils' latest air quality developer guidance<sup>a</sup>.
- 2) Development, on its own or cumulatively<sup>b</sup>, should not result in the creation of any new areas that exceed national air quality objective levels or delay the date at which compliance will be achieved in areas that are currently in exceedance of national air quality objective levels<sup>c</sup>.

<sup>18</sup> South Oxfordshire and Vale of White Horse (2024) Infrastructure Delivery Plan, available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

- 3) Development in or affecting an Air Quality Management Area must be consistent with the latest Air Quality Action Plan.

### **Assessing air quality impacts**

- 4) Where development would introduce sensitive receptors<sup>d</sup> in areas of existing poor air quality and/or where major development is proposed an Air Quality Assessment will be required.
- 5) Development that involves significant demolition, construction or earthworks or that could result in significant dust impacts will be required to submit a dust assessment as part of the Air Quality Assessment.

### **Addressing air quality impacts**

- 6) If, after using design to avoid and minimise negative impacts on air quality and/or exposure to poor air quality, an Air Quality Assessment indicates that risks remain, proportionate mitigation will be required to reduce impacts/exposure to an acceptable level.
- 7) Where mitigation cannot fully eliminate risks and it can be demonstrated that the development is in the public interest, as a last resort, compensation in the form of contributions towards the delivery of measures identified in the Air Quality Action Plan will be secured via a planning obligation.
- 8) Where specific measures are required to manage dust, these will be secured either as part of a Construction Management Plan (if related to major development) or by condition (if related to minor development).

<sup>a</sup> Current guidance: South Oxfordshire District Council Air Quality Developer's Guidance, available at: [www.southoxon.gov.uk/wp-content/uploads/sites/2/2021/01/Air-Quality-Developer-Guidance-South-Oxfordshire.pdf](http://www.southoxon.gov.uk/wp-content/uploads/sites/2/2021/01/Air-Quality-Developer-Guidance-South-Oxfordshire.pdf). Vale of White Horse Air Quality Developer's Guidance, available at: [www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/environment-and-neighbourhood-issues/air-quality/air-quality/](http://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/environment-and-neighbourhood-issues/air-quality/air-quality/).

<sup>b</sup> The appropriate scope of any assessment of cumulative impacts will be considered on a case-by-case basis to be agreed with the council.

<sup>c</sup> National objectives are set out in The Air Quality Standards Regulations 2010. If national objectives are not met, or are at risk of not being met, an Air Quality Management Area must be declared.

<sup>d</sup> Sensitive receptors include uses such as nursing homes, schools, nurseries and crèches, hospitals, children's playing areas and playing fields.

4.51 Policy CE9 (Air quality) will help to protect and enhance air quality in South Oxfordshire and Vale of White Horse.

- 4.52 The councils regularly monitor air quality across the districts. There are currently three designated Air Quality Management Areas (AQMAs) in South Oxfordshire at Henley-on-Thames, Wallingford and Watlington. There are also currently three designated AQMAs in Vale of White Horse at Botley, Abingdon-on-Thames and Marcham. In these areas air pollution levels exceed national objective levels, primarily due to traffic congestion, historic settlement layouts (with narrow streets and street canyons) and limited alternative routes and modes of travel. The councils have adopted a joint Air Quality Action Plan (AQAP) that sets out how air quality will be improved in the AQMAs<sup>19</sup>. In recent years, most places in the districts have seen a consistent reduction in nitrogen dioxide, a key pollutant mainly linked to emissions from combustion engine vehicles. This means that some of our AQMAs have improved enough that this status may be removed in due course.
- 4.53 The councils' Air Quality Developer Guidance provide additional detail on what a site-specific Air Quality Assessment should consider (where this is required). It also provides advice on how developments can be designed to avoid negative impacts on air quality and/or exposure to poor air quality, as well as mitigation options.
- 4.54 Oxfordshire County Council, in collaboration with the district and city councils and other stakeholders, have produced a countywide Air Quality Strategy 2023-2050<sup>20</sup>. This sets out a vision and objectives for improving air quality in Oxfordshire and has three core areas of focus:
- reducing emissions of indoor and outdoor air pollution;
  - extending the distance between air pollution sources and people; and
  - protecting those most at risk.
- 4.55 Consideration will need to be given to how green infrastructure in developments can be appropriately used to help protect and enhance air quality. It is recognised that at a street scale, planting can be very helpful in controlling the flow and distribution of pollutants. The appropriate approach to green infrastructure should be site-specific, taking account of the design and layout of streets and surrounding development.

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<sup>19</sup> South Oxfordshire and Vale of White Horse (2023) Joint AQMA, available at: <https://www.southoxon.gov.uk/south-oxfordshire-district-council/environment-and-neighbourhood-issues/air-quality-2/air-quality/> and <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/environment-and-neighbourhood-issues/air-quality/air-quality/>

<sup>20</sup> Oxfordshire County Council (2023) Air Quality Strategy 2023-2050, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/environment-and-planning/OxfordshireCountyCouncilCleanAir2023to2030.pdf>

## Pollution sources and receptors

### Policy CE10 – Pollution sources and receptors

#### Impact of existing pollution on new development

- 1) Development proposals should be appropriate to their location and should be designed to ensure that the occupiers of a new development will not be subject to individual and/or cumulative adverse affect(s) of pollution.
- 2) Proposals will need to avoid or provide details of proposed mitigation methods to protect occupiers of a new development from the adverse impact(s) of pollution.
- 3) Unless there is a realistic potential for appropriate mitigation, development will not be permitted if it is likely to be adversely affected by pollution. Factors can include, but are not limited to:
  - a) noise or vibration;
  - b) smell, dust, odour, gases and other emissions;
  - c) air pollution, contamination of the site or its surroundings (see Policy CE12 (Soils and contaminated land)) and hazardous substances nearby;
  - d) artificial light (see Policy CE11 (Light pollution and dark skies));
  - e) land instability; and
  - f) any other relevant types of pollution.

#### Impact of new development on health, nature and neighbouring environments

- 4) Development proposals must be designed to ensure that they will not result in significant adverse impacts on human health, the natural or historic environment and/or the amenity of neighbouring uses. Both individual and cumulative impacts of development will be considered when assessing development proposals. The merits of development



proposals will be balanced against the adverse impact on human health, the natural and historic environment and/or local amenity, including the following sources of pollution:

- a) noise or vibration;
- b) smell, dust, odour, gases and other emissions;
- c) air pollution, contamination of the site or its surroundings (see Policy CE12 (Soils and contaminated land)) and hazardous substances nearby;
- d) artificial light (see Policy CE11 (Light pollution and dark skies));
- e) land instability; and
- f) any other relevant types of pollution.

#### **Agent of Change**

- 5) Planning proposals must acknowledge the agent of change principle and ensure new development is designed to mitigate any potential adverse impacts from established noise and other nuisance-generating uses. Proposals must ensure these uses are able to continue to operate and grow without restriction.

#### **Hazardous Substances**

- 6) Proposals for development which involves the use, movement or storage of hazardous substances will be referred to the Health and Safety Executive and/or the Environment Agency.
- 7) Proposals for development within the vicinity of an installation or pipeline involving hazardous substances or activities will be referred to the Health and Safety Executive and/or the Environment Agency.
- 8) In the case of either 6 or 7, development will only be permitted if the impact on health and safety of occupants of that development is acceptable.

- 9) The council will seek to reduce the potential for conflicting land uses and promote safety of people and protection of the environment.

### **Nuclear Restoration Services (NRS) Harwell**

- 10) All development proposals within the boundary of the NRS Harwell nuclear licensed site will be referred to the Office for Nuclear Regulation (ONR). The following proposals for development within the Outer Consultation Zone (OCZ) for NRS Harwell (as shown on the Policies Map) will also be referred to ONR:
- a) any new residential development of 200 dwellings or greater;
  - b) any re-use or re-classification of an existing development that will lead to a material increase in the size of an existing development (greater than 500 persons);
  - c) any new non-residential development that could introduce vulnerable groups to the OCZ; and
  - d) any new development, re-use or re-classification of an existing development that could pose an external hazard to the site.

- 4.56 New development should be designed and located appropriately so that no adverse impacts arise from either existing or potential pollution sources. Policy CE10 (Pollution sources and receptors) will ensure that new development considers any potential adverse impacts from sources of pollution and mitigates these where appropriate.
- 4.57 “Pollution” is a common adverse impact of development, and includes anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. The term “pollution” covers a variety of potential sources listed in this policy, including noise, vibration, odour and dust, as well as other relevant pollutants such as light and air pollution which are covered in more detail by their own policies.
- 4.58 Planning applicants for development within 800m of an existing sewage treatment works or within 15m of a sewage pumping station, should liaise with Thames Water to establish if an odour impact assessment is required, completed with the input of Thames Water. The odour impact assessment should confirm that:

- a) there is no adverse amenity impact on future occupiers of the proposed development; or
- b) the development can be mitigated to ensure that any potential for adverse amenity impact is avoided.

- 4.59 This policy also includes a requirement relating to the agent of change principle, which applies where the operation of an existing business or community facility could have a significant adverse affect on new development in its vicinity (including changes of use). The applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed. This helps to ensure that the responsibility of mitigating existing noise and other nuisance-generating uses is placed on the new development, rather than existing businesses or facilities.
- 4.60 Green infrastructure can be utilised to mitigate the impacts of pollution, particularly to mitigate noise and air quality impacts. The integration of greening interventions, if implemented correctly, can have significant noise abatement benefits which should be considered. Green infrastructure can also help to improve air quality where it is provided along key transport corridors to reduce impacts from vehicle emissions.
- 4.61 This policy also ensures that the health and safety of occupants is prioritised when applications involving hazardous substances are considered. It sets out when applications will need to be referred to the Health and Safety Executive and/or the Environment Agency where relevant, or in circumstances relating to Nuclear Restoration Services (NRS) Harwell, when a referral to the Office for Nuclear Regulation (ONR) is needed.

## Light pollution and dark skies

### **Policy CE11 – Light pollution and dark skies**

- 1) All proposals for development should be designed to minimise light pollution, both external lighting and as a consequence of light leakage from the interior of buildings. Proposals should be accompanied by a lighting design proportionate to the scale of the development.
- 2) Proposals for external lighting schemes will be permitted if they meet the following criteria:
  - a) the lighting shows a clear need and justification;

- b) the lighting proposed is the minimum appropriate for its purpose;
- c) they satisfy requirements set out in the South Oxfordshire and Vale of White Horse Lighting Design Guidance. This should be in accordance with their Environmental Zone (where relevant) as shown on the Policies Map or equivalent up to date document);
- d) where appropriate, that the lowest possible illuminance is achieved for the task and it has considered appropriate professional standards;
- e) it is demonstrated that the number, luminous flux, intensity and height and timing of lighting is necessary to achieve its locationally appropriate purpose is proposed;
- f) suitable timing and control systems are in place to ensure light is only on when needed;
- g) it has been designed to minimise light glare, light trespass and spillage into neighbouring properties and would not dazzle or distract drivers or pedestrians using nearby highways;
- h) it has been designed to minimise sky glow by the appropriate use of luminaires with zero upward light;
- i) the lighting uses the best available technology and solutions to minimise light pollution and conserve energy;
- j) the lighting achieves the lowest appropriate colour temperature for its location and biodiversity;
- k) the lighting scheme would not be visually detrimental to its immediate or wider setting or to landscape character, particularly intrinsically dark landscapes;
- l) it is not a nuisance and does not adversely impact living conditions;
- m) it does not have an adverse impact on attractive and/or sensitive views or from vantage points;
- n) it is designed to minimise disturbance to wildlife, biodiversity and their food sources; and
- o) any development affecting protected species or habitats or in close proximity, follows relevant specific guidance on lighting.

- 3) Proposals for external lighting within areas of the dark light environmental zone (E1) will only be permitted where they adhere to the above requirements and where they can demonstrate that there will be no significant<sup>a</sup> adverse effects on the visibility of the night sky or its intrinsically dark landscapes.
- 4) Within National Landscapes (formerly AONBs), proposals for development should reflect the guidance set out in the North Wessex Downs Position Statement on Dark Skies and Artificial Light<sup>b</sup> and supporting guidance found in Dark Skies of North Wessex Downs AONB: A Guide to Good External Lighting<sup>c</sup>, as well as lighting guidance set out in the Chilterns AONB Management Plan<sup>d</sup> (or any future equivalent guidance of those listed).
- 5) In addition to other requirements set out in this policy, proposals within areas of the dark light environmental zone (E1) will be required to meet the following principles to reduce internal light spill through glazing:
  - a) glazing should not exceed 25% of the wall area;
  - b) avoid single continuous areas of glazing such as multi-floor to eaves glazing;
  - c) glazing should not be on roofs or ceilings without sufficient mitigation;
  - d) a maximum target upper visible light transmission (VLT) limit of 0.65 +/-0.05 should be applied in all glazing applications; and
  - e) high impact commercial greenhouses or equivalent buildings or structures should be avoided.
- 6) Where possible, development proposals are encouraged to support the restoration and improvement of areas to enhance and or extend dark skies, and/or upgrade existing sources of light pollution on, and/or in, the vicinity of the development to reduce light pollution in the area.

<sup>a</sup> The level of significant adverse impacts depends on the design, extent and surrounding environment. Plans should provide an assessment of adverse impact.

<sup>b</sup> North Wessex Downs AONB (2021) Position Statement on Dark Skies and Artificial Light, available at: [www.northwessexdowns.org.uk/wp-content/uploads/2021/11/Position-Statement-on-Dark-Skies-and-Artificial-Light-Final.pdf](http://www.northwessexdowns.org.uk/wp-content/uploads/2021/11/Position-Statement-on-Dark-Skies-and-Artificial-Light-Final.pdf)

<sup>c</sup> North Wessex Downs AONB (2021) A Guide to Good External Lighting, available at: [www.northwessexdowns.org.uk/wp-content/uploads/2021/11/Lighting\\_Guide\\_07-05\\_MEDRES.pdf](http://www.northwessexdowns.org.uk/wp-content/uploads/2021/11/Lighting_Guide_07-05_MEDRES.pdf)

<sup>d</sup> Chilterns Conservation Board (2019) Chilterns AONB Management Plan, available at: [www.chilternsaonb.org/what-we-do/future-proofing-the-chilterns/management-plan/](http://www.chilternsaonb.org/what-we-do/future-proofing-the-chilterns/management-plan/)

- 4.62 Light pollution is known to have a significant impact on both wildlife and humans. Our districts are predominately rural, so it is important to minimise light pollution to reduce the impact on our environment, nature, people and landscapes. The darkest areas of our districts are those areas with little to no light pollution, often known as “dark skies” areas. Their darkness is an important element of landscape character and tranquillity, and as a result they are particularly vulnerable to light pollution.
- 4.63 Policy CE11 (Light pollution and dark skies) will help to minimise light pollution across our districts and protect our darkest skies from the impacts of light pollution. Where possible, this policy will also support the restoration and improvement of areas to enhance and or extend the districts' dark skies.
- 4.64 To protect the dark skies in our districts, we commissioned a Dark Skies Assessment. This identifies the darkest areas of our districts which need the strongest protection from light pollution, and it also identifies how polluted the other areas of our districts are from light, so we can prevent light pollution worsening in all areas.
- 4.65 The Dark Skies Assessment used satellite data to measure and map the sky quality of the districts. This can be found on the Policies Map, which shows that there are areas of good sky quality across South and Vale where the milky way is visible, but that there is also light pollution present. This assessment also established ambient lighting environment zones (E-zones) based upon the satellite data (also found on the Policies Map), which reflect the environmental zones already defined by the ILP (Institute of Lighting Professionals)<sup>21</sup>. These zones help to inform the recommended lighting appropriate for these areas. The environmental zones are as follows, from darkest to brightest:
- Natural dark zone (E1)
  - Rural low district brightness zone (E2)
  - Suburban medium district brightness (E3)
  - Urban high district brightness zone (E4)
- 4.66 The districts mostly have areas of E1 zones with E2 and E3 zones in and around urban areas. However, whilst this mapping establishes general zones, it does not always reflect the level of lighting development and control of light pollution is needed in these areas. Applicants should always aim to reduce light pollution as much as possible whichever zone the development falls within, only using the minimum lighting necessary for the purpose of the scheme, and only where needed and justified. The

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<sup>21</sup> Institution of Lighting Professionals (2021) Guidance Note 1 for the reduction of obtrusive light, available at: <https://theilp.org.uk/publication/guidance-note-1-for-the-reduction-of-obtrusive-light-2021/>

councils may also determine that the development needs to be designed to a zone lower than the one it is situated in, in order to adequately address light pollution. This policy has been shaped using the five principals of responsible outdoor lighting at night (ROLAN)<sup>22</sup> which should be taken into account when considering lighting for new developments.

- 4.67 The councils also have a comprehensive Lighting Design Guidance to support this policy and provide information about what applicants should include in their applications. The Lighting Design Guidance sets out industry best practice requirements to reduce light pollution district wide and foster a positive behavioural change that does not negatively impact dark skies. This means applicants should be addressing the impacts of light pollution beyond the immediate areas to be lit and ensuring that relevant standards, other professional guides set out in the Lighting Design Guidance are followed. This policy also requires applicants to submit a lighting design at a scale proportionate to the development. This design should be informed by the Lighting Design Guidance and should follow the relevant structure for a lighting design as set out in the guidance, including being accompanied with relevant checklists where appropriate.

## Soils and contaminated land

### Policy CE12 – Soils and contaminated land

#### Protecting and enhancing soils

- 1) Development should be directed to suitable brownfield land wherever possible. Where development of agricultural land is demonstrated to be necessary, areas of poorer quality land (Agricultural Land Classification grades 3b, 4 and 5) should be preferred to those of a higher quality (grades 1, 2 and 3a). Proposals for development on the best and most versatile agricultural land<sup>a</sup> must include a soil handling plan and sustainable soil management strategy based on detailed soil surveys.
- 2) Development must recognise and seek to protect the many benefits provided by soils (including for ecological connectivity, carbon storage and drainage). Harm to soils of high environmental value (such as wetland and peatland) must be avoided.

<sup>22</sup> DarkSky (2022) Responsible Outdoor Lighting at Night (ROLAN) manifesto for lighting, available at: <https://darksky.org/news/responsible-outdoor-lighting-at-night-rolan-manifesto-for-lighting/>

- 3) Development in South Oxfordshire and Vale of White Horse must protect and enhance soils and the ecosystem services they provide by:
- a) minimising soil disturbance;
  - b) taking opportunities to remediate despoiled, degraded, derelict or contaminated land;
  - c) taking opportunities to reuse soil on site wherever possible, to avoid the need to manage waste off site;
  - d) maximising permeable surfaces that allow water to infiltrate and soil to respire;
  - e) minimising soil compaction, the addition of low-quality fill dirt, burying waste on site and the erosion of unprotected topsoil, particularly on areas identified for the provision of green infrastructure; and
  - f) protecting, separating, and preserving the topsoil during construction by avoiding mixing, inverting or burying it, and where topsoil is to be stored, the size of the bunds should be limited to avoid anoxic conditions in the centre of large bunds which degrade soils.

#### **Assessing land contamination**

- 4) Where land is known or suspected of being contaminated, any planning application will require at least a Phase One Contaminated Land Preliminary Risk Assessment prepared in accordance with the councils' latest guidance<sup>b</sup>.
- 5) Where there is currently no information to suggest that contaminated land may be present, any planning application proposing uses that are particularly vulnerable to contamination<sup>c</sup> must be accompanied by a Contaminated Land Questionnaire<sup>d</sup>.
- 6) Development should be designed to ensure that it will not contribute to land contamination. The individual and cumulative impacts of development on human health, groundwater and surface water, and the wider natural environment will be considered when assessing development proposals.



## Addressing land contamination

- 7) If a proposal would otherwise result in an unacceptable level of risk to human health, groundwater and surface water and/or the wider natural environment from land contamination, applicants must provide proportionate remediation or mitigation to reduce risk to an acceptable level.

## Land Stability

- 8) Development should not contribute to, or be put at unacceptable risk from, land instability. Where it applies, consideration should be given to South Oxfordshire District Council's Karst Susceptibility Hazard Map, available to view as part of the Policies Map.

<sup>a</sup> *The best and most versatile agricultural land is land in grades 1, 2 and 3a of the Agricultural Land Classification.*

<sup>b</sup> *The councils' current guidance is The Oxfordshire Contaminated Land Group Consortium (2020) Oxfordshire Planning advice note, Dealing with contamination during development: A guide for developers (Version 4), available at: <http://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2021/07/Oxfordshire-Planning-Advice-Note-Revision-Dec20-v2.pdf>*

<sup>c</sup> *Uses classed as particularly vulnerable to land contamination include residential housing, nursing homes, allotments, schools, nurseries and crèches, children's playing areas and playing fields.*

<sup>d</sup> *Oxfordshire City Council, South Oxfordshire District Council and Vale of White Horse District Council Contaminated Land Questionnaire, available at: <https://www.southoxon.gov.uk/south-oxfordshire-district-council/environment-and-neighbourhood-issues/environmental-advice/contaminated-land/> and [www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2021/07/2020-Contaminated-Land-Questionnaire.pdf](http://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2021/07/2020-Contaminated-Land-Questionnaire.pdf).*

- 4.68 South Oxfordshire and Vale of White Horse are predominantly rural districts, with large amounts of land in agricultural use. Protecting our best and most versatile agricultural land is an important part of ensuring food security and reducing food miles. It is important that appropriate weight is given to the possible loss of this finite resource in planning decisions, particularly as mitigation is often not possible.
- 4.69 More widely, it is also important to recognise soil as a valuable natural resource. Soil performs several important ecosystem services including supporting the districts' biodiversity, food growing, carbon sequestration and water storage. It is important to protect land with the best quality soils from development and, in places where development is permitted, to avoid harm to soils (such as loss and compaction).

- 4.70 The quality of our soils and land can be harmed by contamination. This includes legacy contamination from previous land uses. It is important that our communities and natural environment (including groundwater) and are protected from land contamination risks.
- 4.71 Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner. Proposals should avoid or provide assessments of and mitigation for all significant adverse impacts. Further information on requirements and standards is available from the councils' Environmental Protection Team.

## Minerals safeguarding areas

### Policy CE13 – Minerals safeguarding areas

- 1) Development in a Minerals Safeguarding Area that would prevent or otherwise hinder the possible future working of the mineral will only be permitted where it can be shown that:
  - a) the site has been allocated for development in the Joint Local Plan or a made neighbourhood plan; or
  - b) the need for the development outweighs the economic and sustainability considerations relating to the mineral resource; or
  - c) the mineral will be extracted prior to the development taking place, where it is proportionate, practical and environmentally feasible to so.
- 2) Consideration will be given to the Minerals and Waste Local Plan<sup>a</sup> in determining planning applications for non-minerals development in Minerals Safeguarding Areas.
- 3) The minerals planning authority, Oxfordshire County Council, will be consulted on all planning applications for development within a Minerals Consultation Area.

<sup>a</sup> Oxfordshire County Council (2017) Minerals and Waste Local Plan, available at <https://www.oxfordshire.gov.uk/residents/environment-and-planning/planning/planning-policy/minerals-and-waste-policy>

- 4.72 Minerals form as a result of natural geological processes. They have an essential role in providing the infrastructure, buildings, energy and goods that communities need. However, they are also a finite natural resource that needs to be carefully managed.
- 4.73 Policy CE13 (Minerals safeguarding areas) helps to ensure that mineral resources in the districts (mainly natural deposits of sand and gravel) are appropriately safeguarded in planning decisions, in combination with the Minerals and Waste Local Plan produced by Oxfordshire County Council as the mineral planning authority.
- 4.74 The Minerals and Waste Local Plan identifies Minerals Safeguarding Areas, which are areas with known mineral resources where it is desirable to avoid non-minerals development from needlessly preventing the future extraction of mineral resources. It also identifies Minerals Consultation Areas, where district councils need to consult the county council on planning applications for non-minerals development. Oxfordshire County Council determines planning applications for minerals development.

## Chapter 5 – Spatial strategy and settlements



## 5. Spatial strategy and settlements

### Introduction

- 5.1 This chapter sets out our spatial strategy, settlement hierarchy and strategic policies for the largest settlements in both districts.
- 5.2 The spatial strategy is an important policy at the heart of the plan. It sets out clearly where new development will be promoted and where it will be limited to meet the objectives of the plan, like encouraging sustainable travel and protecting our communities and the environment. South Oxfordshire and Vale of White Horse are working together to create this Joint Local Plan, and this provides a new wider geography for the spatial strategy. The districts are very similar in many ways, both are predominantly rural with National Landscapes (formerly AONBs) and Green Belt, with some main towns and market towns and many villages of varying sizes.
- 5.3 The spatial strategy takes account of the Oxfordshire Strategic Vision<sup>23</sup> to 2050, which is a long-term vision for long-term sustainable development, prepared by all the councils in Oxfordshire working together through the Future Oxfordshire Partnership. We can help deliver the vision alongside our own, by ensuring that we reflect it within the spatial strategy and strategic policies of the Joint Local Plan.
- 5.4 We have created an aligned settlement hierarchy for both districts which categorises the settlements in terms of their access to services and facilities. The more sustainable settlements with close links between housing, jobs and services are ranked as higher tiered settlements, and the settlements with less access to services and facilities are classified as being lower tiered settlements in the hierarchy. Each tier of settlement has a different strategic role which is identified within the spatial strategy.
- 5.5 High level strategic policies for each of the largest settlements in the districts feature in this chapter. These policies establish the strategy for neighbourhood plans or proposals for development to reflect.

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<sup>23</sup> Oxfordshire Strategic Vision to 2050 (2021), available at: [futureoxfordshirepartnership.org/wp-content/uploads/2021/10/Strategic-Vision\\_V0.7.pdf](https://futureoxfordshirepartnership.org/wp-content/uploads/2021/10/Strategic-Vision_V0.7.pdf)

## List of policies in this chapter

- Policy SP1: Spatial strategy
- Policy SP2: Settlement hierarchy
- Policy SP3: The strategy for Didcot Garden Town
- Policy SP4: A strategy for Abingdon-on-Thames
- Policy SP5: A strategy for Faringdon
- Policy SP6: A strategy for Henley-on-Thames
- Policy SP7: A strategy for Thame
- Policy SP8: A strategy for Wallingford
- Policy SP9: A strategy for Wantage

## Spatial strategy

### Policy SP1 – Spatial strategy

- 1) We will conserve and enhance the special qualities of our nationally protected landscapes, the Chilterns and North Wessex Downs National Landscapes.
- 2) We will maintain the openness of the Oxford Green Belt. Development in the Green Belt will be considered in accordance with the National Planning Policy Framework. Development on Green Belt land will be restricted to ensure it continues to fulfil the five purposes of the Green Belt. Substantial weight will be given to any harm to the Green Belt when assessing planning applications.
- 3) Within Science Vale, we will continue to deliver development, through housing at the sites allocated in this plan and sustainable economic development at Culham Campus, Harwell Campus and Milton Park.
- 4) At the Garden Communities of Didcot, Berinsfield and Dalton Barracks we will support housing and some economic development to achieve holistically planned new or regenerated settlements which enhance the natural environment, tackles climate change and provide high quality affordable housing and locally accessible jobs in beautiful, healthy and sociable communities.

- 5) We will support new development on well-located brownfield sites, and identify a new brownfield site allocation at Dalton Barracks.
- 6) For windfall housing developments, we will support sustainable locations that maximise brownfield land redevelopment opportunities and are appropriate to the site's location within the settlement hierarchy defined in Policy SP2 (Settlement hierarchy). Development of the types described in Policy SP2 will be supported within the built-up area of highest tiered settlements of Tiers 1, 2, 3, with Tier 4 limited to brownfield sites, replacement dwellings or subdivision.
- 7) On brownfield land at Tiers 1 to 4 of the settlement hierarchy we will encourage employment proposals where they will secure the redevelopment of existing employment sites.
- 8) Development in the countryside, including areas outside of existing built-up areas, will not be appropriate unless specifically supported by other relevant policies as set out in the development plan or national policy, for example we will support rural exceptions site housing and rural workers' dwellings to come forward.
- 9) We will support the delivery of viable and developable existing site allocations and commitments in the local plans and neighbourhood plans that haven't been completed yet. All housing and employment sites are listed within chapter 8 and Policy JT1 (Meeting employment needs).
- 10) We will allocate sufficient sites to meet the existing agreed unmet housing needs of Oxford.
- 11) We will support our communities with the preparation of neighbourhood plans that will reinforce the achievement of this spatial strategy, and we will support ambitious neighbourhood plans that may want to achieve something specific. Thame has an outstanding identified housing requirement of at least 143 homes<sup>a</sup>. All other designated neighbourhood areas have a zero outstanding requirement, although communities can choose to exceed this when preparing neighbourhood development plans and neighbourhood development orders.
- 12) We will take a positive approach when considering development proposals that reflect the presumption in favour of sustainable development contained in the National Planning Policy Framework.

<sup>a</sup> Correct as of 1 April 2023

- 5.6 Our spatial strategy sets out how and where we will meet the need for homes, jobs and other types of development in the districts. It provides a plan-led and strategic approach, rooted in an understanding not just of the characteristics of our districts but of our location and importance in the wider geography.
- 5.7 Our spatial strategy protects National Landscapes and Green Belt recognising they are among our top assets. The spatial strategy guides new development to the Science Vale area, to our Garden Communities and to locations in the highest tiers of the settlement hierarchy (Tiers 1, 2 and 3 as set out in Policy SP2 (Settlement hierarchy)) and therefore supports homes and jobs where there are existing jobs, services and well-connected facilities. In smaller settlements (Tier 4), some more specific brownfield development is also appropriate within the built-up area. In places below that tier, our strategy restricts most types of development to protect the countryside, reduce the need to travel and help people shift towards more sustainable travel patterns. This strategy supports the approach taken in the Oxfordshire Local Transport and Connectivity Plan<sup>24</sup> to promote development where there are the best chances of reducing the need to travel by private car. We want the Joint Local Plan to contribute towards the delivery of a net zero transport system.
- 5.8 We have also given the strategy a brownfield focus, supporting the redevelopment of well-located brownfield land to encourage renewal and regeneration where it helps to reduce the need to travel. The preferred strategy also encourages development for employment uses at existing allocated sites where viable and deliverable, other employment sites, and employment on brownfield land, where services and facilities already exist or are already planned (Tiers 1 to 4 of the proposed settlement hierarchy).
- 5.9 Our plan covers the period from 2021 to 2041 and our strategy builds on the difficult decisions taken to allocate large sites for development in our previous local plans, including releasing some large areas of land from the Green Belt. Some of our large strategic sites and new Garden Communities will keep delivering homes and jobs well after the end of the last plan periods, and we will see these plans through to completion where they remain viable and developable. Each site is different, but broadly they are well located close to Tier 1, 2 or 3 settlements, with established opportunities to support good quality connectivity, or offer a chance for brownfield redevelopment near to a higher tier settlement in the settlement hierarchy. Some of the sites have opportunities for links to Oxford or other towns or larger villages or they are near key routes. We agreed to meet a proportion of Oxford's unmet housing need in our previous local plans for South Oxfordshire and Vale of White Horse, and our spatial

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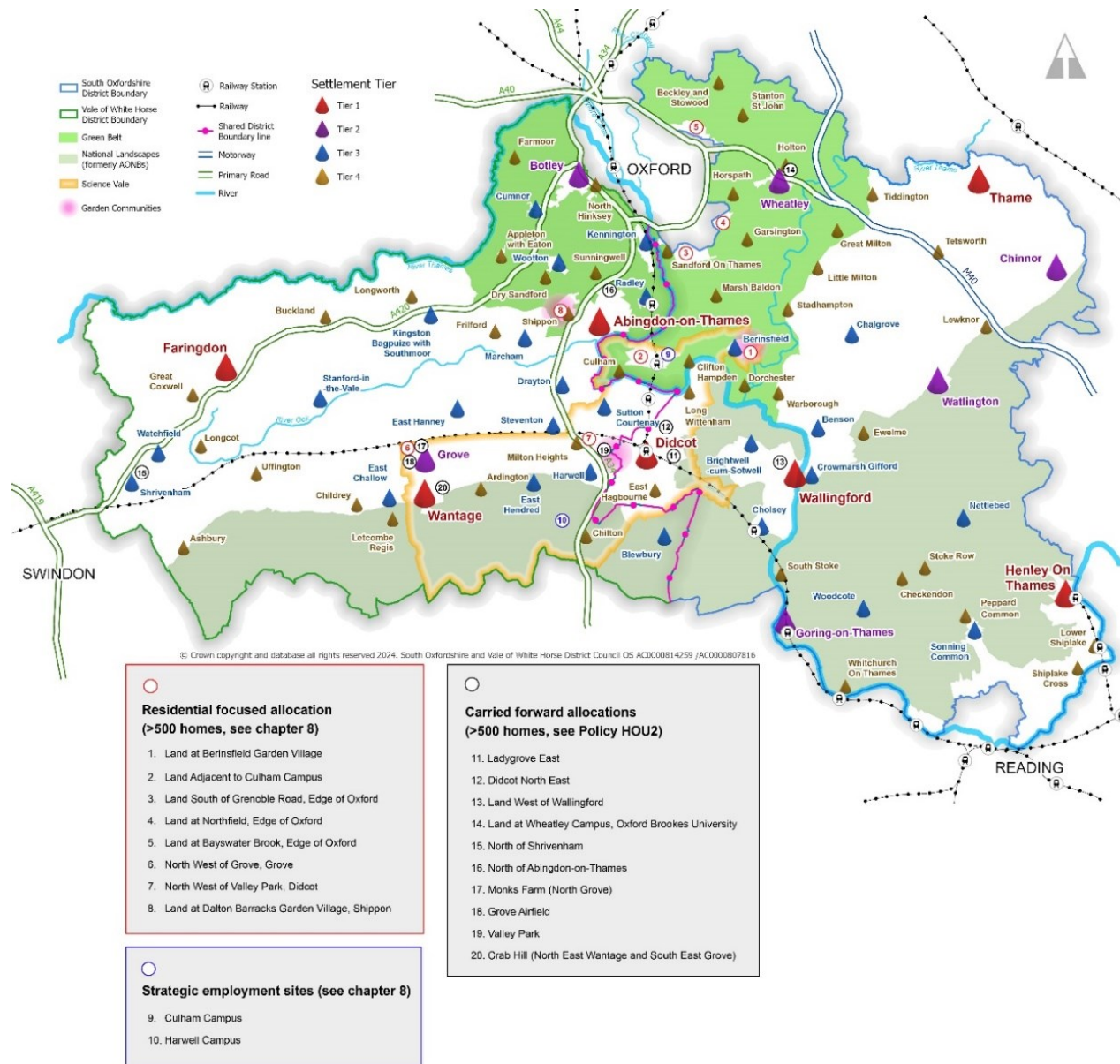
<sup>24</sup> Oxfordshire County Council (2022) Oxfordshire Local Transport and Connectivity Plan, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/LocalTransportandConnectivityPlan.pdf>



strategy maintains our commitment to that agreement. Beyond that we do not propose to amend the spatial strategy's expectations for growth related to the unmet needs of other authorities unless it is fully evidenced and justified to do so.

- 5.10 Since neighbourhood planning was introduced through the Localism Act in 2011, our communities have been at the forefront of successful local decision-making through neighbourhood plans, and we are proud to continue supporting this into the future. In the South Oxfordshire Local Plan adopted in 2020, some towns and villages were given development targets for neighbourhood plans to achieve, so that communities could make their own decisions about which sites should be developed. That last round of neighbourhood plans addressing the targets have mostly been completed, with just Thame to finish its neighbourhood plan review, which is now well advanced at the examination stage. We want to support neighbourhood plans to bring forward any outstanding planned development. Our spatial strategy encourages new neighbourhood plan production and gives communities flexibility to justify going further than the spatial strategy to support ambitious ideas to deliver something specific in their local communities where they want to. For example, Long Wittenham Neighbourhood Plan in 2022 allocated housing where none was required in order to deliver a much-wanted community hub.

# Key Diagram



## Settlement hierarchy

### **Policy SP2 – Settlement hierarchy**

Development will be required to comply with the spatial strategy set out in Policy SP1 (Spatial strategy).

In addition to the kinds of development shown for each tier below, development may be supported by other relevant policies set out in the development plan or by national policy, for example through allocations (in this plan or neighbourhood development plans), on rural exceptions sites and rural workers' dwellings.

The settlement hierarchy is split into 4 tiers as shown in the settlement hierarchy table. Each tier of settlement has a different strategic role as follows:

#### **Tier 1 Settlements**

Settlements which have the ability to support the most sustainable patterns of living through their current levels of facilities, services and employment opportunities. These settlements have a full range of services and a good level of accessibility by public transport.

There is a presumption in favour of sustainable development within the built-up area<sup>a</sup> of Tier 1 settlements.

#### **Tier 2 Settlements**

Larger settlements or neighbourhoods to larger settlements with a broad range and level of access to facilities, services and local employment. These settlements provide opportunities for sustainable development for their own populations and a wider rural catchment area.

Within the built-up area<sup>a</sup> of these settlements: brownfield development, infill development, backland development, replacement dwellings or subdivision<sup>b</sup> is appropriate in principle.

### **Tier 3 Settlements**

Large settlements with a level of access to facilities, services and local employment to provide the next best opportunities for sustainable development outside of Tier 1 and 2 settlements.

Within the built-up area of these settlements: brownfield development, infill development, replacement dwellings or subdivision is appropriate in principle.

### **Tier 4 Settlements**

Settlements with a more limited range of employment, services and facilities.

Within the built-up area of these settlements: development is limited to brownfield sites, replacement dwellings or subdivision.

### **The Countryside**

Anywhere not included within the table below forms part of the countryside, as does land outside of the existing built-up areas of Tier 1-4 settlements.

Development in the countryside will not be appropriate unless specifically supported by other relevant policies as set out in the development plan or national policy, or comprising a replacement dwelling consistent with its location in the countryside.

<sup>a</sup> For Tier 1 and Tier 2 settlements in Vale; the built-up area is defined by the Settlement Boundaries shown on the Policies Map. There is no settlement boundary defined for Botley, as the Oxford Green Belt provides a policy limit on development around the settlement.

<sup>b</sup> Subdivision of a building rather than a plot

### Settlement hierarchy table

Tier in Hierarchy	South Oxfordshire settlements	Vale of White Horse settlements
1	Didcot Henley-on-Thames Thame Wallingford	Abingdon-on-Thames Faringdon Wantage
2	Chinnor Goring-on-Thames Watlington Wheatley	Botley Grove
3	Benson Berinsfield Brightwell-cum-Sotwell Chalgrove Cholsey Crowmarsh Gifford Nettlebed Sonning Common Woodcote	Blewbury Cumnor Drayton East Challow East Hanney East Hendred Harwell Kennington Kingston Bagpuize with Southmoor Marcham Radley Shrivenham Stanford-in-the-Vale Steventon Sutton Courtenay Watchfield Wootton
4	Beckley And Stowood Checkendon Clifton Hampden	Appleton with Eaton Ardington Ashbury

<ul style="list-style-type: none"> <li>Culham</li> <li>Dorchester-on-Thames</li> <li>East Hagbourne</li> <li>Ewelme</li> <li>Garsington</li> <li>Great Milton</li> <li>Holton</li> <li>Horspath</li> <li>Lewknor</li> <li>Little Milton</li> <li>Long Wittenham</li> <li>Lower Shiplake</li> <li>Marsh Baldon</li> <li>Peppard Common</li> <li>Sandford-on-Thames</li> <li>Shiplake Cross</li> <li>South Stoke</li> <li>Stadhampton</li> <li>Stanton St John</li> <li>Stoke Row</li> <li>Tetsworth</li> <li>Tiddington</li> <li>Warborough</li> <li>Whitchurch-on-Thames</li> </ul>	<ul style="list-style-type: none"> <li>Buckland</li> <li>Childrey</li> <li>Chilton</li> <li>Dry Sandford</li> <li>Farmoor</li> <li>Frilford</li> <li>Great Coxwell</li> <li>Letcombe Regis</li> <li>Longcot</li> <li>Longworth</li> <li>Milton Heights</li> <li>North Hinksey</li> <li>Shippon</li> <li>Sunningwell</li> <li>Uffington</li> </ul>
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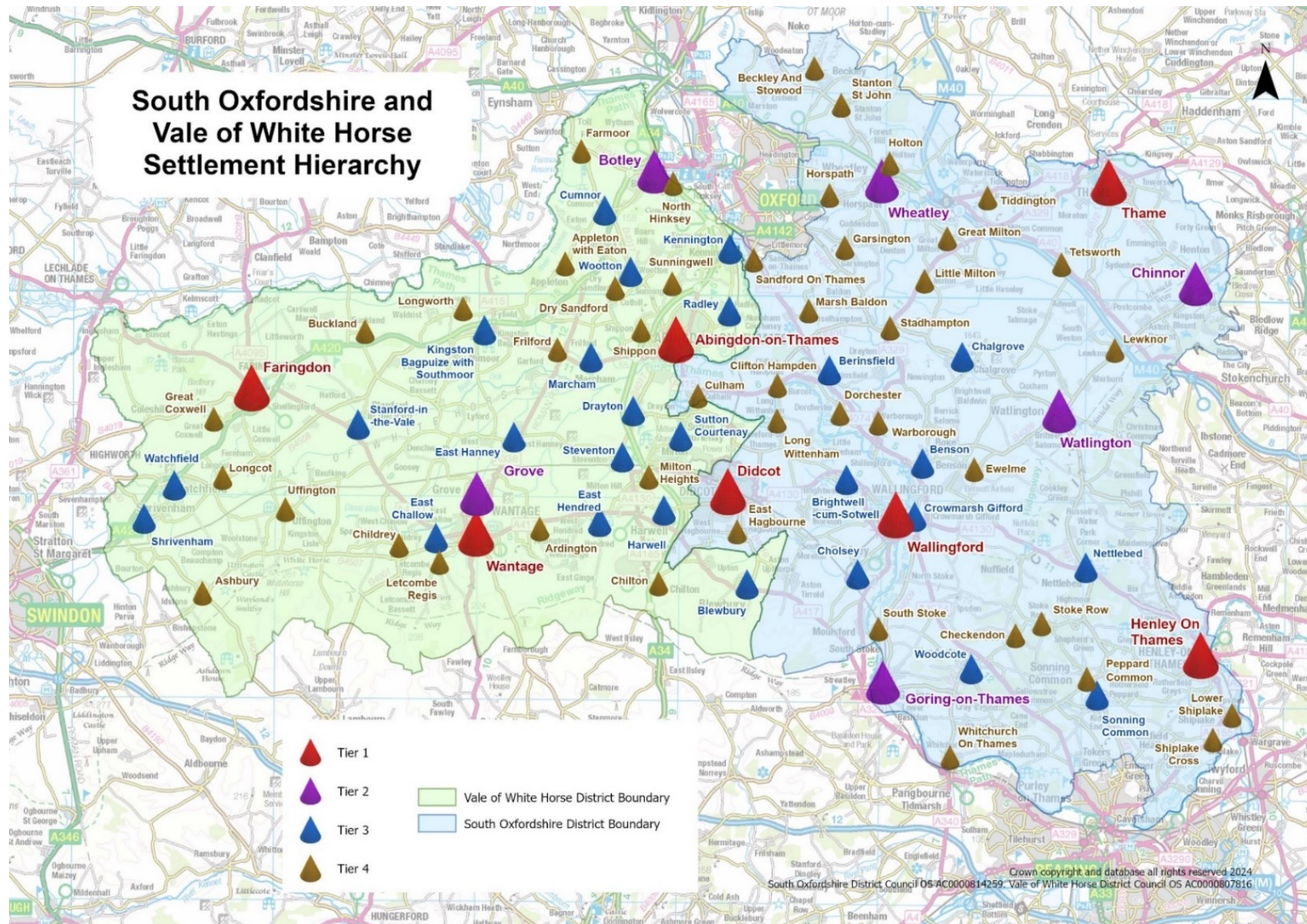
5.11 Our vision and objectives recognise the rural nature of our districts and the importance of our rural settlements in contributing to what makes our districts such a beautiful and prosperous place to live. Our strategy for the Joint Local Plan is to continue to ensure that all our communities thrive and that everyone has access to services within a short distance. This is achieved through our network of settlements and the settlement hierarchy, which ensures new facilities, homes and jobs are focused on the more sustainable locations of the districts.

- 5.12 The settlement hierarchy categorises the settlements within South Oxfordshire and Vale of White Horse based on their access to services and facilities at a point in time. The settlement hierarchy defines settlements into four tiers based on an assessment of the range and scale of services and facilities within each of the settlements, while also considering the proximity and connectivity between settlements through cycling, walking and public transport; to support the aims of the Oxfordshire Local Transport and Connectivity Plan.
- 5.13 Settlements with similar characteristics are grouped together within a tier. The more sustainable settlements with close links between housing, jobs and services are categorised as higher tiered settlements, and the settlements with less access to services and facilities are classified as being lower tiered settlements in the hierarchy.
- 5.14 Each tier of settlement has a different strategic role which is identified within the spatial strategy.
- 5.15 We want to support a shift to more sustainable modes of transport including active travel like walking and cycling, so we are focusing new development within the most sustainable settlements through allowing the broadest range of growth options within these settlements.
- 5.16 The Tier 1 and 2 settlements in Vale of White Horse retain their existing settlement boundaries<sup>25</sup> which are shown by the Policies Map. The Joint Local Plan does not propose to introduce additional settlement boundaries, although boundaries could be reviewed and updated in the future through neighbourhood plans.
- 5.17 There is no requirement for neighbourhood plans to allocate development, however the preparation of a neighbourhood plan is supported within all settlement tiers, including the countryside, provided that they have an evidenced local need and the levels of growth are commensurate to the size of the settlement. Proposals in a neighbourhood plan must be in conformity with the strategic policies in this Plan, and policies in the National Planning Policy Framework (NPPF).

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<sup>25</sup> There is no settlement boundary defined for Botley as the Oxford Green Belt provides a policy limit on development around the settlement.

Figure 5.1. Map showing the four tiers of the settlement hierarchy





## The strategy for Didcot Garden Town

### Policy SP3 – The strategy for Didcot Garden Town

- 1) The Joint Local Plan identifies Didcot Garden Town as the gateway to and focus of sustainable development and regeneration for Science Vale. Proposals for development within the Didcot Garden Town Masterplan Area and the wider Area of Influence (as defined on the Policies Map<sup>a</sup>) must demonstrate how they positively contribute to the achievement of the Didcot Garden Town Principles below so that every change helps deliver the larger vision for Didcot Garden Town:
  - a) Design - The Garden Town Masterplan area will be characterised by high quality, sustainable design that adds value to Didcot and endures over time; it will encourage pioneering architecture, innovative technological advances to contribute to healthy living and climate change resilience and careful urban design of the spaces in between, prioritising connected multi-functional green spaces over roads and car parks. All new proposals should show the application of the councils' Joint Design Guide<sup>b</sup> or reflect any Design Review Panel outcomes to demonstrate best practice design standards.
  - b) Local Character - The Garden Town Masterplan area will establish a confident and unique identity, becoming a destination in itself that is distinctive from surrounding towns and villages whilst respecting and protecting their rural character and setting. Didcot's identity will champion science and technology, natural beauty, and green living, in part delivered through strengthened physical connections and active public and private sector collaboration with the Science Vale in the wider Area of Influence.
  - c) Density and tenure - The Garden Town Masterplan area will incorporate a variety of densities, housing types and tenures to meet the needs of a diverse community as set out in the Housing Needs Assessment<sup>c</sup>. This will include high density development in suitable locations, such as in central Didcot and near sustainable transport hubs; higher density development will be balanced by good levels of public realm and accessible green space.
  - d) Transport and movement - Within the Garden Town Masterplan area and the Area of Influence we will reduce reliance on motorised vehicles and promote a step-change towards active travel and public transport (bus and rail) through the creation of a highly legible, attractive and accessible movement network alongside the appropriate location of housing, employment and leisure facilities within the Masterplan area. The Garden Town will seek to

improve opportunities for access to sport and physical activities through Sport England's Active Design Principles<sup>d</sup>. We will improve cycling and pedestrian links across the Garden Town, between its surrounding villages, natural assets and the strategic employment sites.

- e) Heritage - Within the Garden Town Masterplan area and the Area of Influence we will conserve and enhance heritage assets, both designated and non-designated. This includes the Scheduled Monuments of the settlement sites north of Milton Park and east of Appleford and any archaeological remains and historic landscapes and/or landscape features identified in the Oxfordshire Historic Environment Record, the Oxfordshire Historic Landscape Character Assessment<sup>e</sup>, other sources and/or through further investigation and assessment.
- f) Landscape and green infrastructure - New development in the Garden Town Masterplan area will enhance the natural environment, through enhancing green and blue infrastructure networks, creating ecological networks to support a net gain in biodiversity and supporting climate resilience through the use of adaptation and design measures. Proposals in the Garden Town Masterplan Area will also seek to make effective use of natural resources including energy and water efficiency, as well as exploring opportunities for promoting new technology within developments. Innovative habitat planting and food growing zones will characterise the Garden Town and, in turn, these measures will support quality of life and public health.
- g) Social and community benefits - The planning of the Garden Town will be community-focused, creating accessible and vibrant neighbourhoods around a strong town centre offer of cultural, recreational and commercial amenities that support well-being, social cohesion and vibrant communities. The Garden Town will embrace community participation throughout its evolution. It will promote community ownership of land and long-term stewardship of assets where desirable.

2) Within the Didcot Garden Town Masterplan area development proposals will be required to address the following:

- a) deliver allocated housing and employment sites and permit new development in accordance with Policy SP1 (Spatial strategy) and Policy SP2 (Settlement hierarchy);
- b) encourage safe, healthy and active spaces through green infrastructure led improvements to the public realm, including a new GP facility at the Great Western Park development;

- c) support the implementation of a phasing plan for biodiversity enhancements in Didcot and explore each development sites potential for other blue and green infrastructure enhancements;
- d) compliment green infrastructure projects proposed by the Didcot’s community, such as the Didcot Nature Charter, community gardens and tree planting and in major developments provide safe, well-designed allotments, orchards and other areas for the community to grow healthy food;
- e) support active travel and multi-modal sustainable infrastructure that aligns with the Didcot and Science Vale Travel Plans, as well as alignment with planned infrastructure schemes including the Didcot Garden Town Local Cycling and Walking Infrastructure Plan (LCWIP); the Science Vale Active Travel Network; the Strategic Active Travel Network (SATN)<sup>f</sup>; the Didcot Garden Town Wayfinding Strategy<sup>g</sup>; the Didcot Garden Town Housing Infrastructure Fund (HIF) schemes; the Didcot Central Corridor infrastructure schemes and Placemaking Strategy<sup>h</sup>; the Northern Perimeter Road Phase 3 (NPR3) scheme; the Milton Heights Active Travel Bridge and the North East Didcot to DTECH LDO Active Travel Bridge;
- f) Where relevant, complement the regeneration of the Didcot Parkway mobility hub;
- g) support integrated parking for modes of transport that support the increase in public transport use, ensuring services for users, and consider links to mobility hubs;
- h) complement improvements to enhance connectivity and inclusivity for Didcot Parkway and satellite railway stations in the Area of Influence at Appleford and Culham, including innovative transport solutions such as the trialled Milton Park autonomous vehicles;
- i) strengthen the retail offer in Didcot Town Centre and compliment the initiative to deliver “meanwhile” uses for spaces such as areas of derelict land or unused public realm or vacant retail units;
- j) conserve and enhance the town’s heritage assets;
- k) support placemaking through public arts improvements and the cultural offering, encouraging people to use restaurants and bars and to visit Didcot as a destination and development of legacy planning and stewardship options; and

- l) deliver recreational provision for all abilities and a programme of activities to contribute to improving health statistics in Didcot, informed by the Leisure Facilities Assessment and Strategy<sup>i</sup> and the Active Communities Strategy<sup>j</sup>.
- 3) The Didcot Area of Influence may be affected by proposals within the Masterplan boundary, and within the Area of Influence development proposals will be required to address the following:
- a) recognise that well-known and valued landscape features near to Didcot: Wittenham Clumps and the River Thames are notable features contributing to Didcot's natural setting;
  - b) protect key views, ensuring important viewpoints towards features such as The Ridgeway and Wittenham Clumps remain;
  - c) consider green infrastructure assessments and their conclusions about the access to green/open space on the outskirts of Didcot, and how the proposal can enable leisure and wellbeing benefits;
  - d) recognise the value placed on the green spaces around Didcot;
  - e) integrate blue infrastructure and sustainable drainage systems (SuDS) to support biodiversity and reduce flood risk;
  - f) maintain green gaps between villages including those identified and protected through neighbourhood plans, to preserve the character of the distinct areas and prevent future coalescence;
  - g) ensure enhanced nature connectivity and interlinked green spaces into the surrounding countryside;
  - h) ensure safe cycleways and pathways and in future driverless pods, including easy links to the nearby major employment sites of Culham Campus, Harwell Campus, and Milton Park. Developments should promote walking, wheeling and cycling connectivity noting that the wider boundary is within the scope of the Didcot Local Cycling and Walking Infrastructure Plan (LCWIP);
  - i) recognise that Didcot acts as a primary service centre for many surrounding villages and this relationship influences the town's economy and transport network; and

- j) support economic growth generated by UK’s leading cluster for commercialisation of science, building on the strengths of Culham Campus, Harwell Campus, and Milton Park to deliver an additional £1bn of annual gross value added to the UK economy.

<sup>a</sup> South Oxfordshire and Vale of White Horse (2024) Joint Local Policies Map, available at: <https://www.southandvale.gov.uk/policies-map>

<sup>b</sup> South Oxfordshire and Vale of White Horse (2022) Joint Design Guide, available at: <https://data.southoxon.gov.uk/SAV/JDG.html#gsc.tab=0>

<sup>c</sup> South Oxfordshire and Vale of White Horse (2024) Joint Housing Needs Assessment (prepared by Opinion Research Services), available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

<sup>d</sup> Sport England (2023) Active Design Guidance, available at: <https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design>

<sup>e</sup> Oxfordshire County Council, Oxfordshire Historic Landscape Characterisation Project, available at: <https://www.oxfordshire.gov.uk/residents/environment-and-planning/archaeology/landscape-characterisation>

<sup>f</sup> Oxfordshire County Council, Strategic Active Travel Network, available at: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/active-travel-0>

<sup>g</sup> South Oxfordshire and Vale of White Horse (2024) Didcot Wayfinding Strategy (prepared by David Lock Associates), available at: <https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2024/07/Approved-Didcot-Wayfinding-Strategy-2024-reduced.pdf>

<sup>h</sup> Oxfordshire County Council (2023) Didcot Central Corridor Placemaking Strategy (emerging), available at: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/didcot-central-corridor>

<sup>i</sup> South Oxfordshire and Vale of White Horse (2024) Leisure Facilities Assessment and Strategy (prepared by Stuart Todd Associates) – note separate documents for each council, available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

<sup>j</sup> South Oxfordshire and Vale of White Horse (2022) Active Communities Strategy, available at: <https://www.southoxon.gov.uk/south-oxfordshire-district-council/sports-and-activities/active-communities/active-communities-strategy/#:~:text=The%20Active%20Communities%20strategy%20was,Be%20Healthy%20and%20Be%20Happy.>

- 5.18 Policy SP3 (The strategy for Didcot Garden Town) establishes the principles that any proposals for development within the Didcot Garden Town area should reflect.
- 5.19 Didcot has been designated a Garden Town since 2015 when the Government awarded a bid to deliver 15,000 new homes and 20,000 jobs in the area.
- 5.20 Didcot Garden Town covers parts of both South Oxfordshire and Vale of White Horse districts, so the Joint Local Plan offers an ideal opportunity to plan for the future of this area holistically. Our previous local plans contain a map showing the area covered by our Didcot Garden Town Masterplan, and also a wider area surrounding Didcot called the “Area of Influence”.

- 5.21 In 2017 the first Didcot Garden Town Delivery Plan<sup>26</sup> was published which identified potential new developments, as well as setting out our ambition to deliver 60 individual projects throughout the Garden Town (introducing more green spaces, trees, gardens, sustainable technology, walking and cycling pathways connecting routes to town, railway station and large business parks). The councils adopted a more focussed revised Didcot Garden Town Delivery Plan in 2022<sup>27</sup>.
- 5.22 Although transformation and change has already taken place in Didcot, some of the development proposals that our previous local plans identified for the Garden Town are still to be delivered. Our Joint Local Plan supports the delivery of the remaining programmes within the Didcot Garden Town Masterplan area and this policy articulates how important the setting of the Garden Town is, particularly the Area of Influence and how any change in this area can help to deliver the Didcot Garden Town Principles. Specific schemes listed in this policy are explained in more detail within the revised Didcot Garden Town Delivery Plan.
- 5.23 Delivering our principles is still important as Didcot continues to change and expand over this plan period, harnessing opportunities to build healthy, innovative, sustainable housing communities at Didcot, and a secure future for the advanced science and technology sectors. This policy goes further than before, by encouraging, maintaining and enhancing the natural and landscape features and historic character in the wider Area of Influence.
- 5.24 To protect and enhance the wider hinterland of Didcot Garden Town, development should come forward at the different settlements in the wider Area of Influence in accordance with this policy, our spatial strategy and settlement hierarchy.

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<sup>26</sup> South Oxfordshire and Vale of White Horse (2017) Didcot Garden Town Delivery Plan, available at: <https://www.southoxon.gov.uk/south-oxfordshire-district-council/business-and-economy/garden-communities/didcot-garden-town/didcot-garden-town-delivery-plan/>

<sup>27</sup> South Oxfordshire and Vale of White Horse (2022) Revised Didcot Garden Town Plan, available at: [www.southoxon.gov.uk/wp-content/uploads/sites/2/2022/07/Revised-DGT-Plan-2022.pdf](http://www.southoxon.gov.uk/wp-content/uploads/sites/2/2022/07/Revised-DGT-Plan-2022.pdf)

## A strategy for Abingdon-on-Thames

### Policy SP4 – A strategy for Abingdon-on-Thames

- 1) Neighbourhood development plans are expected to, and the council will support development proposals that:
  - a) support the regeneration of Abingdon-on-Thames Town Centre, with proposals that consider and generally complement the aims of the Central Abingdon Regeneration Framework<sup>a</sup>;
  - b) strengthen the night-time leisure offer and convenience retail offer within Abingdon Town Centre;
  - c) provide new shared community office spaces in the Town Centre;
  - d) provide other community or leisure uses within the Town Centre, having regard to the councils' Leisure Facilities Assessment and Strategy and Playing Pitch Strategy<sup>b</sup>, to help maintain the area as a community hub;
  - e) improve or maintain air quality in the Town Centre, including any opportunities to reduce the traffic travelling through the Town Centre;
  - f) improve accessibility around Abingdon-on-Thames by:
    - i) seeking alignment with the Local Transport and Connectivity Plan and have regard to corridor travel plans relevant to Abingdon-on-Thames;
    - ii) supporting enhancements to the Strategic Active Travel Network and Mobility Hubs;
    - iii) providing new secure cycle parking including covered cycle parking or storage, and bicycle charging and updating existing unsuitable cycle parking;
    - iv) enhancing existing pedestrian and cycle routes and links between them, particularly where they are identified in the Abingdon Local Cycling and Walking Infrastructure Plan (LCWIP)<sup>c</sup>;

- v) creating new pedestrian and cycle links connecting with new development and Radley or Culham railway stations as mobility hubs, particularly where they are identified in the Local Cycling and Walking Infrastructure Plan;
  - vi) enhancing bus services and supporting infrastructure, especially with links to Radley or Culham railway stations;
  - vii) enhancing the quality of existing car parking including the provision of new electric vehicle charging points; and
  - viii) supporting the delivery of the A34 Lodge Hill slip roads.
- g) provide new employment opportunities and improve the building stock within existing employment sites and brownfield sites within the built up area;
  - h) enhance the town's natural environment, having regard to the councils' Green Infrastructure Strategy and Open Space Study<sup>d</sup>, exploring opportunities for urban greening in the Town Centre and green links for sustainable modes of transport between Abingdon-on-Thames and other major employment centres;
  - i) conserve and enhance the town's heritage assets including the medieval street pattern, numerous timber-framed buildings, monuments and major buildings of more than local significance as well as the focal point of the River Thames; and
  - j) provide new, or enhanced, community facilities in Abingdon-on-Thames that meet an identified need.

2) Neighbourhood development plans are encouraged to meet bespoke local needs.

<sup>a</sup> Vale of White Horse (2023) Central Abingdon Regeneration Framework, available at: [www.whitehorsedc.gov.uk/central-abingdon-regeneration-framework/](http://www.whitehorsedc.gov.uk/central-abingdon-regeneration-framework/)

<sup>b</sup> South Oxfordshire and Vale of White Horse (2024) Playing Pitch Strategy (prepared by Stuart Todd Associates) – note separate documents for each council, available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

<sup>c</sup> Oxfordshire County Council (2023) Abingdon Local Cycling and Walking Infrastructure Plan, available at <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/active-travel-0>

<sup>d</sup> South Oxfordshire and Vale of White Horse (2024) Green Infrastructure Strategy and Open Space Study (prepared by Land Use Consultants), available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)



- 5.25 Abingdon-on-Thames is recognised as the oldest continuously inhabited town in England. It is the largest populated settlement in the districts, and there are opportunities for regeneration within the Town Centre. There have been ambitions to regenerate parts of Abingdon Town Centre for many years and a regeneration masterplan, the Central Abingdon Regeneration Framework has recently been developed.
- 5.26 Policy SP4 (A strategy for Abingdon-on-Thames) provides an individual strategy for Abingdon-on-Thames as a Tier 1 settlement, and sets the policy framework for neighbourhood plans and new development proposals in the town to consider. This policy should be read alongside Policy SP1 (Spatial strategy), to make sure that any specific growth or infrastructure needs for Abingdon-on-Thames are planned for holistically, having regard to other strategies and evidence supporting the Joint Local Plan (or published following its adoption). The strategy for Abingdon-on-Thames sets out a high-level delivery framework, based on our evidence and consultation feedback, outlining what we could improve or should protect within the town. Without being overly detailed or prescriptive, this policy allows town or parish councils or other neighbourhood planning groups the freedom and flexibility to steer future development in their local area.

## A strategy for Faringdon

### Policy SP5 – A strategy for Faringdon

- 1) Neighbourhood development plan reviews are expected to, and the council will support development proposals that:
  - a) strengthen the convenience retail and leisure offer, having regard to the councils' Leisure Facilities Assessment and Strategy and Playing Pitch Strategy, and provide other community or service uses within the Town Centre to help enhance and maintain the area as a community hub and a vibrant night-time economy;
  - b) improve accessibility around Faringdon by:
    - i) seeking alignment with the Local Transport and Connectivity Plan and have regard to corridor travel plans relevant to Faringdon;
    - ii) supporting enhancements to the Strategic Active Travel Network and Mobility Hubs;

- iii) providing new secure cycle parking including covered cycle parking or storage, and bicycle charging and updating existing unsuitable cycle parking;
  - iv) enhancing existing pedestrian and cycle routes and links between them, especially within the Town Centre to improve pedestrian safety along narrow streets, particularly where they are identified in a Local Cycling and Walking Infrastructure Plan;
  - v) creating new pedestrian and cycle links connecting with new development pedestrian and cycle links;
  - vi) enhancing bus services and safe and convenient supporting infrastructure; and
  - vii) providing new electric vehicle charging points.
- c) provide new employment opportunities and improve the building stock within existing employment sites and brownfield sites within the built-up area;
  - d) enhance the town's natural environment, having regard to the councils' Green Infrastructure Strategy and Open Spaces Study, exploring opportunities for urban greening;
  - e) conserve and enhance the town's heritage assets including the medieval street pattern; and
  - f) provide new, or enhanced, community and leisure facilities in the town including the new primary school South of Park Road, that meet an identified need.
- 2) Neighbourhood development plans are encouraged to meet bespoke local needs.

5.27 Faringdon is a relatively small and historic market town with Saxon origins, focused around the Market Place. There is an adopted neighbourhood plan for the town, which complements Policy SP5 (A strategy for Faringdon).

5.28 This policy provides an individual strategy for Faringdon as a Tier 1 settlement, and sets the policy framework for neighbourhood plans and new development proposals in the town to consider. This policy should be read alongside Policy SP1 (Spatial strategy), to make sure that any specific growth or infrastructure needs for Faringdon are planned for holistically, having regard to other strategies and evidence supporting the Joint Local Plan (or published following its adoption). The strategy for

Faringdon sets out a high-level delivery framework, based on our evidence and consultation feedback, outlining what we could improve or should protect within the town. Without being overly detailed or prescriptive, this policy allows town or parish councils or other neighbourhood planning groups the freedom and flexibility to steer future development in their local area.

## A strategy for Henley-on-Thames

### Policy SP6 – A strategy for Henley-on-Thames

- 1) Neighbourhood development plan reviews are expected to, and the council will support development proposals that:
  - a) strengthen the sustainable visitor economy and local retail offer within Henley-on-Thames Town Centre;
  - b) strengthen and improve the attraction of Henley-on-Thames for visitors and provide new or improved leisure opportunities having regard to the councils' Leisure Facilities Assessment and Strategy and Playing Pitch Strategy;
  - c) enhance the town's natural environment, exploring opportunities for urban greening;
  - d) conserve and enhance the town's heritage assets including a focal point of the town along the River Thames, and the three Conservation Areas;
  - e) improve accessibility around Henley-on-Thames by:
    - i) seeking alignment with the Local Transport and Connectivity Plan and have regard to corridor travel plans relevant to Henley;
    - ii) supporting enhancements to the Strategic Active Travel Network and Mobility Hubs;
    - iii) providing new secure cycle parking including covered cycle parking or storage, and bicycle charging and updating existing unsuitable cycle parking;

- iv) enhancing existing pedestrian and cycle routes and links between them, particularly where they are identified in a Local Cycling and Walking Infrastructure Plan;
  - v) enhancing public transport (bus and rail) services and supporting infrastructure;
  - vi) creating new pedestrian and cycle links connecting with new development; and
  - vii) providing new electric vehicle charging points.
- f) improve employment opportunities and building stock within existing employment sites and brownfield sites within the built up area;
  - g) enhance the town's natural environment, having regard to the councils' Green Infrastructure Strategy and Open Spaces Study, exploring opportunities for urban greening;
  - h) improve air quality in the town, including any opportunities to encourage active travel and reduce traffic to reduce air pollution;
  - i) support the Henley College and Gillotts School to meet their accommodation needs; and
  - j) provide new, or enhanced, community facilities that meet an identified need.
- 2) Neighbourhood development plans are encouraged to meet bespoke local needs.

5.29 Henley-on-Thames is a historic market town on the banks of the River Thames. It is an important service centre for the nearby villages in the Chilterns National Landscape (formerly AONB). As a market town, it contains a good range of shops and services. Large numbers of visitors are attracted to the town's riverside setting, its legacy of historic buildings and the festival and events that take place annually, and tourism consequently makes a significant contribution to the local economy and to the overall vitality and viability of the Town Centre. Henley-on-Thames has a neighbourhood plan in place to complement Policy SP6 (A strategy for Henley-on-Thames) and has some planned development still in the pipeline.

5.30 This policy provides an individual strategy for Henley-on-Thames as a Tier 1 settlement and sets the policy framework for neighbourhood plans and new development proposals in the town to consider. This policy should be read alongside Policy SP1

(Spatial strategy), to make sure that any specific growth or infrastructure needs for Henley-on-Thames are planned for holistically, having regard to other strategies and evidence supporting the Joint Local Plan (or published following its adoption). The strategy for Henley-on-Thames sets out a high-level delivery framework, based on our evidence and consultation feedback, outlining what we could improve or should protect within the town. Without being overly detailed or prescriptive, this policy allows town or parish councils or other neighbourhood planning groups the freedom and flexibility to steer future development in their local area.

## A strategy for Thame

### Policy SP7 – A strategy for Thame

- 1) Neighbourhood development plan reviews are expected to, and the council will support development proposals that:
  - a) deliver at least 143 homes (as of 1 April 2023) in accordance with the spatial strategy;
  - b) strengthen the visitor economy, evening economy and local retail offer including the markets within Thame Town Centre, supporting Thame as a hub and place for markets, outdoor eating and socialising as well as supporting appropriate opportunities to increase Town Centre living;
  - c) improve the attraction of Thame for visitors and businesses;
  - d) improve accessibility around Thame by:
    - i) seeking alignment with the Local Transport and Connectivity Plan and have regard to corridor travel plans relevant to Thame;
    - ii) supporting enhancements to the Strategic Active Travel Network and Mobility Hubs;
    - iii) providing new secure cycle parking including covered cycle parking or storage, and bicycle charging and updating existing unsuitable cycle parking;

- iv) enhancing existing pedestrian and cycle routes and links between them, particularly where they are identified in the Local Cycling and Walking Infrastructure Plan;
  - v) creating new pedestrian and cycle links connecting with new development and opportunities to enhance access to Haddenham and Thame Parkway station;
  - vi) enhancing bus services and supporting infrastructure, especially with links to Haddenham and Thame Parkway station;
  - vii) providing new electric vehicle charging points; and
  - viii) supporting mobility hubs at key destinations in Thame.
- e) enhance the town's natural environment, having regard to the councils' Green Infrastructure Strategy and Open Spaces Study, exploring opportunities for urban greening;
  - f) conserve and enhance the town's heritage assets including the Thame Conservation Area;
  - g) provide new employment opportunities and improve the building stock within existing employment sites and brownfield sites within the built-up area; and
  - h) provide new, or enhanced, community and leisure facilities that meet an identified need, having regard to the councils' Leisure Facilities Assessment and Strategy and Playing Pitch Strategy.

2) Neighbourhood development plans are encouraged to meet bespoke local needs.

5.31 Thame is a historic market town which is an important local centre for nearby villages both in Oxfordshire and Buckinghamshire, with a nearby railway station, Haddenham and Thame Parkway. It has a strong agricultural base, with regular cattle and farmers' markets held in the town. It has a good range of independent shops, pubs and eateries. Thame pioneered the concept of neighbourhood planning and was one of the first in the country to adopt a neighbourhood plan back in 2013.

5.32 Thame Neighbourhood Plan Review still needs to find a small amount of housing that was set for the settlement, as well as for other market towns, in the adopted South Oxfordshire Local Plan 2035.

5.33 Policy SP7 (A strategy for Thame) provides an individual strategy for Thame as a Tier 1 settlement and sets the policy framework for neighbourhood plans and new development proposals in the town to consider. This policy should be read alongside Policy SP1 (Spatial strategy), to make sure that any specific growth or infrastructure needs for Thame are planned for holistically, having regard to other strategies and evidence supporting the Joint Local Plan (or published following its adoption). The strategy for Thame sets out a high-level delivery framework, based on our evidence and consultation feedback, outlining what we could improve or should protect within the town. Without being overly detailed or prescriptive, this policy allows town or parish councils or other neighbourhood planning groups the freedom and flexibility to steer future development in their local area.

## A strategy for Wallingford

### Policy SP8 – A strategy for Wallingford

- 1) Neighbourhood development plan reviews are expected to, and the council will support development proposals that:
  - a) strengthen the evening economy, retail and leisure offer within Wallingford Town Centre having regard to the councils' Leisure Facilities Assessment and Strategy and Playing Pitch Strategy, as well as supporting appropriate opportunities to increase Town Centre living;
  - b) enhance the town's provision of community or service uses;
  - c) support measures that improve the attraction of Wallingford for visitors with emphasis on the River Thames and the town's heritage;
  - d) support the market place as a focal hub and place for markets, outdoor eating and socialising;
  - e) improve accessibility around Wallingford by:
    - i) seeking alignment with the Local Transport and Connectivity Plan and have regard to corridor travel plans relevant to Wallingford;

- ii) supporting enhancements to the Strategic Active Travel Network and Mobility Hubs;
  - iii) providing new secure cycle parking including covered cycle parking or storage and bicycle charging and updating existing unsuitable cycle parking;
  - iv) enhancing existing pedestrian and cycle routes and links between them, particularly where they are identified in a Local Cycling and Walking Infrastructure Plan;
  - v) creating new pedestrian and cycle links connecting with new development and opportunities to enhance access to Cholsey railway station;
  - vi) enhancing bus services and supporting infrastructure; and
  - vii) providing new electric vehicle charging points.
- f) provide new employment opportunities and improve building stock within existing employment sites and brownfield sites within the built up area;
  - g) enhance the town's natural environment, having regard to the councils' Green Infrastructure Strategy and Open Spaces Study, exploring opportunities for urban greening;
  - h) conserve and enhance the town's heritage assets including Wallingford Conservation Area and the Scheduled Monuments of Wallingford Castle, Kinecroft and Bullcroft;
  - i) improve air quality in the town, including any opportunities to reduce traffic to reduce air pollution; and
  - j) provide new, or enhanced, community facilities that meet an identified need.
- 2) Neighbourhood plans are encouraged to meet bespoke local needs.

5.34 Wallingford is a smaller market town situated on the River Thames, which acts as an important local service centre for surrounding villages, providing retail, education, health, sports and leisure facilities. Wallingford has a long and rich history that is reflected in its urban form and open spaces. Of particular significance are Wallingford Castle and the Castle gardens and



meadows. Wallingford has a neighbourhood plan in place to complement Policy SP8 (A strategy for Wallingford) and has some planned development still in the pipeline.

- 5.35 This policy provides an individual strategy for Wallingford as a Tier 1 settlement and sets the policy framework for neighbourhood plans and new development proposals in the town to consider. This policy should be read alongside Policy SP1 (Spatial strategy), to make sure that any specific growth or infrastructure needs for Wallingford are planned for holistically, having regard to other strategies and evidence supporting the Joint Local Plan (or published following its adoption). The strategy for Wallingford sets out a high-level delivery framework, based on our evidence and consultation feedback, outlining what we could improve or should protect within the town. Without being overly detailed or prescriptive, this policy allows town or parish councils or other neighbourhood planning groups the freedom and flexibility to steer future development in their local area.

## A strategy for Wantage

### Policy SP9 – A strategy for Wantage

- 1) Neighbourhood development plans are expected to, and the council will support development proposals that:
  - a) strengthen the day and night-time economy offer within Wantage Town Centre;
  - b) improve accessibility around Wantage by:
    - i) seeking alignment with the Local Transport and Connectivity Plan and have regard to corridor travel plans relevant to Wantage;
    - ii) supporting enhancements to the Strategic Active Travel Network and Mobility Hubs;
    - iii) enhancing existing pedestrian and cycle routes and links between them, particularly where they are identified in a Local Cycling and Walking Infrastructure Plan;

- iv) enhancements to infrastructure where there are interactions between buses and pedestrians to improve the perception of safety and the experience for pedestrians around the narrow streets of the Town Centre;
  - v) supporting appropriate pedestrianisation opportunities in the Town Centre which maintain access to bus services;
  - vi) improving navigation and wayfinding between Market Place, the Beacon Centre and Kings Park Shopping Centre;
  - vii) providing new cycle parking including covered cycle parking;
  - viii) enhancing bus services and supporting infrastructure;
  - ix) providing new electric vehicle charging points; and
  - x) supporting the delivery of the Wantage eastern link road, improvements along the A417, A338 and at the Frilford Lights junction.
- c) provide new employment opportunities and improve the building stock within existing employment sites and brownfield sites within the built-up area;
  - d) enhance the town's natural environment, having regard to the councils' Green Infrastructure Strategy and Open Spaces Study, exploring opportunities for urban greening;
  - e) conserve and enhance the town's heritage assets including the conservation areas in Wantage Town Centre particularly the historic Market Place, and at Charlton; and
  - f) provide new, or enhanced, community and leisure facilities that meet an identified need, having regard to the councils' Leisure Facilities Assessment and Strategy and Playing Pitch Strategy.
- 2) Neighbourhood development plans are encouraged to meet bespoke local needs.

- 5.36 Wantage, originally Roman in origin, became an important Saxon town and is most famous as the birthplace of King Alfred the Great. It is centrally located within Vale of White Horse and is a gateway to the nearby North Wessex Downs National Landscape. As Vale's second largest settlement it is a key retail and service centre for residents.
- 5.37 Policy SP9 (A strategy for Wantage) provides an individual strategy for Wantage as a Tier 1 settlement and sets the policy framework for neighbourhood plans and new development proposals in the town to consider. This policy should be read alongside Policy SP1 (Spatial strategy), to make sure that any specific growth or infrastructure needs for Wantage are planned for holistically, having regard to other strategies and evidence supporting the Joint Local Plan (or published following its adoption). The strategy for Wantage sets out a high-level delivery framework, based on our evidence and consultation feedback, outlining what we could improve or should protect within the town. Without being overly detailed or prescriptive, this policy allows town or parish councils or other neighbourhood planning groups the freedom and flexibility to steer future development in their local area.

## Chapter 6 – Housing



## 6. Housing

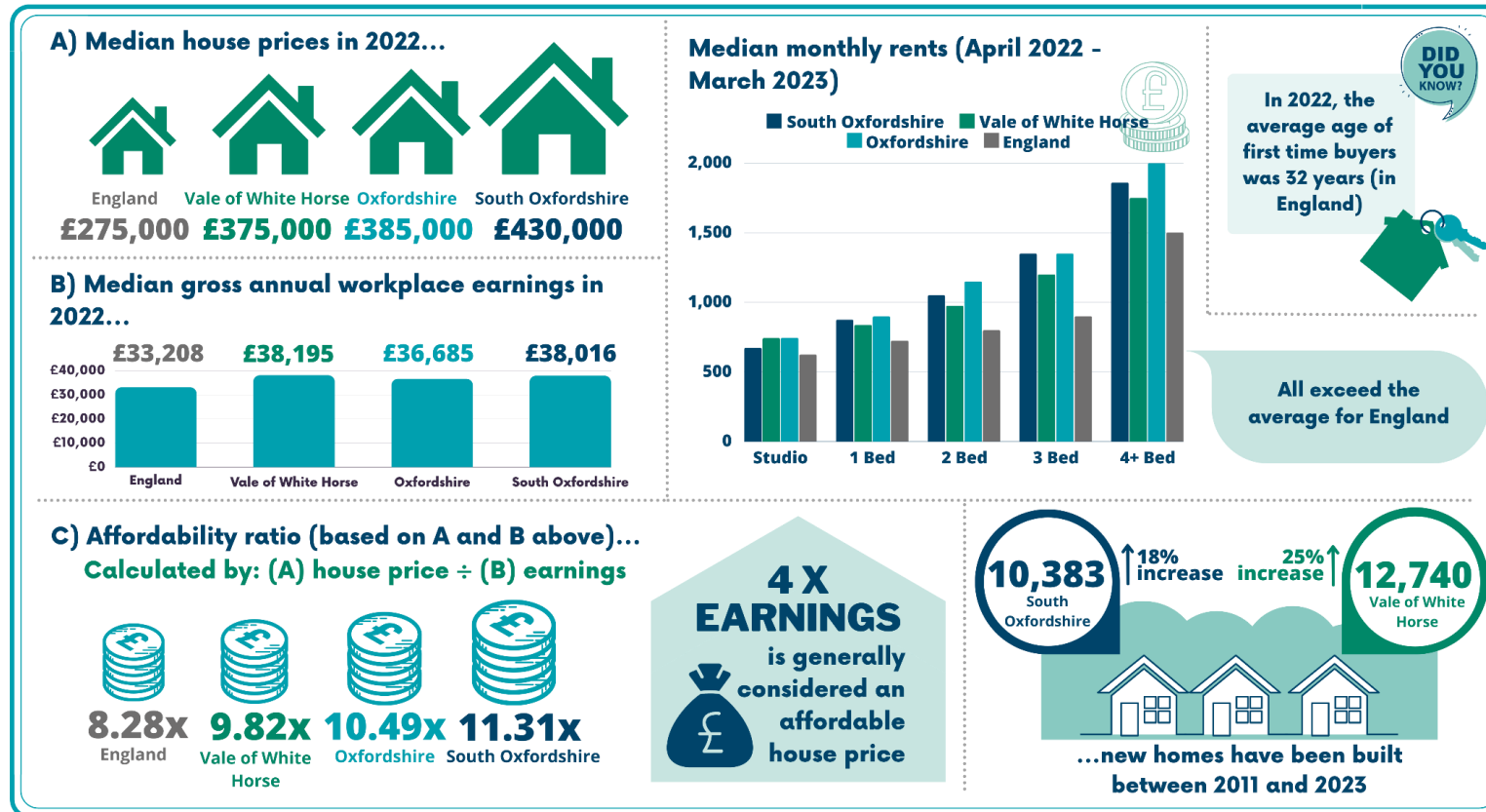
### Introduction

- 6.1 This chapter sets out our housing requirement, how we are meeting that housing requirement, and other policies for residential development.
- 6.2 Both councils have identified a need for more homes in our districts, with national and local policies recognising the importance of boosting the supply of housing. The housing requirement and housing supply are a critical part of the plan, which assesses the need for housing in our districts and identifies how this need will be met through specific development sites. Our previous local plans contained ambitious housing targets, and an oversupply of housing against those targets, with many large-scale housing sites planned to deliver beyond the end of last plan periods<sup>28</sup>. This plan does not therefore need to identify any new large scale housing sites to meet our needs, with those existing housing sites providing enough homes to address the needs to 2041 and beyond.
- 6.3 We know there is a need for different types of homes. Within our overall housing need, the plan sets out how we are meeting specialist housing needs in our districts. This includes affordable housing, housing for older people, rental accommodation and provision to meet the needs of gypsies, travellers, and travelling showpeople.
- 6.4 This chapter also includes policies to guide development of new homes, ensuring that they meet the standards we think are necessary to provide suitable, high-quality homes for our residents. We want new homes in our districts to meet accessibility and space standards and have an appropriate bedroom mix to respond to local needs. We also want to acknowledge the different ways for delivering new homes, such as housing projects led by communities and people wanting to commission or build their own home. This chapter also includes policies for homes in rural exception sites and the countryside.
- 6.5 Establishing a framework for existing homes is also a key consideration. This chapter contains policies for applications that affect existing homes, such as for residential extensions and applications to turn homes into large houses in multiple occupation (HMOs). It is important that applicants preparing planning applications for extensions, annexes or alterations to their homes also read chapter 10, which contains policies that will also be relevant to householder applications.

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<sup>28</sup> 31 March 2031 for Vale of White Horse, and 31 March 2035 for South Oxfordshire.

6.6 Here are some facts and figures that help set the scene for this chapter.



### List of policies in this chapter

- Policy HOU1: Housing requirement
- Policy HOU2: Sources of housing supply
- Policy HOU3: Affordable housing
- Policy HOU4: Housing mix and size
- Policy HOU5: Housing for older people
- Policy HOU6: Self-build and custom-build housing
- Policy HOU7: Affordable self and custom-build housing
- Policy HOU8: Replacement dwellings in the countryside

- Policy HOU9: Sub-division of houses
- Policy HOU10: Meeting the needs of Gypsies, Travellers and Travelling Showpeople
- Policy HOU11: Safeguarding existing Gypsy, Traveller and Travelling Showpeople’s sites
- Policy HOU12: Rural and First Homes exception sites
- Policy HOU13: Community-led housing development
- Policy HOU14: Built to Rent proposals
- Policy HOU15: Houses in Multiple Occupation
- Policy HOU16: Residential extensions and annexes
- Policy HOU17: Rural workers’ dwellings

## Housing requirement

### Policy HOU1 – Housing requirement

- 1) During the plan period, provision will be made to meet the following requirements:
  - a) **South Oxfordshire housing requirement:** 16,530 homes between 1 April 2021 and 31 March 2041, with the annual requirement as follows:
    - i) 2021/22 to 2035/36 – 909 homes per annum
    - ii) 2036/37 to 2040/41 – 579 homes per annum
  - b) **Vale of White Horse housing requirement:** 14,490 between 1 April 2021 and 31 March 2041, with the annual requirement as follows:
    - i) 2021/22 to 2030/31– 816 homes per annum
    - ii) 2031/32 to 2040/41 – 633 homes per annum
- 2) This is not a joint housing requirement for South Oxfordshire and Vale of White Horse. For the purposes of determining whether a council can demonstrate a five year housing land supply, each district will measure its own supply against its own requirement.

- 6.7 Policy HOU1 (Housing requirement) sets the housing requirement for each council. Government policy and guidance sets a role for local plans to assess and address the housing needs in the area. Housing is a key topic within the National Planning Policy Framework (NPPF) and there is significant guidance for local plan making and housing within the Planning Practice Guidance (PPG).
- 6.8 The NPPF states that strategic policies in the local plan should, as a minimum, provide for objectively assessed needs for housing, as well as any needs that cannot be met within neighbouring areas<sup>29</sup>. It continues that local authorities should calculate their objectively assessed housing needs using the standard method set out in the PPG<sup>30</sup>. The outcomes of the standard method for assessing the housing need are an advisory starting point for setting the housing requirement for the plan, i.e. the housing targets that the councils will need to address in the Joint Local Plan and monitor housing delivery against<sup>31</sup>. It is therefore a core, strategic requirement for local plans to identify, and plan for, housing needs in their area.
- 6.9 As of October 2024, the annual housing need set by the standard method is 579 and 633 homes per year for South Oxfordshire and Vale of White Horse respectively. Over the course of the plan period (1 April 2021 to 31 March 2041), this results in a housing need of 11,580 for South Oxfordshire, and 12,660 for Vale of White Horse.
- 6.10 The PPG explains the exceptional circumstances where it may be appropriate to plan for a housing need that is higher than the standard method<sup>32</sup>. The councils recognise that where there is an agreement to meet unmet needs from another area, the amount of any agreed uplift should be added to the local housing need (as derived from the standard method) when establishing the housing requirement. This uplift does not involve a departure from the use of the standard method or amount to exceptional circumstances for using an alternative method to identify needs, but is simply an addition to the need figure derived from the standard method in setting our housing requirement. Our previous local plans agreed to accommodate unmet housing need from Oxford City Council's Local Plan 2036. This plan continues to make provision for this, with an additional 4,950 homes for South Oxfordshire, and 1,830 homes for Vale of White Horse. This makes the total housing need 16,530 for South Oxfordshire, and 14,490 for Vale of White Horse.
- 6.11 There are no reasons why the housing requirement should be higher or lower than this housing need, and so the housing requirement for each council is equivalent to the housing need. However, the housing requirement is stepped to address the unmet housing need from Oxford within the period we had agreed in our previous local plans: South Oxfordshire: 4,950 homes between 2021 and 2035, and Vale of White Horse: 2,200 homes between 2019 and 2031.

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<sup>29</sup> NPPF, Paragraph 11

<sup>30</sup> NPPF, Paragraph 61

<sup>31</sup> NPPF, Paragraph 67

<sup>32</sup> NPPG, Paragraph: 010 Reference ID: 2a-010-20201216



## Sources of housing supply

### Policy HOU2 – Sources of housing supply

1) Within South Oxfordshire, the housing supply comprises the following:

Source of supply	Net number of homes 2021-2041
Completions as of 31 March 2024	3,316
Committed development as of 31 March 2024	
Sites with planning permission	5,035
Sites allocated by neighbourhood plans	760
Outstanding commitment for the Thame Neighbourhood Plan	143
Supply from allocations in the Joint Local Plan	8,134
Windfall allowance	2,590
<b>Total</b>	<b>19,978</b>

2) Within Vale of White Horse, the housing supply comprises the following:

Source of supply	Net number of homes 2021-2041
Completions as of 31 March 2023	3,737
Committed development as of 31 March 2023	
Sites with planning permission	10,185
Sites allocated by neighbourhood plans	0
Supply from allocations in the Joint Local Plan	3,183
Windfall allowance	2,674
<b>Total</b>	<b>19,779</b>

- 3) The following sites with planning permission, allocated in the South Oxfordshire Local Plan 2035 or the Vale of White Horse Local Plan 2031 (Parts 1 and 2) are carried forward and continue to form part of the housing supply. Their expected housing contribution is reflected in the sites with planning permission above (from 2021 to 2041). This local plan presents the existing policies for these sites in Appendix 5.

<b>Sites carried forward from the South Oxfordshire Local Plan 2035:</b>		
<b>Site name</b>		<b>Total homes allocated by existing policy</b>
a	Ladygrove East	642
b	Didcot North East	2,030
c	Land West of Wallingford	555
d	Land at Wheatley Campus, Oxford Brookes University	500
e	Joyce Grove Nettlebed	20

<b>Sites carried forward from the Vale of White Horse Local Plan 2031 (Parts 1 and 2):</b>		
<b>Site name</b>		<b>Total homes allocated by existing policy</b>
f	North-East of East Hanney	50
g	South-West of Faringdon	200
h	Milton Heights	400
i	North-West Radley	240
j	South of Kennington	270
k	North of Shrivenham	500
l	West of Stanford-in-the-Vale	200
m	Land South of Park Road, Faringdon	350
n	North of Abingdon-on-Thames	800
o	South of Faringdon	200
p	Monks Farm (North Grove)	885
q	Grove Airfield	2,500
r	Valley Park	2,550

s	East of Kingston Bagpuize with Southmoor	600
t	South-East of Marcham	90
u	Crab Hill (North East Wantage and South East Grove)	1,500
v	North-West of Abingdon-on-Thames	200
w	North of East Hanney	80
x	Land east of Sutton Courtenay	220

- 6.12 Policy HOU2 (Sources of housing supply) identifies the sources of housing supply for each district to address the need from Policy HOU1 (Housing requirement). The graphs in Appendix 4 show how this combination of housing sites will deliver homes between 1 April 2021 and 31 March 2041 across each district. The councils publish 5 year land supply statements on an annual basis that provide a detailed breakdown of the expected delivery rates of every known housing site in the districts. These statements also assess the barriers to housing delivery on those sites, and detail what steps the councils, and other partners, are taking to address them.
- 6.13 There are a number of sites in part 3 of this policy that are delivering more homes than in the table above. This is because part 3 of this policy only carries across the existing allocations from our adopted plans, and is not an update to reflect what planning permissions the councils have granted. This plan carries across the existing allocation policies for sites that haven't fully built out. This is so that applicants and the councils can use these to inform ongoing reserved matters planning applications and decisions on these sites. These carried over site allocation policies are in Appendix 5.
- 6.14 The Joint Local Plan also makes allocations in chapter 8, many of these are carried forward from our previous local plans as well, but do not yet have planning permission. Some of these sites will deliver homes beyond 2041 (the end of the plan period), and so those homes are not counted in the table above.
- 6.15 The councils' housing trajectory includes an allowance for windfall sites. These are sites that are not allocated in the development plan but make a contribution toward housing delivery in our area. National policies and guidance allow councils to add a windfall allowance to their expected housing supply where there is compelling evidence that they will provide a reliable source of supply. The councils' five-year housing land supply statements provide the justification for the windfall allowance made in the plan.

- 6.16 This policy also reflects the requirement for the Thame Neighbourhood Development Plan review to allocate an additional 143 homes as set out in Policy SP7 (A strategy for Thame).
- 6.17 Overall, the number of homes the councils expect to come forward in the plan period exceeds the housing requirements in Policy HOU1 (Housing requirement). This will ensure there is a sufficient supply of homes to meet our needs to 2041, as well as ensuring choice and competition in the housing market.

## Affordable housing

### Policy HOU3 – Affordable housing

- 1) Development proposals for specialist older person’s accommodation (C2 where self-contained units), C3 dwellings, and Build to Rent accommodation will provide affordable housing contributions where:
  - a) the development would result in a net gain of 10 or more dwellings or where the site has an area of 0.5 hectares or more; or
  - b) the development would result in a net gain of 5 or more dwellings within a National Landscape.
- 2) Developments of C3 dwellings, including specialist older person’s housing with support accommodation, that contribute to affordable housing under criterion 1 will provide 50% of dwellings on site as affordable homes if they are in South Oxfordshire, and 40% of dwellings on site as affordable homes if they are in Vale of White Horse. This will be delivered across the following tenures:

	Market	Affordable			
		To rent		To buy	
		Social rent	Affordable rent	First homes	Intermediate home ownership
<b>South Oxfordshire</b>	50%	25%	2.5%	3%	19.5%
<b>Vale of White Horse</b>	60%	25%	3%	6%	6%

- 3) Developments of specialist older person’s housing with care accommodation that contribute to affordable housing under criterion 1 will provide 30% of dwellings on site as affordable homes. Proposals will need to demonstrate an appropriate mix of affordable housing tenure for specialist older person’s accommodation, as shown on the table below, and having regard to the councils’ latest evidence.

	<b>Market</b>	<b>Social rent</b>	<b>Affordable rent</b>	<b>Intermediate home ownership</b>
<b>South Oxfordshire</b>	70%	7.5%	15%	7.5%
<b>Vale of White Horse</b>	70%	7.5%	15%	7.5%

- 4) Developments of Build to Rent housing that contribute to affordable housing under criterion 1 will provide 20% of dwellings on site as affordable private rent.
- 5) In cases where the percentage calculation provides a part dwelling, a financial contribution will be sought equivalent to that part residential unit.
- 6) Where First Homes are sought, they will be required to be delivered at a 30% discount of market value.
- 7) Proposals delivering above these standards will be supported where they contribute to creating mixed and balanced communities. Neighbourhood planning groups are encouraged to consider local needs for affordable housing and where appropriate allocate sites for development including sites for 100% affordable homes.
- 8) Proposals for qualifying developments that do not provide affordable housing in accordance with the standards in criteria 2 or 3 will only be permitted where the applicant can satisfactorily demonstrate, through an open book viability assessment, that the level of affordable housing being sought would be unviable. In such circumstances, the council may support an alternative quantum and mix of affordable housing tenures identified in the open book viability assessment.
- 9) An overage clause will be sought in respect of future profits and affordable housing provision, where levels of affordable housing fall below policy targets.
- 10) Proposals where affordable housing is required must be designed to ensure:

- a) affordable housing is indistinguishable in appearance from market housing on site;
  - b) affordable housing is distributed evenly across the site where it is provided alongside open market housing; and
  - c) that where affordable housing is clustered together on site, this should be proportionate to the scale of development and each cluster should not exceed a maximum of 15 units.
- 11) A financial contribution or off site provision may be acceptable where it is robustly justified. This may relate to the whole or part of the requirement, this will be considered on a case-by-case basis. Design and layout of proposals by themselves are unlikely to justify a departure from on site delivery.
- 12) Planning permission will be refused for development proposals where it appears that a larger site has been sub-divided into smaller development parcels, or the site capacity has been reduced in order to avoid the requirements of the affordable housing policy.

6.18 Affordable Housing is housing for sale or rent, for those whose needs are not met by the market. For a home to be an affordable home, it must fall into one of four categories defined in national planning policies: affordable housing for rent (including Socially Rented and Affordable Rented), Starter Homes, discounted market sales housing, or other affordable routes to home ownership<sup>33</sup>. Policy HOU3 (Affordable housing) sets out the requirements for the provision of affordable housing on new residential developments.

6.19 Our districts are amongst the least affordable areas to live in the country, with median house prices and monthly rents in both districts being well in excess of national averages. A lack of affordable housing can have a detrimental affect on our economy, environment, and the social well-being of our communities. This includes employers finding it harder to recruit and retain staff, increased emissions as people potentially commute further to work here, and the breakdown of social networks as people move away from friends, family and the communities they grew up in. This policy will help address issues of housing affordability by ensuring a supply of a range of genuinely affordable homes for sale and rent in the plan period.

6.20 The requirements in this policy for the overall level of provision of affordable housing, tenure mix and discounts on affordable homeownership are the minimum we would expect to be delivered across the plan area unless it can be robustly demonstrated

<sup>33</sup> Please see the glossary for definitions of these tenures

this is not possible. The Joint Local Plan covers a large area and proposals in some areas are likely to be able to contribute more towards addressing the need for affordable housing than in other areas. The councils will therefore support proposals delivering above these standards where they contribute to creating mixed and balanced communities. Neighbourhood planning groups are encouraged to consider local needs for affordable housing and where appropriate, including being supported by viability evidence to set requirement above those in this policy, this could include allocating sites for development including sites for 100% affordable homes.

- 6.21 National policy on First Homes requires that the minimum discount applied to the market value of a First Home should apply to the entire Joint Local Plan area, except if neighbourhood plans are in place in certain areas. This policy requires First Homes where they are sought to be made available at 30% discount of market value, reflecting what can be viably delivered across a range of development types and locations throughout the Joint Local Plan area. The councils strongly support Neighbourhood planning groups to consider applying a higher minimum discount of either 40% or 50%, where this can be viably achieved. The councils' viability evidence can support groups in identifying higher value areas where a higher minimum discount could be deliverable.

### Approach to older persons' affordable housing

- 6.22 The councils will seek affordable housing on most specialist accommodation for older persons. Older person's accommodation can be classified as either C2 (institutional uses) or C3 (dwellinghouse uses)<sup>34</sup> depending on the nature of care and accommodation. Regardless of the use class, the councils will seek affordable housing contributions from developments that provide for 10 or more self-contained units. We will define a self-contained unit in accordance with the government's definition<sup>35</sup>: "Self-containment is where all the rooms (including kitchen, bathroom and toilet) in a household's accommodation are behind a single door which only that household can use." The councils will not require affordable housing contributions from developments that consist of single bedroom units, such as traditional care or nursing homes.
- 6.23 Where the councils seek affordable housing from developments of specialist older persons housing with care, the councils will expect this to be delivered as 7.5% socially rented accommodation, 15% affordable rent and 7.5% affordable routes to home ownership.

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<sup>34</sup> Under the Town and Country Planning (Use Classes) Order 1987, available at: <https://www.legislation.gov.uk/ukxi/1987/764/contents>

<sup>35</sup> Ministry of Housing, Communities and Local Government (2019) Housing statistics and English Housing Survey glossary, available at: <https://www.gov.uk/guidance/housing-statistics-and-england-housing-survey-glossary/a-to-z>

6.24 Where affordable housing is sought from developments of specialist older persons housing with support, in lieu of the provision of First Homes the councils will seek other forms of discount market sale. The discount will be secured in perpetuity through conditions at the same discount that would be applied if they were delivered as First Homes. This is to ensure more older persons can access affordable older persons housing with support where there are other eligibility requirements rather than restricting access to households that are first time buyers.

### Approach to self and custom-build housing

6.25 The councils will seek affordable housing provision on self and custom-build developments of 10 or more homes or five or more in the National Landscapes in accordance with the overall levels identified in this policy (i.e. 50% in South Oxfordshire and 40% in Vale of White Horse). However, the exact tenure mix will need to reflect the nature of the proposals, likely leaning more toward affordable home ownership rather than rented models. Policies HOU6 (Self-build and custom-build housing) and HOU7 (Affordable self and custom-build housing) contain more information on custom and self-build housing and its relationship with affordable housing provision.

### Where affordable housing provision is not viable

6.26 The requirements of this policy are supported by a robust evidence base demonstrating the viability of its requirements. However, the councils recognise some schemes may be subject to abnormal cost and changing economic circumstances during the plan period which may affect the deliverability of policy compliant schemes. In certain circumstances where the applicant can satisfactorily demonstrate, through an open book viability assessment, that the level of affordable housing being sought would be unviable the councils may support an alternative quantum and mix of affordable housing tenures identified in the open book viability assessment.

6.27 Where viability information has been used to demonstrate to the satisfaction of the councils that a less than policy compliant amount of affordable housing is acceptable, an overage clause will be applied through a legal agreement. Overage clauses will be sought on all applications where a less than policy compliant amount of affordable housing is accepted. This includes single and multi-phase developments. The councils will ensure that overage clauses will be applied without any periods of deferral or other restrictions unless there are clear and justifiable reasons not to. The councils will recover a percentage of any additional profit made, up to the sum which represents the amount that would have been required for a policy compliant scheme.



## Housing mix and size

### Policy HOU4 – Housing mix and size

- 1) All proposals for C3 homes must provide a mix of sizes of new homes for each tenure type as set out in the tables below:

#### South Oxfordshire

	1 bed	2 bed	3 bed	4 bed
<b>Market</b>	5%	20%	69%	6%
<b>Affordable</b>	8%	37%	46%	9%

#### Vale of White Horse

	1 bed	2 bed	3 bed	4 bed
<b>Market</b>	5%	10%	70%	15%
<b>Affordable</b>	13%	34%	40%	13%

- 2) All affordable homes and 1 and 2 bed market homes should be delivered to meet the Nationally Described Space Standards.
- 3) All new homes must be built to at least M4(2) (Category 2: Accessible and adaptable dwellings) standards (or any equivalent replacement standards).
- 4) In residential development of 10 homes or more, a percentage of homes must be built to M4(3) (Category 3: Wheelchair user dwellings) standards (or any equivalent replacement standards) as set out in the tables below:

#### South Oxfordshire

<b>Affordable homes</b>	2%
<b>Market homes</b>	3%

### Vale of White Horse

<b>Affordable homes</b>	11%
<b>Market homes</b>	13%

- 5) Where the scale of development would generate more than one M4(2) or M4(3) home the mix of sizes, types and tenures of accessible housing should reflect the mix of sizes, types and tenures of the development as a whole as closely as possible (unless there is evidenced need for additional accessible housing in one particular type of affordable housing tenure).
- 6) The required number and mix of accessible homes should be clearly illustrated on submitted plans and controlled via planning condition.
- 7) Where it can be robustly justified using evidence that site specific factors, such as site topography or heritage impact, make a site unsuitable for M4(2) and/or M4(3) compliant homes, criteria 3 and 4 of this policy should not apply.
- 8) Proposals for major residential development must include a provision of, or appropriate financial contribution towards, specialist housing for social care, having regard to the councils' latest evidence.
- 9) The requirements of this policy apply to all new homes, including those created through conversion or subdivision.

6.28 One of the key objectives of the Joint Local Plan is to provide new homes to meet our needs. Policy HOU4 (Housing mix and size) requires a mix of dwelling types and sizes, measured in the amount of bedrooms provided, to meet the needs of current and future households.

6.29 The Joint Housing Needs Assessment (JHNA)<sup>36</sup> forecasts the population make up across the plan period, which includes the size of the households that make up the population. The assessment then translates this into a bedroom mix for new homes. We undertook the additional step of assessing how our existing housing stock changes over time (for example, through homeowners extending or subdividing properties). Across both districts, this showed a significant reduction in the number of 3 bedroom homes. We then used this evidence to calibrate the proposed housing mix that was based on the new population alone.

<sup>36</sup> South Oxfordshire and Vale of White Horse (2024) Joint Housing Needs Assessment (prepared by Opinion Research Services), available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

- 6.30 New homes need to be high quality, accessible and sustainable. Building Regulations (Part M) sets out optional technical standards for water, access (including wheelchair access) and internal space. The optional standards complement the existing Building Regulations, which are mandatory. Local planning authorities can choose to require the additional optional technical standards as local standards where there is a clearly evidenced need and where they are viable. Additionally, this policy requires all affordable homes and 1 and 2 bed market homes to meet the Nationally Described Space Standards.
- 6.31 The JHNA identified the need for accessible housing to be delivered in South Oxfordshire and Vale of White Horse, based on the existing and projected number of households where one or more person has a limiting long-term illness or disability which affects their housing needs, as well as the ageing population. Requiring all new homes to be delivered to M4(2) (Category 2: Accessible and adaptable dwellings) standards will help meet this need.
- 6.32 Part 4 of this policy sets out the requirement for M4(3) (Category 3: Wheelchair user dwellings) for affordable and market homes across the districts. These homes should be delivered to M4(3)(2)(a) *wheelchair adaptable* standards, except where the relevant council has allocation or nomination rights and the dwelling is to provide accommodation for a known wheelchair user. In these cases, M4(3)(2)(a) *wheelchair accessible* standards should be applied.

Category	Definition
<b>M4(1) Category 1 - Visitable dwellings</b>	A new dwelling makes reasonable provision for most people, including wheelchair users, to approach and enter the dwelling and to access and use the facilities.
<b>M4(2) Category 2 - Accessible and adaptable dwellings</b>	A new dwelling makes reasonable provision for most people to access the dwelling. It incorporates features that make it potentially suitable for a wide range of occupants, including older people, those with reduced mobility and some wheelchair users.
<b>M4(3) Category 3 - Wheelchair user dwellings</b>	A new dwelling makes reasonable provision, either at completion or at a point following completion for a wheelchair user to live in the dwelling and use any associated private outdoor space, parking and communal facilities.

- 6.33 Proposals for major residential development will also need to demonstrate how they are delivering an appropriate amount of, or financial contribution towards, specialist housing for social care. Applicants should have regard to the latest evidence from Oxfordshire County Council on social care needs, and engage with Oxfordshire County Council in developing their proposals for social care provision.
- 6.34 Where the application of any clause of this policy would result in part of a home, this should be rounded up or down as required to bring the overall housing mix as close in line with the policy requirements as possible.

## Housing for older people

### Policy HOU5 – Housing for older people

#### Addressing the needs of older people

#### *Specialist housing with care*

- 1) Proposals for 500 homes or more will be expected to provide at least 60 housing with care units on site. However, site allocations within the Joint Local Plan have their own, site-specific requirements as follows:

<b>Provision of specialist, housing with care for older people on allocations in South Oxfordshire</b>	
<b>Site</b>	<b>Number of housing with care units to deliver</b>
Land at Berinsfield Garden Village	60
Land adjacent to Culham Campus	60
Land South of Grenoble Road	60
Land at Northfield	60
Land at Bayswater Brook	120
<b>Total</b>	<b>360</b>

<b>Provision of specialist, housing with care for older people on allocations in Vale of White Horse</b>	
<b>Site</b>	<b>Number of housing with care units to deliver</b>
North West of Valley Park	90
North West of Grove	60
Land at Dalton Barracks Garden Village	180
<b>Total</b>	<b>330</b>

- 2) Local communities will be encouraged to identify suitable sites of specialist housing with care for older people through neighbourhood plans.

***Specialist housing with support***

- 3) In residential developments of 10 dwellings or more, at least 5% of homes should also be designed as housing with support for older people, unless specific site conditions make this impractical or unviable. This provision should:
- a) incorporate housing designed for older people (excluding extra care housing or housing with care), such as retirement development, bungalows, and/or ground-floor accommodation, to be determined on a site-by-site basis depending on the demand in a particular area and the site context; and
  - b) be located within walking distance to proposed on site amenities (such as shops, healthcare, open space and public transport), or within walking distance of existing amenities in the settlement.
- 4) Local communities will be encouraged to identify suitable sites for specialist housing with support for older people through neighbourhood plans.

**Proposals for specialist housing for older people**

- 5) Proposals for either specialist housing with care, or housing with support, that specifically accommodates older persons (55 years or older) will be supported provided that:

- a) the site is of an appropriate scale and located in a suitable location supported by Policies SP1 (Spatial strategy) and SP2 (Settlement hierarchy);
  - b) the form, scale and design of the development is appropriate for older residents;
  - c) local healthcare or social service provision can meet the needs of the proposal without detriment to the local community;
  - d) the development will contribute positively to developing relationships within the wider community, involve interaction and connection, and support the ability of residents to be independent for longer; and
  - e) a legal agreement restricts the occupation of units (excluding warden's accommodation) to households containing at least one person aged 55 or over.
- 6) All specialist, extra care housing for older people should be delivered to M4(3) standards, unless site specific factors make this unsuitable.

6.35 The UK's population is ageing and people can expect to live longer than previous generations. Policy HOU5 (Housing for older people) sets out our approach to delivering homes that meet the needs of older people. Housing for older people generally refers to housing for those over 55 years of age.

6.36 Older people have a range of different needs, and not all will need or want to live in specialist housing. By improving the accessibility standards of the mainstream housing stock through Policy HOU4 (Housing mix and size), older people should be able to live independently in their own homes for longer. However, providing a range of options to meet differing needs will enable older people to move to a more suitable property if required. Specialist housing for older people can also help provide options for people to "downsize". This policy provides the framework for where the councils will support new accommodation for older people, directing it to locations where these residents will easily be able to access local services, facilities, and public transport.

## Housing with support

6.37 Older people with no or minor care needs may benefit from housing with support. This could take a variety of forms, including age exclusive housing, sheltered housing, or retirement housing. Residents may be able to access a helper via a careline service, but there is not structured care. In many cases, this may provide a similar offer to mainstream housing. All housing with support will need to meet the accessibility requirements for M4(2) in accordance with Policy HOU4 (Housing mix and size), and the councils encourage as many of these units as possible to be delivered to M4(3) standards.

## Housing with care

6.38 Older people with additional care needs may benefit from housing with care. This may take a variety of names, such as extra care housing, but typically will refer to age restricted housing, where there is a range of communal facilities, an on site manager, and access to site-specific bespoke care packages. Due to the additional care needs that residents may have, housing with care is expected to be delivered entirely to M4(3) standards.

6.39 Older people's housing should be appropriately designed for their residents. Proposals may make reference to best practice guidance, such as HAPPI design principles<sup>37</sup> where appropriate. Specialist housing with support and housing with care will typically be considered as Use Class C3, and relevant housing policies throughout the Joint Local Plan will therefore apply.

6.40 Residential care home and nursing home accommodation (including end of life / hospice care and dementia care home accommodation) is considered as being in Use Class C2. Therefore, some housing policies may not apply.

## Self-build and custom-build housing

### Policy HOU6 – Self-build and custom-build housing

- 1) The council will support proposals for self-build and custom-build housing that are in accordance with policies in the Development Plan.

<sup>37</sup> All-Party Parliamentary Group (APPG) Housing our Ageing Population Panel for Innovation (HAPPI) Design Principles, available at: <https://www.housinglin.org.uk/Topics/browse/Design-building/HAPPI/>

- 2) Neighbourhood plans are encouraged to consider the local need for this type of development and where appropriate identify specific sites to allocate for self-build and/or custom-build housing.
- 3) Proposals for major self-build and custom housebuilding development (a net gain of ten or more self-build and custom-build dwellings or five or more in the National Landscapes) are expected to:
  - a) deliver affordable self-build or custom-build plots in accordance with Policy HOU7 (Affordable self and custom-build housing); and
  - b) deliver an appropriate mix of plot sizes in accordance with Policy HOU4 (Housing mix and size).
- 4) Large scale major residential developments are required to provide 5% of the residential units as serviced plots for self-build and custom-build, appropriately designed and incorporated into the masterplan, and as part of the first planning application. Serviced plots required on large scale major residential development sites will not be counted towards the overall requirement for the provision of affordable housing, although they may be provided as affordable self-build and custom build housing in accordance with Policy HOU7 (Affordable self and custom-build housing).
- 5) Where permission is granted for self-build and custom-build plots, those plots for sale must be marketed:
  - a) as self-build and/or custom housebuilding serviced plots; or
  - b) as shell homes where self-build and or custom housebuilding serviced plots under a) have been suitably marketed for a period of 6 months and have not sold.
- 6) Where an applicant can demonstrate that a unit has been suitably marketed for 6 months as a market self-build or custom housebuilding plot (including to those on the relevant council's self-build and custom housebuilding register), then 6 subsequent months as a shell home, and it has not sold, the council will permit applications to build these plots as standard market housing.
- 7) Proposals for self-build and/or custom housebuilding should have regard to the Joint Design Guide<sup>a</sup>, Neighbourhood Plan Character Assessments and Design Codes.

<sup>a</sup> South Oxfordshire and Vale of White Horse (2022) Joint Design Guide, available at: <https://data.southoxon.gov.uk/SAV/JDG.html#gsc.tab=0>



- 6.41 Self and custom build houses are built and/or designed by individuals or groups to be occupied as homes by those same people. Differences between self-build and custom housebuilding are not distinguished in the legislation; both routes require significant input from the plot owner in the design process of the dwelling. Policy HOU6 (Self-build and custom-build housing) identifies how the councils will consider proposals for self and custom build houses and the types of sites that the councils will require to make provision of serviced plots for sale to self and custom house builders.
- 6.42 This policy supports proposals for self-build and custom-build housing that are in accordance with other policies in the Development Plan (i.e. they are in locations where the councils support housing, are well designed, and meet all other policy requirements). This policy encourages neighbourhood planning groups to identify a local need for this type of development, and where appropriate, identify specific sites to allocate for self-build and/or custom-build housing. Similar to the approach in this plan, this includes neighbourhood plans requiring a proportion of residential units allocated or coming forward in their plan area to be made available as serviced plots for self and custom house builders.
- 6.43 As with standard housing developments, the councils will expect self and custom-build developments to provide affordable housing, normally in the form of affordable plots. As set out under Policy HOU3 (Affordable housing), this would be 50% of plots for developments in South Oxfordshire, and 40% of plots for developments in Vale of White Horse. Policy HOU7 (Affordable self and custom-build housing) provides more details on how affordable housing should be delivered on self and custom-build housing developments.
- 6.44 This policy requires 5% of the residential units on large scale major developments (200 or more homes) to be delivered as serviced plots for self-build and custom-build. Where the councils require such provision of plots, we will not require these to make an affordable housing contribution (although overall, the site must still deliver sufficient affordable housing to meet the requirements under Policy HOU3 (Affordable housing)). The councils will support developers who do wish to deliver affordable self and custom-build plots on these sites, but these will count towards the overall requirement for the site to make provision for affordable housing required in Policy HOU3.
- 6.45 Applicants are expected to agree a marketing strategy with the councils to ensure serviced plots are suitably marketed. The marketing strategy should include as a minimum:
- a) how individuals or groups on the councils' registers will be contacted and engaged with;
  - b) the information to be provided to prospective self or custom builders (including details of the available plots);

- c) design parameters and information about the site as a whole;
- d) evidence the sales price is reasonable;
- e) how plots will be advertised more widely such as promotion on social media; and
- f) relevant websites and how the outcomes from the marketing exercise will be shared with the councils.

6.46 The councils will support variations to the original planning consent to allow self and custom-build plots or shell homes to be built as standard market housing where they can demonstrate they have followed the agreed marketing strategy, and no self and custom builders have claimed them.

### **Affordable self and custom-build housing**

#### **Policy HOU7 – Affordable self and custom-build housing**

- 1) Where provision for affordable housing is required from self-build and/or custom-build housing schemes in accordance with Policy HOU6 (Self-build and custom-build housing), this will be achieved through one of the following mechanisms agreed with the council through granting planning permission and secured in perpetuity:
  - a) Serviced building plots are made available below market value and are subject to a legal agreement that restricts the resale value of the completed property to below market value;
  - b) Homes are built as shared ownership properties – for example where a registered provider or council constructs the homes to the waterproof ‘shell’ stage and then enables private homebuilders to enter into a special form of shared ownership lease to complete the property. Once the work is satisfactorily completed this earns the homebuilder an equity share in the property, which means they need a smaller mortgage or a lower deposit;
  - c) A developer or landowner working in partnership with a recognised Registered Provider or alternative affordable housing provider (such as community led housing groups including community land trusts or housing co-operative) to develop plots for the development of affordable housing for rent or sale; or

d) Where a self-builder commits (via an agreed legal document) that the resale of the dwelling shall be restricted to an eligible household for at least a 20% discount on market prices.

- 2) Where provision is made for affordable self-build and/or custom-build housing, proposals must demonstrate an appropriate mix of plot sizes capable of delivering a dwelling mix in accordance with Policy HOU4 (Housing mix and size).
- 3) Purchase and/or occupancy of affordable self-build and custom-build housing will be restricted to households who meet the council's and/or national eligibility criteria for affordable homeownership or rent.
- 4) Any plots brought forward as affordable self-build or custom-build should be suitably marketed for at least 6 months. This is to include a period of 3 months marketing to those: on the council's housing register, households with a local connection registered on the council's self-build and custom housebuilding register, registered with a Registered Provider of social housing or a housing developer for affordable homeownership schemes and to local community led housing groups. Following the initial 3 months marketing the plots can also be marketed more widely for an additional 3 months to households without a local connection but still eligible for affordable homeownership or rent.
- 5) In the event plots remain unsold following the marketing process in part 4 of this policy, the plots can then be sold on the open market.

6.47 Policy HOU7 (Affordable self and custom-build housing) sets how the councils will consider self and custom-build housing as a means to provide affordable homes. Policies HOU3 (Affordable housing) and HOU6 (Self-build and custom-build housing) confirm that the councils will seek affordable self and custom-build housing from proposals for major developments of self-build and custom housebuilding<sup>38</sup>. The councils will not accept affordable self and custom-build housing plots in lieu of the provision of traditional forms of affordable housing, although, we may support developers who wish to deliver them in addition to their affordable housing requirements set out in Policy HOU3 (Affordable housing).

6.48 The councils will restrict purchase and/or occupancy of affordable self-build and custom-build housing to households who meet the councils' and/or national eligibility criteria for affordable homeownership or rent. Applicants must be on the housing register before they can be nominated for an affordable rented property. Where there are more applicants than vacancies, the councils

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<sup>38</sup> Development where 10 or more homes or five or more in the National Landscapes will be provided, or the site has an area of 0.5 hectares or more.

will allocate the dwellings in accordance with our Housing Allocations Policy. Eligibility criteria for homeownership properties will vary depending on the type of affordable homeownership model.

- 6.49 Developers will need to suitably market any affordable self-build or custom-build plots for the time period set out within this policy. Applicants are expected to agree a marketing strategy with the relevant council. The marketing strategy should include as a minimum:
- a) how individuals or groups identified in part 4 of this policy will be contacted and engaged with;
  - b) the information to be provided to prospective self or custom builders including details of the available plots;
  - c) design parameters and information about the site as a whole;
  - d) evidence the advertised rent / sales price is reasonable;
  - e) how plots will be advertised, such as promotion on social media and relevant websites; and
  - f) how the outcomes from the marketing exercise will be shared with the councils.
- 6.50 The councils will support variations to the original planning consent to allow self and custom-build plots or shell homes to be sold to the open market where they can demonstrate they have followed the agreed marketing strategy, and no suitable applicants for the affordable plots or shell homes have claimed them within the relevant timescales.

## Replacement dwellings in the countryside

### Policy HOU8 – Replacement dwellings in the countryside

- 1) Proposals for the replacement of an existing dwelling located outside the built-up areas of Tier 1-4 settlements will be permitted provided that:
  - a) the development takes place in accordance with Policy CE3 (Reducing embodied carbon) prioritising the re-use, retention and retrofit of existing buildings;

- b) the existing dwelling can be lawfully used for residential purposes;
  - c) the existing dwelling is not subject to a temporary or time limited planning permission;
  - d) it is for a new dwelling which replaces an existing dwelling and only on a one-for-one basis;
  - e) it is situated on the site of the original dwelling unless an alternative site can be shown to have equal or greater benefits for the locality; and
  - f) the replacement dwelling does not have a greater harm on the character of the site and its surroundings than the existing dwelling due to its scale, height, size, form and materials.
- 2) In the Green Belt, any replacement dwelling must not be materially larger than the dwelling it replaces (excluding garages and outbuildings).
- 3) In the National Landscapes (formerly AONBs), the council seeks to further the purposes of conserving and enhancing the natural beauty of the area, wildlife and cultural heritage.

6.51 Policy HOU8 (Replacement dwellings in the countryside) helps guide the process of replacing dwellings to ensure that where dwellings are demolished and replaced, they are done so in a way that is appropriate to its surroundings.

6.52 We are prioritising the re-use, retention and retrofit of existing dwellings, and avoiding substantial demolition unless necessary and fully justified. However, in some circumstances the existing dwelling may not be suitable for re-use, retention or retrofit. In these cases, the proposals will need to set out how materials arising from the demolition are re-used on site and/or recycled, in accordance with Policy CE3 (Reducing embodied carbon). This is because knocking down and replacing a dwelling without reusing the materials on site can take up significantly more carbon than reusing, retaining, or retrofitting the existing dwelling.

6.53 In all cases, the councils will seek to ensure that the new dwelling does not have a greater impact on the character of the site and its surroundings than the existing dwelling due to its scale, height, size, form or materials used. The replacement dwelling should be on the site of the original dwelling unless it can be demonstrated that an alternative location has equal or greater benefits, for example, in terms of its effect on the landscape.

6.54 In the Green Belt, replacement dwellings should not be materially larger than the dwellings they replace. The councils will, therefore, normally only grant planning permission for the replacement of a dwelling within the Green Belt which is not materially greater in volume than the dwelling it replaces, taking into account any permitted development rights which remain unused. Not materially greater in volume means that an increase of up to, but no more than, 10% in volume may be acceptable provided that the overall impact would not be any greater than the existing dwelling on the character and appearance of the site and the surrounding area.

### Sub-division of houses

#### Policy HOU9 – Sub-division of houses

- 1) The sub-division of dwellings will be permitted provided that:
  - a) each dwelling will be completely self-contained;
  - b) each dwelling is appropriate in terms of the size of the property and the proposed internal layout, access, private amenity space, bin storage and cycle and car parking provision; and
  - c) there would be no demonstrable harm to the amenity of the occupiers of the proposed development and neighbouring properties.

6.55 Policy HOU9 (Sub-division of houses) sets out the circumstances when the sub-division of an existing dwelling or plot into two or more dwellings will be permitted.

6.56 The sub-division of existing houses into flats can help to provide some smaller, more affordable housing. It can also represent a more effective use of land by including more housing into the same space. However, the sub-division of houses can sometimes have harmful impacts on the character of an area and the amenity of neighbours and future occupiers.

- 6.57 Proposals must be of an appropriate size and internal layout, to avoid negative implications on the health and wellbeing of occupants. Proposals will be required to comply with Policy IN5 (Cycle and car parking standards), and Oxfordshire County Council Parking Standards<sup>39</sup>.
- 6.58 The sub-division of dwellings relates to the creation of separate units, usually flats, with their own facilities and living spaces. This is different from Houses in Multiple Occupation (HMOs) which will have separate bedrooms but shared facilities. Our approach to determining applications for HMOs is set out in Policy HOU15 (Houses in Multiple Occupation).

## Meeting the needs of Gypsies, Travellers and Travelling Showpeople

### Policy HOU10 – Meeting the needs of Gypsies, Travellers, and Travelling Showpeople

- 1) The plan provides for the identified need<sup>a</sup> for traveller pitches and travelling showpeople's plots during the plan period to 2041 through a combination of the following:
  - a) implementation of extant planning permissions;
  - b) extending or intensifying existing authorised sites or yards where possible to meet the needs of existing residents and their families;
  - c) through the regularisation of unauthorised sites / pitches or sites / pitches with temporary permissions where there would be no unacceptable harm in doing so; and
  - d) requiring provision of between 6 to 10 pitches on each of the following housing allocations within this plan:
    - i) Land adjacent to Culham Campus
    - ii) Land at Berinsfield Garden Village

<sup>39</sup> Oxfordshire County Council (2022) Parking Standards for New Developments, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/PARKINGS.PDF>

- iii) Land South of Grenoble Road, Edge of Oxford
- iv) Land at Northfield, Edge of Oxford
- v) Land at Dalton Barracks Garden Village, Shippon
- vi) North West of Valley Park, Didcot

- 2) Proposals for pitches / plots for Gypsies, Travellers and Travelling Showpeople will be permitted where:
- a) the proposed development is in an appropriate location adjacent to a settlement where there is a range of services and facilities, especially health and educational facilities;
  - b) there would be no adverse impact on the amenity of future occupiers or existing neighbouring uses;
  - c) the scale and type of development is appropriate to its location considering character, local services, and facilities;
  - d) the site can be provided with safe electricity, drinking water, sewage treatment and waste disposal facilities;
  - e) nearby existing outdoor amenity space, including child-friendly spaces to play can be safely accessed or where this is not possible provision is made on site;
  - f) arrangements are put in place to ensure the proper management of the site to seek to ensure community cohesion between the settled and traveller communities; and
  - g) there is clear demarcation of the site and pitch / plot boundaries using appropriate boundary treatments and landscaping which is characteristic of the local context.

<sup>a</sup> *The identified need as set out within the councils' latest Gypsy, Traveller and Travelling Showperson Accommodation Assessment.*

6.59 The councils have a responsibility to address the needs for pitches for gypsies and travellers and plots for travelling showpeople. The Joint Local Plan develops a fair and effective strategy to meet the accommodation needs of gypsies, travellers and travelling showpeople in a way that facilitates the traditional and nomadic way of life of travellers while respecting the interests of the settled community.



6.60 Part 1 of Policy HOU10 (Meeting the needs of Gypsies, Travellers, and Travelling Showpeople) identifies the supply of pitches and plots within the plan period:

- a) implementing extant or new planning permissions. Where the councils or the planning inspectorate grant planning permission for pitches or plots, the councils will count this within its supply of pitches or plots.
- b) extending or intensifying existing authorised sites or yards. The councils will grant planning permissions to increase the number of pitches or plots on existing sites or yards, where this is appropriate and guided by the criteria in part 2 of this policy. This will be to meet the needs from those already living on site but are in unsuitable accommodation. Households in unsuitable accommodation may be a result of overcrowding or new household formation as children become adults and require a pitch/plot of their own.
- c) through the regularisation of unauthorised sites/pitches or sites/pitches with temporary permissions, where there would be no unacceptable harm in do so. Across the districts there are a number of sites that do not benefit from full planning permission. Some of these sites are long established and are effectively tolerated or have been subject to rolling temporary permissions. Where applications are brought forward to formalise the status of these sites, the councils will support these where the applicant can demonstrate compliance with the criteria in part 2 of this policy.
- d) requiring provision of between 6 to 10 pitches on each of the following housing-led allocations within this plan:
  - Land adjacent to Culham Campus
  - Land at Berinsfield Garden Village
  - Land South of Grenoble Road, Edge of Oxford
  - Land at Northfield, Edge of Oxford
  - Land at Dalton Barracks Garden Village, Shippon
  - North West of Valley Park, Didcot.

6.61 Allocating pitches on the housing allocations within the plan allows us to consider the needs of travellers at the outset of the design process and properly integrate the pitches into the design of the development. This approach also supports the key objective of government's planning policy for traveller sites (PPTS)<sup>40</sup>, ensuring sites are sustainable. The allocations offer the

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<sup>40</sup> Ministry of Housing, Communities and Local Government, Ministry of Housing and Department for Levelling Up, Housing and Communities (2023) Planning policy for traveller sites, available at: <https://www.gov.uk/government/publications/planning-policy-for-traveller-sites>

opportunity to provide a settled base where households can access appropriate health services and ensure that children can attend school either within the allocation or the settlement they adjoin.

- 6.62 Part 2 of this policy sets out the criteria that the councils will use to determine planning applications for gypsy, traveller and travelling showpeople accommodation. The councils will use these criteria to assess all proposals that come forward on the types of sites identified within part 1 of this policy, and to determine all other speculative applications.
- 6.63 Permission for pitches or plots granted under this policy will be conditioned to ensure they are occupied by households meeting the planning definition for either gypsies and travellers or travelling showpeople, as set out in the PPTS (or replacement document). In some instances, the councils may also grant planning permission for additional pitches at authorised sites that will not be lived in by travellers who meet the planning definition. This will only be appropriate where this would allow travellers to remain on the site and continue to live near their family.
- 6.64 Proposals for new residential caravan and mobile home sites to accommodate people who do not meet the planning definition for gypsies and travellers will be considered in accordance with Policy SP1 (Spatial strategy).

### **Safeguarding existing Gypsy, Traveller and Travelling Showpeople's sites**

#### **Policy HOU11 – Safeguarding existing Gypsy, Traveller and Travelling Showpeople's sites**

- 1) Proposals that result in the loss of authorised and permanent pitches or plots for residential use by gypsies, travellers and travelling showpeople will not be permitted unless the applicant can clearly demonstrate that:
  - a) the site is no longer suitable for such use and suitable alternative provision is made for pitches / plots on a site of equal or better quality with equal access to services. Such alternative sites will be secured through planning conditions and legal obligations. Any replacement pitches should be available before the original site is lost; or
  - b) there is no need for pitches / plots in the district and their loss would not generate a need.

6.65 The councils will safeguard existing authorised sites and yards for gypsies, travellers and travelling showpeople to ensure they are not lost. We will only grant planning permission for the loss of a site or yard if the applicant can demonstrate the site is no longer suitable and alternative provision can be secured prior to their loss, or there is no longer a need for pitches / plots in the district.

### **Rural and First Homes exception sites**

#### **Policy HOU12 – Rural and First Homes exception sites**

- 1) The council will grant planning permission for small sites used for affordable homes on rural exception sites where:
  - a) they meet a clearly established local need identified through a robust housing needs assessment in accordance with a methodology agreed with the council;
  - b) at least 75% of the site is brought forward as affordable homes;
  - c) it is located within a settlement<sup>a</sup> or adjacent to an existing settlement<sup>a</sup>;
  - d) the proposed development is of size and scale commensurate with the scale and character of to the settlement they are within or adjacent to and the established local housing need.
  - e) they have no unacceptable impact on amenity, character and appearance, environment or highways;
  - f) there are satisfactory arrangements to ensure that the benefits of affordable housing remain in perpetuity; and
  - g) they do not form an isolated development and have access to local services and facilities.
- 2) Proposals for First Homes exception sites will be permitted where:
  - a) at least 75% of the homes on site are First Homes;

- b) they meet a clearly established local need identified through a robust housing needs assessment in accordance with a methodology agreed with the council;
- c) there are satisfactory arrangements to ensure that the benefits of affordable housing remain in perpetuity and that the dwellings remain available for local people;
- d) the proposed development is of a size and scale commensurate with the scale and character of the settlement they are within or adjacent to and the established local housing need
- e) they have no unacceptable impact on amenity, character and appearance, environment or highways;
- f) they do not form an isolated development and have access to local services and facilities; and
- g) is located outside the Green Belt and National Landscape.

3) Where robust evidence establishes that viability issues would prevent the delivery of an exception site either First Homes or Rural which is 100% affordable, the minimum level of market housing required to make the development viable will be favourably considered where it would ensure the provision of additional affordable housing to meet local needs. Where market housing is provided it should be indistinguishable in appearance and be integrated into the site and should not exceed a maximum of 25% of the units permitted.

<sup>a</sup> including settlements not listed in the settlement hierarchy (Policy SP2)

6.66 Policy HOU12 (Rural and First Homes exception sites) supports small sites for Rural and First Home exception sites to deliver affordable housing in locations which would not otherwise be permitted through the development plan.

6.67 In rural areas, in line with national policy, our planning policies have historically restricted significant new development. Where development does come forward, it is often small-scale (fewer than 10 homes) and therefore in most cases falls below the threshold for providing affordable housing. This policy supports additional affordable homes on appropriately sized sites in areas where there is an identified need and certain criteria are met.

6.68 Proposals for these development must demonstrate:

- a) the need for affordable housing in the settlement;
- b) show that the homes would be the right tenure mix and size to reflect the local need; and
- c) homes would be available at a price which local people can afford.

- 6.69 The councils will require applicants to submit a detailed housing needs survey with each planning application for a Rural or First Homes exception site. This will need to demonstrate the extent of the housing need arising from people with a local connection. The applicant will need to agree the methodology for this with the councils.
- 6.70 On rural exception sites, the councils may support a small number of open market sale homes (typically 25% of the total on site). This is to ensure the site can be commercially viable to develop.
- 6.71 On First Homes exception sites it may be appropriate to make provision for small numbers of other forms of affordable housing where there is an evidenced need, or open market housing where the applicant can demonstrate its necessity to make the development viable. In both instances, the councils would only support this where it would not result in less than 75% of the homes on site being First Homes.
- 6.72 Only those households who meet the councils' and/or national eligibility criteria for affordable housing will be able to purchase and/or occupy affordable housing on exception sites. Applicants must be on the housing register before they can be nominated for an affordable rented property. Where more applicants than vacancies exist, the councils will allocate dwellings in accordance with our current Housing Allocations Policy. Eligibility criteria for homeownership properties will vary depending on the type of affordable home being proposed.
- 6.73 This policy supports exception sites in locations not otherwise supported in the plan, it does not however support isolated development away from existing settlements, services and facilities. The site should have access to a range of local services and facilities proportional to the proposed development and the settlement it is within or adjacent to. Access to such services and facilities from the development should be, or be capable of being, safe and convenient, particularly via active travel modes.
- 6.74 The councils will normally require a planning obligation to ensure that the homes provided meet a local need, and that satisfactory arrangements are made to ensure that the benefits of affordable housing remain in perpetuity.

## Community-led housing development

### Policy HOU13 – Community-led housing development

- 1) The council will grant planning permission for small sites for community-led affordable homes where:
  - a) it is located within a settlement<sup>a</sup> or, it is adjacent to an existing settlement<sup>a</sup>;
  - b) it is proportionate in scale to the settlement they are adjacent to or within, not exceeding:
    - i) 5% of the number of dwellings in the existing settlement; and
    - ii) 1 hectare in size.
  - c) they do not form an isolated development and have access to local services and facilities; and
  - d) they have no unacceptable impact on amenity, character and appearance, environment or highways.
- 2) Proposals for community led housing must also demonstrate that:
  - a) it is instigated and taken forward by a not-for-profit organisation set up and run primarily for the purpose of meeting the housing needs of the local community;
  - b) the organisation should own, manage or steward the homes in accordance with an agreed management plan and demonstrate the financial viability of the proposal;
  - c) the local community has been meaningfully engaged with, and involved in preparing the proposal, and there is local support for it; and
  - d) there are benefits to the local community, with satisfactory arrangements to ensure that the benefits are clearly defined and legally protected in perpetuity.
- 3) Where robust evidence establishes that viability issues would prevent the delivery of a community-led housing development which is 100% affordable, the minimum level of market housing required to make the development viable

will be favourably considered where it would ensure the provision of additional affordable housing to meet local needs. Where market housing is provided it should be indistinguishable in appearance and be integrated into the site and should not exceed a maximum of 25% of the units permitted.

<sup>a</sup> including settlements not listed in the settlement hierarchy (Policy SP2)

- 6.75 Policy HOU13 (Community-led housing development) sets out the councils' approach towards exception sites for community-led housing development. These are developments primarily for affordable homes that have been instigated and taken forward by a not-for-profit organisation, for the purpose of meeting the housing needs of its members and the wider local community. This policy supports communities, alongside encouraging neighbourhood planning groups, to identify and address the affordable housing needs of their area.
- 6.76 This policy supports the additional affordable homes in areas where it has community support to help address historically lower levels of affordable housing delivery in rural areas.
- 6.77 This policy supports exception sites in locations not otherwise supported in the plan, it does not however support isolated development away from existing settlements, services and facilities. The site should have access to a range of local services and facilities proportional to the proposed development and the settlement it is within or adjacent to. Access to such services and facilities from the development should be, or be capable of being, safe and convenient, particularly via active travel modes.
- 6.78 The councils will work closely with parish councils and local communities to progress community-led housing development. They may take various legal forms including a community land trust, housing co-operative and community benefit society. Membership of the organisation is open to all beneficiaries and prospective beneficiaries of that organisation. The organisation should own, manage or steward the homes in a manner consistent with its purpose, for example through a mutually supported arrangement with a Registered Provider of Social Housing.
- 6.79 Applicants must be on the housing register before they can be nominated for an affordable rented property on an exceptions site for community-led housing. Where more applicants than vacancies exist, the dwellings will be allocated in accordance with our Housing Allocations Policy. Eligibility criteria for homeownership properties will vary depending on the model of affordable homeownership being proposed.

## Build to Rent proposals

### Policy HOU14 – Build to Rent proposals

- 1) Planning permission will be granted for Build to Rent developments where:
  - a) it is in a location where residential development is supported by the settlement hierarchy (Policy SP2);
  - b) it is delivered in accordance with an agreed management plan to include longer term tenancy and nomination arrangements;
  - c) the appropriate mix of sizes of Build to Rent dwellings will be determined at the application stage having regard to site specific circumstances, relevant market signals, viability and the councils' latest evidence;
  - d) it provides 20% affordable homes on site in the form affordable private rent set at a level that is at least 20% less than the private market rent (inclusive of service charges) for the same or equivalent property; and
  - e) affordable private rent homes should be under common management control with the market rent Build to Rent homes. They should be distributed evenly throughout the development and be indistinguishable from the market rent homes in terms of appearance and quality.
- 2) Where the applicant can demonstrate that the level of affordable housing being sought would be unviable, the council may consider whether alternative levels of affordable housing would be appropriate. Any departure from the percentage of affordable housing to be delivered will need to be supported by a viability assessment.

6.80 Policy HOU14 (Build to Rent proposals) sets out our approach towards proposals for Build to Rent which is a distinct asset class within the private rented sector, identified in national policy. The councils will use this policy to determine planning applications for build to rent developments, including where it forms part of a wider multi-tenure residential development.

6.81 Applicants will be required to agree a management plan with the councils, which we will secure through a legal agreement. The management plan should include (as a minimum) tenancy arrangements for both market and affordable private rented tenures, as well as information on how affordable private rented units will be managed, including: lettings agreement, the rent levels,



apportionment of the homes across the development, a management and service agreement, and a marketing agreement setting out how their availability is to be publicised.

- 6.82 Proposals for Build to Rent schemes will need to demonstrate an appropriate bedroom mix which has regard to site specific circumstances and the councils' latest evidence. The councils' latest evidence includes the Joint Housing Needs Assessment (2024), neighbourhood plan evidence, and the councils' housing registers. As Build to Rent developments are a distinct asset class within the private rented sector, proposals should address the specific needs of renters rather than having regard to the bedroom mix set out in Policy HOU4 (Housing mix and size) which identifies the mix for the population as a whole.
- 6.83 Where Build to Rent schemes form part of a wider multi-tenure development, the councils will not assess Build to Rent units as part of the overall bedroom mix for the remainder of the site. This is to ensure an appropriate mix of dwelling sizes can be delivered across the different tenures proposed.

## Houses in Multiple Occupation

### Policy HOU15 – Houses in Multiple Occupation

- 1) Proposals for the conversion of an existing building to a large House in Multiple Occupation (HMOs) (7 or more residents) (sui generis use class) will be permitted provided that the development:
  - a) would not harm the character of the area;
  - b) would not harm the amenity of the occupants of nearby properties;
  - c) is appropriate in terms of the size of the property and the proposed internal layout, access, private amenity space, bin storage and cycle and car parking provision; and
  - d) would not bring the proportion of registered HMOs in a street to more than 20% of homes in 100 metres of street frontage measured in any direction from the property.
- 2) Proposals for new, purpose-built HMOs will be permitted where they comply with the above criteria and Policy SP1 (Spatial strategy).

- 6.84 A House in Multiple Occupation (HMO) is a type of shared housing accommodation often associated with the private rented sector, where three or more unrelated individuals share basic amenities such as a kitchen or bathroom. HMOs can provide a more affordable option for those who cannot afford to rent by themselves and are an important part of the overall housing stock.
- 6.85 However, high concentrations of HMOs can lead to substandard living conditions, as well as impacting on neighbours' amenity through increased parking pressures and bin storage. Where a lot of properties in an area are converted to HMO, this can also result in a loss of family sized homes, and cumulatively, can change the character of an area. We tend to see HMOs in parts of the districts adjoining Oxford, and in locations like Abingdon-on-Thames and Didcot. Under national planning legislation, owners have permitted development rights to convert a property from a C3 use class building (a house) to C4 (a small HMO of 6 occupants or fewer) without planning permission. However, planning permission is required to convert a C3 house or C4 small HMO to a large HMO occupied by 7 or more people, which are in their own distinct planning use class known as 'sui generis'. Policy HOU15 (Houses in Multiple Occupation) would therefore apply for applications for large HMOs.
- 6.86 This policy seeks to minimise the potential negative impacts caused by large HMOs, for both occupants and neighbours. Proposals must be of an appropriate size and internal layout to avoid negative implications on the health and wellbeing of occupants. This policy also limits oversaturation of registered HMOs on any one street. Proposals will be required to comply with Policy IN5 (Cycle and car parking standards), and Oxfordshire County Council Parking Standards.

## Residential extensions and annexes

### Policy HOU16 – Residential extensions and annexes

- 1) Extensions to dwellings, or the erection and extension of ancillary buildings within the curtilage of a dwelling, will be permitted where:
  - a) the size, scale, location and design of the extension or ancillary building is subordinate to the original dwelling, and appropriate to the character and appearance of the surrounding area;
  - b) it would not result in an overdevelopment of the plot;

- c) within the Green Belt, and within the countryside<sup>a</sup>, the extension or the alteration of a building does not result in disproportionate additions over and above the size of the original dwelling<sup>b</sup>;
- d) adequate and satisfactory parking is provided. Development should have regard to the Oxfordshire County Council Parking Standards, unless specific evidence is provided to justify otherwise;
- e) there would be no demonstrable harm to the amenity of neighbouring residents; and
- f) sufficient amenity areas are provided for the extended dwelling.

2) Proposals for detached or attached residential annexes will be permitted provided that:

- a) it has been demonstrated there is a strong functional relationship between the existing dwelling and the proposed annex;
- b) it would not constitute the creation of a separate, independent dwelling;
- c) the annex is within the curtilage of the existing dwelling;
- d) the size, scale, location and design of the annex is appropriate and is subordinate to the existing dwelling and appropriate to the character and appearance of the surrounding area.
- e) If within the Green Belt, and within the countryside, it does not result in disproportionate additions over and above the size of the of the original dwelling;
- f) it is appropriate in size to meet its stated purpose;
- g) there would be no demonstrable harm to the amenity of neighbouring residents;
- h) sufficient amenity areas are provided for the existing dwelling;
- i) adequate and safe access is achieved; and

j) the design and siting of the annex is capable of being reasonably integrated with the function of the original dwelling once the need for it has ceased, without creating an independent dwelling unit in the future.

3) Development should have regard to the Joint Design Guide, Neighbourhood Plan Character Assessments and Design Codes.

<sup>a</sup> *Outside tier 1-4 settlements*

<sup>b</sup> *'Original' means the volume as existing on 1 July 1948, or if constructed after that date, as originally built. Garages and outbuildings will not be included in this calculation.*

- 6.87 Planning permission is not always required for residential extensions. Many extensions can be carried out under permitted development rights. Householders contemplating alterations or extensions to their home should check with the councils to find out whether planning permission is required. Where it is needed, Policy HOU16 (Residential extensions and annexes) will be used to consider proposals for residential extensions and residential annexes that are attached to, or within the curtilage of, an existing house.
- 6.88 This policy aims to achieve high-quality residential annexes and extensions to dwellings that respond to the needs of the occupants, in a way that is sensitive to the character and appearance of the original dwelling and the street scene. Proposals should have regard to the councils' Joint Design Guide, Neighbourhood Plan Character Assessments and Design Codes.
- 6.89 The appropriateness of proposals will be considered on a case-by-case basis having regard to the proposed location and design of the extensions or residential annexes and its impact on amenity, character and appearance of the site and surrounding area.
- 6.90 Proposals for residential annexes will likely be subject to a condition restricting their use to ancillary accommodation in order to prevent annexes being turned into separate new dwellings.

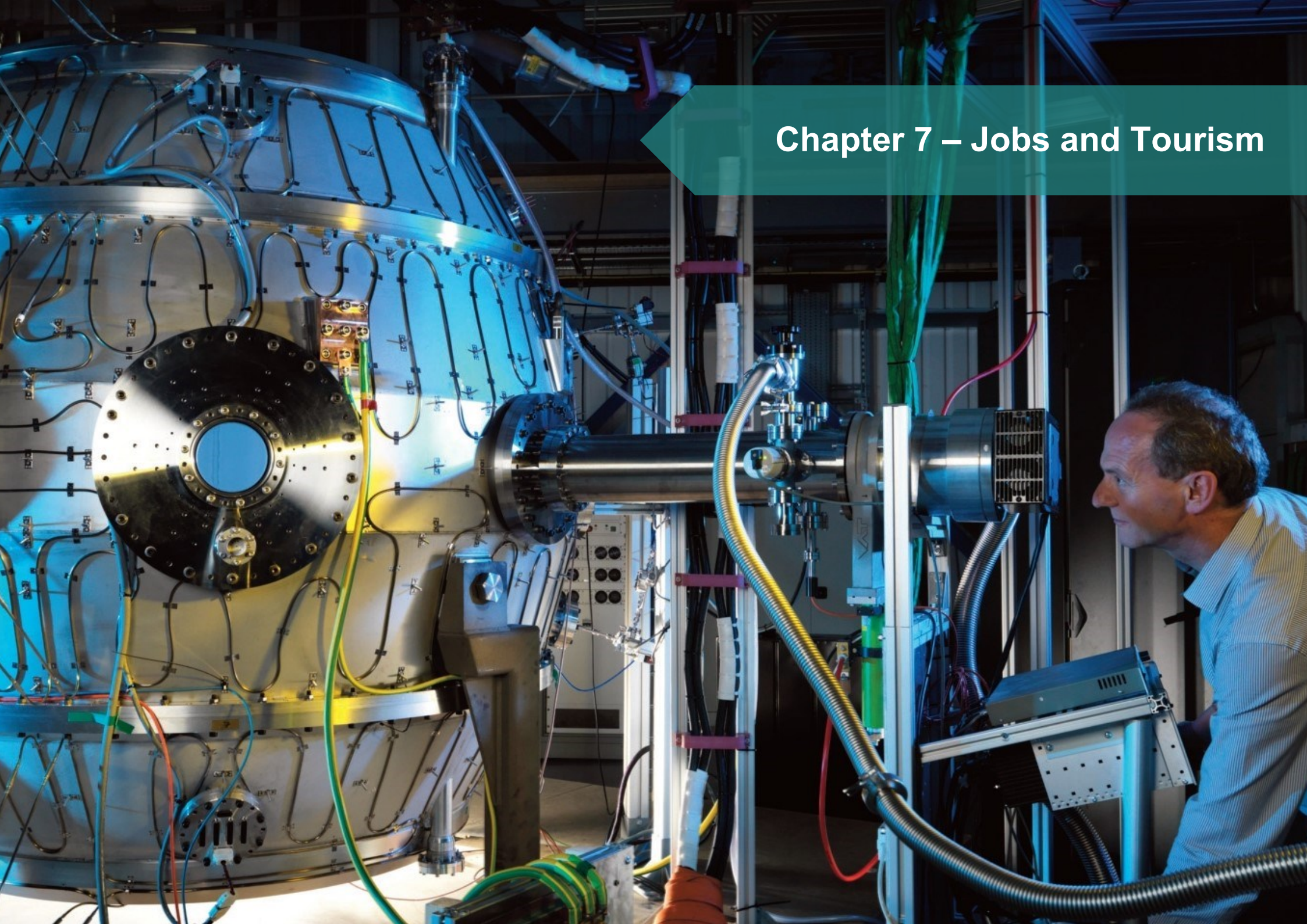
## Rural workers' dwellings

### Policy HOU17 – Rural workers' dwellings

- 1) Applications for rural workers' dwellings within the countryside will be permitted where:
  - a) the applicant has demonstrated that there is a need for a rural worker to live at, or in close proximity to, their place of work in order to be readily available at all times to enable the effective, safe and viable operation of the rural enterprise;
  - b) the applicant has demonstrated that the rural enterprise is economically sustainable and is likely to remain financially viable for the foreseeable future;
  - c) the size and scale of the proposed dwelling is proportional to the needs of the rural enterprise; and
  - d) the proposed dwelling respects the landscape, rural character and dark skies.
- 2) If a rural workers' dwelling is essential to support a new rural enterprise that has been operating for less than 12 months, planning permission will only be provided for the first three years for temporary structures such as a caravan, a low-impact wooden structure, or other temporary accommodation which can easily be dismantled or removed.
- 3) Where workers' accommodation already exists on a site or on land in close proximity that is under control of the business, the applicant will need to demonstrate why it is not appropriate or possible to improve this to meet the newly arising need or to co-locate the proposed dwelling with existing residential uses.
- 4) If structures are present on the site or on land in close proximity that is under the control of the business, that can be upgraded and adapted to meet the need, these should be developed in preference to the erection of new buildings. Where this is not possible, the applicant will need to demonstrate why the existing structures cannot accommodate this need.
- 5) Planning permission will be subject to an appropriate occupancy condition, restricting its occupation to households where at least one person is directly employed on a permanent full-time basis by the associated rural enterprise.
- 6) Permitted development rights allowing extensions to properties will be removed.

- 6.91 Policy HOU17 (Rural workers' dwellings) supports the rural economy and sustainable land-based businesses recognising that the nature of certain rural enterprises and their operational needs require a different approach to the delivery of housing. We will support rural workers' dwellings in the countryside where there is a demonstrable need in order to sustain the effective operation of a viable rural business.
- 6.92 Proposals for rural workers' dwellings will need to demonstrate that the proposed dwelling is proportionate in size and scale to the needs of the enterprise and that there is no suitable available existing accommodation in the vicinity of the rural business. Suitable and available accommodation includes dwellings in the nearest settlement(s), existing workers accommodation that can meet the need or that can be upgraded to meet the need and buildings suitable for re-use and conversion to residential use, either on the site of the rural enterprise, or in its locality.
- 6.93 Any permission that is granted will be appropriately conditioned to restrict occupancy to households where at least one person is directly employed by the rural enterprise on a permanent full-time basis and to remove permitted development rights covering extensions. These conditions are necessary to ensure the stock of rural workers dwellings is not lost and that the dwelling remains at a size which can be justified by the functional need and can be supported by the income from the rural enterprise.

## Chapter 7 – Jobs and Tourism

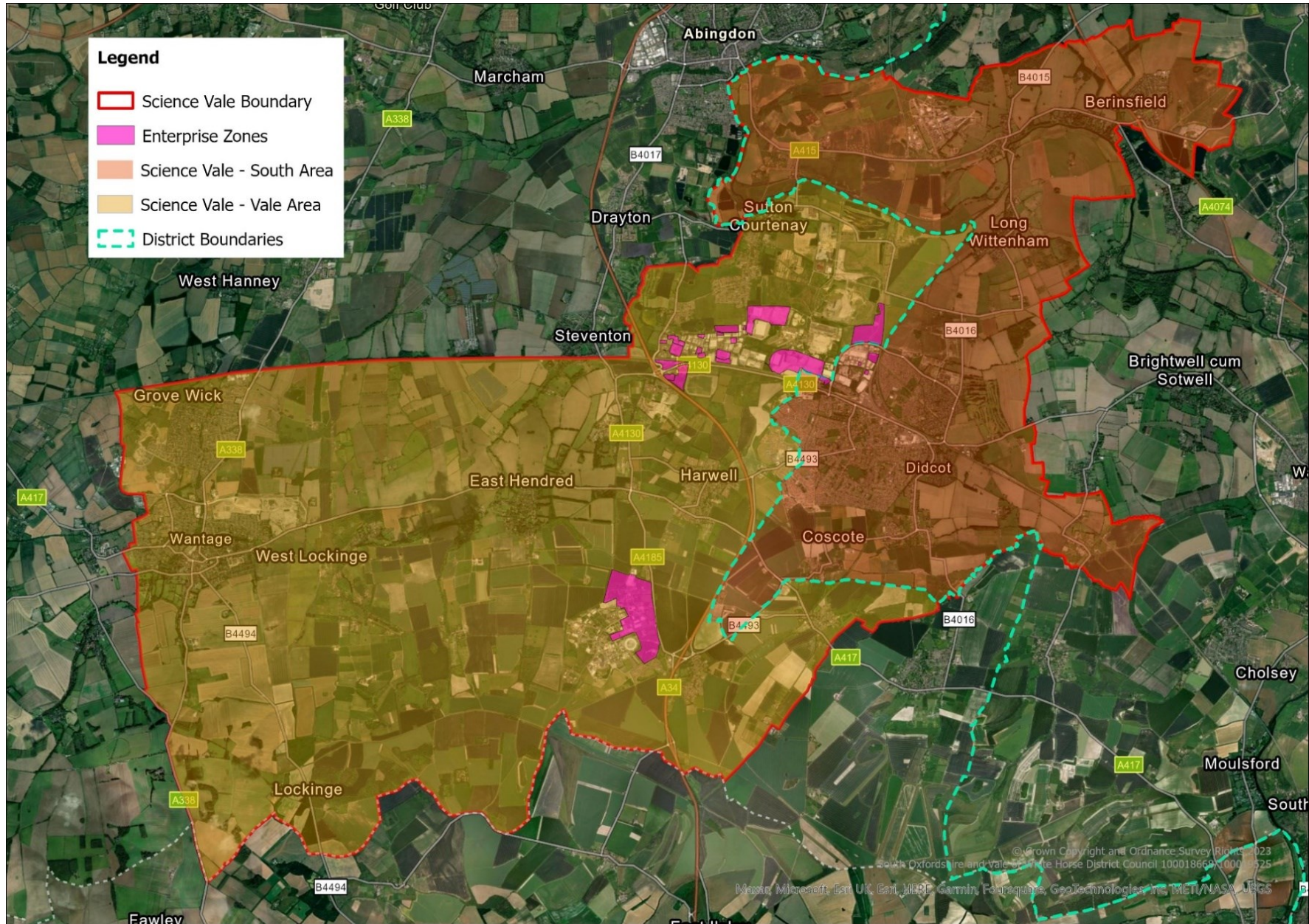


## 7. Jobs and Tourism

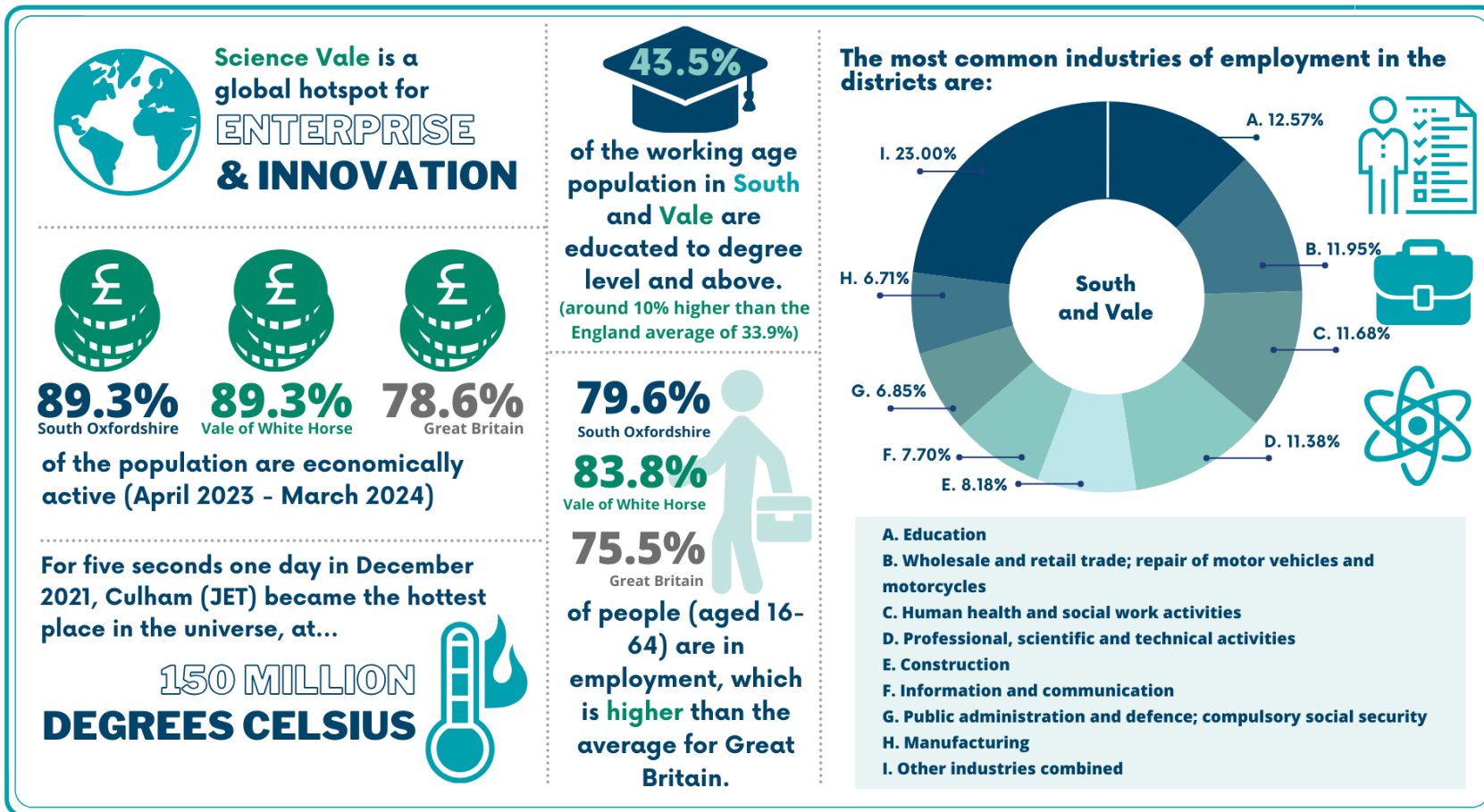
### Introduction

- 7.1 This chapter sets out our ambition to ensure that all residents have the skills and infrastructure needed to gain meaningful employment locally, and to be highly productive in those jobs.
- 7.2 Our districts have strong local economies and are home to some regionally, nationally and globally important employment areas, including: Culham Campus (formally known as Culham Science Centre) for fusion energy, robotics and autonomous systems; Milton Park/Didcot Garden Town for life sciences and creative industries; and Harwell Campus for space, health and energy (including world leading science research facilities at Rutherford Appleton Laboratory and the European Space Agency).
- 7.3 The broad area where these significant employment parks are located is known as 'Science Vale'. It spans the Wantage/Grove area of Vale of White Horse, across Harwell Campus and Milton Park through to Culham, Didcot and Berinsfield in South Oxfordshire. Some of our employment sites (including Harwell Campus, Milton Park and Southmead Industrial Estate) are located within (entirely or partially) two Enterprise Zones: 'Science Vale Oxford' and the 'Didcot Growth Accelerator'.





- 7.4 Our market towns and villages support many small and medium sized businesses (known as SMEs), whilst micro-businesses (companies employing up to nine employees) represent the vast majority of all businesses in South Oxfordshire and Vale of White Horse (90% and 88% respectively). Many of these businesses are likely to be run from home and so do not generate a high need for employment land.
- 7.5 The plan continues to support the increased productivity and growth of all sectors through supporting business formation, growth and relocation as well as supporting the delivery of infrastructure necessary for this to occur. This inclusive economic view will give all people the opportunity to work at, or nearer their home and reduce long distance out-commuting. Providing job opportunities in our towns and villages means that people don't have to travel far for work, reducing car journeys and commuting times. It is therefore important to plan for a range of different sizes and types of employment space to meet the needs of all of our businesses and support the foundational economy.
- 7.6 Our strategy to address future requirements is to focus on the delivery of our existing employment site allocations, where they remain fit for purpose, as well as allowing the development of existing non-allocated employment sites and supporting the re-use of brownfield sites within our settlements for employment uses. The policies in this chapter that support other elements of our employment strategy include the retention of existing employment sites, supporting the provision of affordable workspace, ensuring that large-scale development brings jobs and training for the local community through the use of Community Employment Plans, and supporting sustainable economic growth in rural areas. This chapter also includes policies to support sustainable tourism and the visitor economy, including overnight visitor accommodation, to help bring economic benefit to our local communities and protect and enhance our districts assets.
- 7.7 Chapter 8 sets out our specific policies for the strategic employment allocations in Policy AS11 (Culham Campus) and Policy AS12 (Harwell Campus), which detail how these sites should come forward.
- 7.8 Here are some facts and figures that help set the scene for this chapter.



### List of policies in this chapter

- Policy JT1: Meeting employment needs
- Policy JT2: Protecting our employment sites
- Policy JT3: Affordable workspace
- Policy JT4: Community Employment Plans
- Policy JT5: Supporting the rural economy
- Policy JT6: Supporting sustainable tourism and the visitor economy
- Policy JT7: Overnight visitor accommodation

## Meeting employment needs

### Policy JT1 – Meeting employment needs

- 1) During the plan period, provision will be made to meet the following employment requirements:
- a) **South Oxfordshire requirement:** 25.8 hectares of employment land.
  - b) **Vale of White Horse requirement:** 113.2 hectares employment land.

**Table JT1.1: Sources of supply**

Source	South Oxfordshire	Vale of White Horse
Allocations in the Joint Local Plan (hectares)	17.3	100.4
Carried forward existing allocations (hectares)	6.04	49.1
Sites with planning permission (pipeline) (hectares)	11	63
Local Development Orders and remaining Enterprise Zones (hectares)	0	52.18
Allocations in neighbourhood plans (hectares)	1	13.2
<b>Total</b>	<b>35.34</b>	<b>277.88</b>

Allocations in the Joint Local Plan comprise the following sites in Tables JT1.2 and JT1.3, and as shown on the Policies Map<sup>a</sup>.

**Table JT1.2: South Oxfordshire allocations**

Policy reference	Site name	Net amount of employment supply (hectares)
AS1	Land at Berinsfield Garden Village	5
AS3	Land south of Grenoble Road	10
AS11	Culham Campus (formally known as Culham Science Centre)	2.3
<b>Total</b>		<b>17.3</b>

**Table JT1.3: Vale of White Horse allocations**

<b>Policy reference</b>	<b>Site name</b>	<b>Net amount of employment supply (hectares)</b>
AS10	Land at Dalton Barracks Garden Village, Shippon	7.4
AS12	Harwell Campus	93
<b>Total</b>		<b>100.4</b>

The following sites are 'carried forward' and continue to form part of the supply:

**Table JT1.4: South Oxfordshire carried forward sites**

<b>Policy reference</b>	<b>Site name</b>	<b>Net amount of remaining employment supply (hectares)</b>
JT1d	Hithercroft Industrial Estate, Wallingford	1.09
JT1e	Monument Business Park, Chalgrove	2.25
JT1a	Southmead Industrial Estate	2.7
<b>Total</b>		<b>6.04</b>

**Table JT1.5: Vale of White Horse carried forward sites**

<b>Policy reference</b>	<b>Site name</b>	<b>Net amount of remaining employment supply (hectares)</b>
JT1f	Abingdon Science Park	0.7
JT1g	Didcot A	29
JT1i	Former Esso Research Centre	11
JT1b	Grove Technology Park	5.4
JT1k	South of Park Road, Faringdon	3
<b>Total</b>		<b>49.1</b>

**Table JT1.6: Vale of White Horse Local Development Orders and remaining Enterprise Zones**

<b>Policy reference</b>	<b>Site name</b>	<b>Net amount of remaining employment supply(hectares)</b>
JT1c	Land next to Milton Interchange (Enterprise Zone 2)	8.2
JT1h	Didcot Quarter (Enterprise Zone 2) <sup>b</sup>	15.22
JT1l	Didcot Technology Park	23.4
JT1m	Milton Park	5.36
<b>Total</b>		<b>52.18</b>

- 2) Proposals for new employment development, on both allocated and unallocated sites, should provide for a range of sizes and types of premises, including flexible business space to meet current and future needs. We will support proposals for premises that are suitable for small and medium sized businesses (SMEs), including start-up / incubator businesses, “pop-up” space and grow-on space, where proposals comply with other relevant policy considerations. We will assess the feasibility of proposals to meet the needs of SMEs.
- 3) Proposals for employment development on unallocated sites that come forward through planning applications will be supported within existing employment sites<sup>c</sup> and on brownfield sites within the built-up area of Tier 1-4 settlements, where the development is of an appropriate scale and complies with other relevant policy considerations. Proposals for employment development elsewhere will not be supported, except as provided for under Policy JT5 (Supporting the rural economy) or Policy JT6 (Supporting sustainable tourism and the visitor economy).
- 4) Proposals for employment development will need to demonstrate how they are efficiently and effectively using the site.
- 5) Proposals for employment uses must demonstrate that they:
  - a) maximise the opportunity for sustainable transport modes including walking, cycling and public transport, in order to lower the impact of vehicle movements on the local and strategic road network;
  - b) consider the effect on the character of the area, including landscape impacts; and
  - c) include uses that are suitable for the location.

<sup>a</sup> South Oxfordshire and Vale of White Horse (2024) Joint Local Plan Policies Map, available at: <https://www.southandvale.gov.uk/policies-map>

<sup>b</sup> The Local Development Order for Didcot Technology Park has not been adopted yet. It will be reviewed at Full Council on 23 October 2024

<sup>c</sup> Existing employment sites covers all land/sites in existing employment use (within Use Classes E(g)i-iii, B2 and B8)

- 7.9 Policy JT1 (Meeting employment needs) sets out our employment need for both districts and explains how we will meet our needs for employment land over the plan period.
- 7.10 The Employment Land Needs Assessment<sup>41</sup> (January 2024) defines employment land as office and industrial land and businesses falling under Use Classes E(g)i-iii, B2 and B8. It sets out a requirement for 25.8 hectares of employment land in South Oxfordshire and 113.2 hectares in Vale of White Horse. Developments already in the pipeline (i.e. sites that have planning permission for employment uses but haven't been built yet) meet a substantial amount of this requirement. When all sources of supply are taken into account, total employment land requirements are exceeded. This is the desired scenario because it allows scope for churn, choice and flexibility in the local employment market.
- 7.11 There are some sites that were allocated in our previous local plans to deliver employment land that have either not come forward yet (planning permission has not been granted) or that still have some of their requirement left to deliver (where part of the site has planning permission, but not all of it). We have 'carried forward' these allocations with amendments to their capacity to reflect what has been granted permission already. This plan carries across the existing allocation policy for Didcot A (previously Core Policy 16: Didcot A Power Station in Vale of White Horse Local Plan 2031 Part 1). This is so that applicants and the councils can use this to inform ongoing reserved matters planning applications and decisions on this site. This carried over site allocation policy is in Appendix 5. The Former Esso Research Centre site was allocated as 'Milton Hill Business and Technology Centre' in the former Vale of White Horse Local Plan 2011. It was not carried forward in the Vale of White Horse Local Plan 2031, but has been carried forward in this plan to ensure the site delivers an employment redevelopment suitable for its location.
- 7.12 There are adopted Local Development Orders (LDOs) for Didcot Technology Park<sup>42</sup> and Milton Park that allow for the intensification and expansion of the existing sites. The LDOs are designed to allow development within the employment use classes. They also permit elements of other uses so long as they support the vitality and viability of the business park they

<sup>41</sup> South Oxfordshire and Vale of White Horse (2024) Employment Land Needs Assessment (prepared by AECOM), available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

<sup>42</sup> The Local Development Order for Didcot Technology Park has not been adopted yet. It will be reviewed at Full Council on 23 October 2024.

relate to and complement the primary business uses. The Milton Park LDO covers a wide area at the business park, and there are parcels of undeveloped land within Milton Park that are likely to provide additional supply of new employment.

- 7.13 Existing Enterprise Zone parcels feature throughout our districts, with the largest Enterprise Zone site in the eastern parts of Harwell Campus, which is also an allocated site (Policy AS12: Harwell Campus). We have a number of other sites which were not previously allocated employment sites in and around the Didcot and Milton areas, including areas of Milton Park and the majority of the former Didcot A power station. Two remaining Enterprise Zone sites are likely to contribute further towards employment supply, the Enterprise Zone 2 sites at Land next to Milton Interchange and at Didcot Quarter.
- 7.14 We recognise that some neighbourhood plans have made employment allocations to provide local jobs, and these also contribute towards the districts supply of employment land.
- 7.15 A range of size and types of premises, including flexible and modern business space, is essential to support small and medium sized businesses across the districts and to promote a balanced local economy. The sub-division of existing sites into smaller business space units can help meet this need. It can also represent a more effective use of land by including more business premises into the same space. However, the sub-division of sites should not be used to circumvent our affordable workspace policy for major developments set out in Policy JT3 (Affordable workspace).

## Protecting our employment sites

### Policy JT2 – Protecting our employment sites

- 1) Where planning permission is required, proposals for the redevelopment or change of use of employment land (existing and allocated) to non-employment uses<sup>a</sup> will only be supported where:
  - a) the applicants can demonstrate that any employment use is no longer viable; and
  - b) it is evidenced that there is no market interest in the site following one year of active and effective marketing.
- 2) Where evidence has been submitted that an employment-only use is not viable (on existing and allocated sites), proposals should demonstrate how employment opportunities have been maximised and incorporated into a scheme, where possible.



- 3) Proposals that improve the stock of existing employment land and premises, either through appropriate intensification of sites or through environmental improvement, carbon reduction measures, or renewable energy generation, will be supported.
- 4) Proposals for ancillary uses on existing employment land will be supported if the following criteria are met:
  - a) the proposal is primarily designed to provide for users of the employment site;
  - b) the use is ancillary to the main business or employment function of the wider site; and
  - c) the use, either alone or combined with other existing or proposed uses, would not adversely affect the vitality and viability of any town, local service centre or village.

<sup>a</sup> *Falling outside Use Classes E(g)i-iii, B2 and B8.*

- 7.16 Policy JT2 (Protecting our employment sites) sets out the approach to dealing with proposals that affect land and buildings that are in employment use. This policy ensures that, where planning permission is needed, existing employment land (as well as land that is allocated for employment in local and neighbourhood plans) is retained for employment use, subject to meeting a set of criteria. It provides support for proposals that improve the stock of existing employment land and premises, and also sets out the approach for ancillary uses on employment sites.
- 7.17 To make sure that there is enough employment land to meet the districts' needs and provide for the number of jobs needed over the plan period, it is important to retain existing employment space, where appropriate and to protect any sites that may be needed to meet future requirements. We do not want to lose existing employment land to speculative applications for other uses, as this could impact on the ability of the districts to meet the needs of businesses, and consequently have a knock-on impact on the ambitions and success of the local economy. Protecting our existing sites will help the districts to grow and promote a balanced economy and local services and will put less pressure on needing to find new employment sites to replace ones that have been lost to other uses.
- 7.18 It is also important that local employment sites are retained to maintain a reasonable balance of employment and housing uses within settlements. This affords the residents of the villages, towns and surrounding areas the opportunity to find work locally. Local employment plays an important role in supporting local services and facilities and in supporting sustainable communities.

- 7.19 Changes to the Use Classes Order in September 2020 brought together several previously separate uses into one new use Class E, which includes: shops, restaurants, cafes, financial and professional services, some leisure uses and uses that previously fell under Class B1 (offices, research and development, light industrial uses). This means that planning permission is no longer needed for a change of use from offices (and other types of employment land) to other uses within the same E Class. However, where planning permission is still required, this policy will apply.
- 7.20 We recognise that many uses that fall outside the traditional definition of employment land can provide valuable employment opportunities, particularly in the foundational economy. The number of job opportunities created by a proposed use will, therefore, be taken into account when we judge whether it is an employment generating use. However, the number of jobs created is not the only consideration, as some small businesses can still make an important contribution to the local economy.
- 7.21 There are several strategic employment sites at the main settlements and in the Science Vale area, where retention of the existing employment uses is particularly important to help deliver our overall Spatial Strategy. These strategic employment sites are listed in the site allocations in chapter 8. The districts are an area of economic growth and demand for premises is usually high. Nevertheless, there may still be instances where the continued use of a site for employment is no longer appropriate. In circumstances where a proposal would involve the loss of employment land or buildings, the applicant will need to provide evidence that the employment use is no longer economically viable, and that there is no market interest in an employment use on this site.
- 7.22 The scope and scale of evidence required to demonstrate viability should be agreed in advance with the councils and, where feasible, all information should be gathered while the site is still in operation. The information gathered and subsequent viability assessment should not focus solely on the needs of the current operator or their chosen business model, rather it should examine the full range of potential operational modes to demonstrate that this is not workable in the long-term. The following information will be required:
- a) A valuation of the site in its existing use, rather than the 'hope value' of alternative uses;
  - b) The total cost of development or redevelopment of the site for continuation of its existing use;
  - c) Evidence to justify the rents, sales values, capital values and rental yields used in the appraisal;
  - d) Consideration of the potential for grant funding from public or charitable bodies to support continuation of its existing use;
  - e) Evidence of whether the business or facility has been operated positively;

- f) Evidence to demonstrate that it would not be economically viable to retain the site for its existing use; and
- g) Sensitivity testing to support the robustness of the report conclusions against changing market conditions.

- 7.23 If applicants are required to submit evidence of marketing or viability, we have an advisory note at Appendix 6 of the plan that sets out our expectations about what that evidence should demonstrate.
- 7.24 Improving the stock of existing employment land can help provide modern and better quality premises that can support more employees, improve economic output and deliver environmental benefits. Appropriate intensification can include development that makes more efficient use of space on a site or increases the flexibility of the available space to allow for a wider range of occupiers.
- 7.25 Providing facilities ancillary to the main business uses on employment sites can help to make them more attractive to incoming businesses and improves the quality of the working environment for employees. Ancillary facilities also help employment sites to develop sustainably by reducing the need for traffic movements. Examples of ancillary uses are: childcare nurseries, convenience shops, hairdressers, gyms and cafes.

## Affordable workspace

### Policy JT3 – Affordable workspace

- 1) The council supports proposals for genuinely affordable workspaces, incubators, accelerators or co-working spaces as new or converted developments within Tier 1-4 settlements or within existing employment areas to assist the foundational economy or other community, creative and arts sectors.
- 2) Proposals for major new employment and mixed-use commercial developments (within Use Classes E(g)i-iii, B2 and B8) are expected to include affordable workspace. This could be through provision of workspace at a rate below market value or through financial contributions towards off site provision.
- 3) An affordable workspace strategy will guide these major developments with details about the provision, function, and the management of these new affordable workspaces.

- 7.26 The Oxfordshire Local Enterprise Partnership's Oxfordshire Strategic Economic Plan<sup>43</sup> notes the significant contribution to the national economy of Oxfordshire and its strategic innovation assets as drivers for growth, including those within South Oxfordshire and Vale of White Horse, such as Harwell Science and Innovation Campus and Milton Park within Science Vale. As well as the great success of Science Vale, our districts are home to many small and medium businesses (SMEs) that contribute to the success and vitality of the local economy and employ nearly 70,000 employees.
- 7.27 These important businesses in our districts are sometimes referred to as the 'foundational economy', which is the part of the economy that provides the everyday needs of people and can add social value, i.e. the goods and services which sustain and support the wider economy and underpin our daily lives. In 2023, there were 5,680 businesses in South Oxfordshire and Vale of White Horse within the foundational economy, which is 41% of all businesses (lower than the proportion in the South East (44%) and England (47%). Approximately 54% of employees within South Oxfordshire and 51% of employees within Vale of White Horse are employed within the foundational economy<sup>44</sup>, which is lower than in Oxfordshire (61%), the South East (61%) and England (62%), and this is potentially due to the higher proportion of high value activities.
- 7.28 Evidence has highlighted the challenges that some businesses and enterprises have had in finding quality space of the right size, in the right location, and at the right price and it is often harder for these smaller businesses and new start-ups in the foundational economy, who are priced out of the area due to the strength of the local economy. Consultation with key stakeholders undertaken as part of the Employment Land Needs Assessment highlighted affordability challenges experienced by businesses across both districts, and Oxfordshire more widely, whereby smaller businesses in foundational sectors are struggling to afford space, resulting in the potential need to relocate or move to less suitable accommodation (in terms of quality, functionality or location). Stakeholders say that the types and kinds of affordable workspace accessible and available for foundational economy businesses is increasingly limited.
- 7.29 There is also a social benefit to delivering some small-scale affordable business units in our towns, as a way of bringing underused spaces back into use and supporting start-ups in more diverse sectors (such as creative and arts), which could contribute to town centre vibrancy and footfall.
- 7.30 To promote more inclusive growth in our districts, Policy JT3 (Affordable workspace) secures some employment space that would assist the small and micro business and start-ups that need affordable workspaces to set-up or grow their businesses or

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<sup>43</sup> Oxfordshire Local Enterprise Partnership (OxLEP) (2023) Oxfordshire Strategic Economic Plan, available at: <https://www.oxfordshirelep.com/sites/default/files/uploads/Oxfordshire%20Strategic%20Economic%20Plan%20-%20FINAL.pdf> .

<sup>44</sup> Office for National Statistics (2023) Business Register and Employment Survey 2022, available at: <https://www.ons.gov.uk/surveys/informationforbusinesses/businesssurveys/businessregisterandemploymentsurvey>.

enterprises. This policy is flexible and targeted to make sure that a 'one-size-fits all' approach does not stifle development coming forward or makes schemes unviable.

- 7.31 This policy promotes affordable workspaces in areas where there is an existing clustering of key business sectors. This clustering will benefit our key sectors in many ways, such as encouraging collaboration within independently-provided workspaces in new schemes, offering potential for co-investment, encouraging new local talent and start-ups, and encouraging competition through innovation. Clustering is also an attractive commercial selling point that may further encourage demand from likeminded businesses in those sectors.
- 7.32 Evidence has highlighted that market rental values are generally higher in Abingdon, Chinnor, Didcot and Henley-on-Thames, than elsewhere in the districts. For light industrial uses, market rents are notably higher in South Oxfordshire. This policy encourages more affordable or flexible workspaces to the market across the districts, particularly in these less affordable towns.
- 7.33 Further detail about the implementation of this policy will be provided in an Affordable Workspace strategy.

## Community Employment Plans

### Policy JT4 – Community Employment Plans

- 1) The council will require the submission of a site-specific Community Employment Plan (CEP) for the construction and end-use of all major non-residential schemes (commercial, retail, employment development) over 1,000 square metres and all residential schemes of over 500 homes, using a planning condition or legal agreement.
- 2) The CEP must be prepared in partnership with the council and Local Enterprise Partnership to deliver the agreed CEP. The CEP must cover, but not be limited to:
  - a) opportunities for local supply chain engagement;
  - b) apprenticeships, employment and training initiatives for all ages and abilities;
  - c) training or work experience initiatives for those from disadvantaged groups; and
  - d) inclusive economic, social and/or environmental initiatives.

- 7.34 Community Employment Plans (CEPs) can play an important role in making sure that development brings jobs and training opportunities for the local community, sharing the benefits and prosperity locally. The councils can support this by attaching a planning condition or obligation to a planning permission, requiring it to have a CEP. The measures contained within a CEP seek to mitigate the impacts of development by ensuring local people can better access employment, skills and training opportunities arising from development. CEPs can also help to ensure that the jobs created by a development are filled by a local labour force with the appropriate skills. CEPs can reduce the need to source employees from outside of the area, reducing the need for longer distance commuting and promoting the principles of a circular economy.
- 7.35 The Oxfordshire Local Enterprise Partnership (OxLEP) has produced a Developers Handbook for Community Employment Plans<sup>45</sup> that provides best practice guidance to developers on the production of CEPs.
- 7.36 Policy JT4 (Community Employment Plans) sets out the types of proposals that will need to prepare and submit a CEP.
- 7.37 All new development is encouraged to maximise opportunities for local economic development and the preparation of CEPs for schemes above the thresholds set in this policy. The inclusive economic, social and environmental initiatives that the CEP should cover align with activities that promote circular economies, use of social enterprises, volunteering and charitable donations, and the heritage skills sector.

## Supporting the rural economy

### Policy JT5 – Supporting the rural economy

- 1) Development that supports the sustainable growth of existing businesses (including the diversification of agricultural or other land-based rural businesses), and the creation of new sustainable land-based or agricultural businesses in the countryside<sup>a</sup> will be supported where:
  - a) it respects the landscape character, visual quality, biodiversity and tranquillity of the countryside, particularly within the National Landscapes (formerly AONBs);

<sup>45</sup> OxLEP (2023) Developers Handbook for Community Employment Plans, available at: <https://oiep.webflow.io/resources/community-employment-plans-ceps-developers-handbook>

- b) it is in keeping with the scale and character of the locality and, where possible, is achieved through the conversion, re-use or extension of existing buildings;
  - c) it has no unacceptable environmental impact from light, noise or air pollution;
  - d) it has minimal impact on local communities, particularly in relation to levels of disturbance from increased traffic movements, vehicle parking and damage caused to Public Rights of Way;
  - e) it maximises opportunities to access the site by sustainable modes, including via public transport, walking or cycling; and
  - f) it is supported by a business plan demonstrating that it is viable into the future, where such proposals include the erection of new buildings.
- 2) New non-agricultural or non-land-based businesses will not generally be supported in the countryside<sup>a</sup> unless covered by Policy JT6 (Sustainable tourism and the visitor economy) and Policy JT7 (Overnight visitor accommodation) or is related to an approved infrastructure scheme.
- 3) Any proposals for the enclosure of adjoining land as part of the re-use of a building will be an important consideration, especially in terms of potential impact on the landscape.
- 4) In addition to the requirements of part 1 of this policy, proposals for the keeping, rearing, training and livery of horses on a commercial basis will be permitted where:
- a) the proposed premises will have safe access from the site to public bridleways, gallops or other exercise areas in order to avoid conflict between horses and other public highway users;
  - b) the proposal does not unacceptably impact upon the landscape character, highways, and the amenity of its neighbours; and
  - c) it has no unacceptable environmental impact from light.

- 5) To prevent the proliferation of buildings in the countryside, planning permission for the conversion of farm buildings may be subject to conditions to prevent their replacement by new buildings under permitted development rights. Similarly, planning permission is unlikely to be granted for the conversion of buildings erected as the result of a temporary permission or under permitted development rights, where they have clearly not been genuinely needed or used for agriculture.

<sup>a</sup> Outside settlements which fall within Tiers 1 to 4 of the settlement hierarchy as defined in Policy SP2 (Settlement hierarchy).

- 7.38 The National Planning Policy Framework (NPPF) supports the need for economic growth in rural areas to create jobs and prosperity. It seeks to support sustainable growth and expansion of businesses in rural areas, including the development and diversification of agricultural and other land-based rural businesses. The NPPF also encourages rural diversification as a source of extra income to help rural businesses.
- 7.39 The re-use and adaptation of existing buildings in the countryside plays an important role in meeting the needs of rural areas for jobs and sustainable rural enterprise. The re-use of rural buildings can reduce demands for new building in the countryside, avoid leaving an existing building vacant, boost the local economy and provide jobs.
- 7.40 Our districts are home to many land-based rural businesses, and businesses that are important in producing local food and local wood products. Encouraging sustainable local food producers helps to tackle the challenges of climate change and biodiversity loss, it provides local employment, and it can create sustainable food chains. Policy JT5 (Supporting the rural economy) supports these businesses to grow, as well as encouraging the creation of new sustainable land-based rural enterprises.
- 7.41 Our districts (Vale of White Horse in particular) are popular areas for equestrian activities with a number of equestrian-related businesses operating here. This policy supports proposals for new equestrian use and related buildings in the countryside, provided they can provide safe access to the premises for horse riders and are appropriate to the landscape and the surrounding environment, including with its lighting.



## Supporting sustainable tourism and the visitor economy

### Policy JT6 – Supporting sustainable tourism and the visitor economy

- 1) Development proposals for new visitor attractions within existing settlements<sup>a</sup> will be supported where they:
  - a) capitalise on the heritage of our market towns and villages and promote culture and heritage-based tourism opportunities, without damaging historic assets or the intrinsic character of the built environment;
  - b) have minimal impact on local communities, particularly in relation to parking provision, traffic flow or levels of disturbance from increased visitor activity;
  - c) have good access to bus, rail or cycle routes, shops, food and drink establishments and other supporting infrastructure (public toilets, seating areas etc.); and
  - d) are accessible to all visitors, including families, those with disabilities and small visitor groups.
- 2) In locations outside existing settlements, new visitor attractions or the upgrading / enhancement of existing attractions (including farm diversification and recreational equine development) will be supported where they are of a scale, type and appearance appropriate to the locality, and where they:
  - a) do not have an adverse impact on the landscape character, visual quality, biodiversity, dark skies and tranquillity of the countryside, particularly within the National Landscapes;
  - b) have no unacceptable environmental impacts, including from light, noise or air pollution or traffic congestion;
  - c) have minimal impact on local communities, particularly in relation to parking provision, traffic flow or levels of disturbance from increased visitor activity; and
  - d) improve access to the countryside by sustainable modes, including via public transport, walking or cycling.

- 3) Subject to compliance with criteria 2(a) to (d) above, development proposals for rural diversification through the promotion of eco-tourism (including “dark sky” visitor experiences) will be supported in more remote locations in our districts.
- 4) New visitor attractions, particularly in the countryside, will be expected to retain and utilise existing buildings, wherever possible. Where proposals include any new buildings, the applicant will need to submit evidence to demonstrate that their future business plan is viable.
- 5) Support will be given to development proposals that improve public access to green spaces and the countryside via public footpaths, bridleways, restricted byways and other walking or cycling routes (including the National Trails, National Cycle Routes and the Strategic Active Travel Network), or through restoration of the local canal network and its associated towpaths or navigable sections of the local river network.
- 6) Where planning permission is required, ancillary development to facilitate the temporary use of land for festivals or community events will be supported, subject to acceptability when assessed against relevant policy criteria (dependent on location).

<sup>a</sup> Those which fall within Tiers 1 to 4 of the settlement hierarchy as defined in Policy SP2 (Settlement hierarchy)

- 7.42 Promoting sustainable growth of the local visitor economy in the districts can bring significant economic benefits to our local communities, as well as having positive benefits in terms of protecting and enhancing the heritage of our market towns and villages and key natural assets, such as the River Thames, the Chilterns and North Wessex Downs National Landscapes and the local canal network.
- 7.43 We acknowledge that the attractiveness of the local countryside and its natural assets are what often bring people to the area and that we have a responsibility to share its attributes more widely and provide greater public access to the countryside. Furthermore, promoting public access to green spaces and developing new or improved walking and cycling routes and trails can boost the attractiveness of our districts to visitors.
- 7.44 Policy JT6 (Supporting sustainable tourism and the visitor economy) facilitates and promotes sustainable, high-quality tourism development across the districts, where development proposals are of an appropriate scale and visual appearance to the locality, so that positive impacts for our local communities can be carefully balanced against any adverse impacts (for example,

on landscape character, visual quality of the countryside, historic assets or other environmental impacts resulting from increased visitor activity), particularly in sensitive locations.

- 7.45 Where possible, this policy directs new visitor attractions to sustainable locations within existing settlements with good access to public transport and supporting facilities (such as shops, food and drink establishments, public toilets etc.) to promote car-free tourism and help boost the vitality and viability of town or village centres.

## Overnight visitor accommodation

### Policy JT7 – Overnight visitor accommodation

- 1) Development proposals for hotels, guest houses or other serviced visitor accommodation within existing settlements<sup>a</sup> will be supported, subject to the following criteria being met:
  - a) they are well located<sup>b</sup> in relation to tourist attractions, shops, restaurants and cafes etc.;
  - b) there is good accessibility by walking, cycling, wheeling or public transport; and
  - c) any new buildings respect the character and heritage of their surroundings and are designed to a high quality.
- 2) Dual use of suitable sites or premises, such as public houses or motorway service areas, to provide guest rooms, campervan / motorhome stopovers (“aires”), cycle parking or hire facilities will be encouraged, particularly in locations where this provides opportunities to link accommodation with walking or cycling routes such as the Thames Path or Ridgeway.
- 3) In locations outside existing settlements, development proposals for new visitor accommodation (or minor extensions to existing premises) will be supported where they are of a scale, type and appearance appropriate to the locality, and where they:
  - a) do not have an adverse impact on the landscape character, visual quality, biodiversity, dark skies and tranquillity of the surrounding countryside, particularly within the National Landscapes;

- b) support the viability of a rural business or makes a contribution to the local economy;
  - c) do not result in unacceptable environmental impacts, including from light, noise, water or air pollution or traffic congestion; and
  - d) are located within reasonable travelling distance (either by public transport, on foot or by cycle) to essential services and facilities, in order to reduce reliance on private car use.
- 4) New development proposals for overnight accommodation, particularly in the countryside, will be expected to retain and utilise existing buildings, wherever possible. Any ancillary facilities necessary as part of the development must be proportionate in size and meet the same criteria cited in (1) or (3) above, dependent on location.
- 5) Subject to compliance with 3(a) to (d) above, proposals for new visitor accommodation which maximise opportunities for promoting eco-tourism in the districts will be supported.
- 6) Protection against the loss of existing visitor accommodation (sites or premises) will be sought unless it can be demonstrated, through proportionate evidence covering at least 12 months, that:
- a) the use is no longer financially viable;
  - b) the applicant has fully explored the possibility of re-using the building or site to provide a different type of overnight accommodation or incorporating visitor accommodation within a mixed use proposal; and
  - c) where there is an identified need for a particular type of visitor accommodation within the locality, there are alternative, available sites to meet this need.
- The scope of evidence required will vary, depending on the location and nature of the proposal. This will need to be agreed with the council in advance.
- 7) Existing visitor moorings on rivers and canals in the districts will be protected and suitable proposals for new visitor moorings in existing settlements will be supported, subject to an assessment of identified needs of boat dwellers for residential moorings. Outside settlements, proposals for mooring stages will not be permitted, with the exception of temporary moorings required for operational reasons near locks or bridges.

- 8) Proposals to relax or remove seasonal planning restrictions on the use of accommodation for tourism purposes will be supported, where this would help support a year-round local visitor economy. In such circumstances, these restrictions would usually be replaced with planning conditions to prevent the occupation of overnight accommodation for permanent residential use or longer term, continuous periods of stays by occupiers.

*<sup>a</sup> Those which fall within Tiers 1 to 4 of the settlement hierarchy as defined in Policy SP2 (Settlement hierarchy).*

*<sup>b</sup> In line with the “Town Centre First” approach outlined in Policy TCR2 (Strategy for town and local service centres), development proposals for main town centre uses (including hotels) of more than 500sqm gross floorspace which are located outside a defined town or local service centre will require an impact assessment.*

- 7.46 To promote sustainable growth of our local visitor economy and encourage both leisure and business visitors to stay and spend money in the towns and villages of South Oxfordshire and Vale of White Horse, Policy JT7 (Overnight visitor accommodation) seeks to support the provision of new visitor accommodation (including hotels, guest houses and other serviced visitor accommodation) in sustainable locations within existing settlements, well located in relation to tourist attractions, shops, restaurants, cafes and bars and accessible by sustainable modes including public transport, on foot or by bicycle.
- 7.47 In the countryside, this policy also offers support for new visitor accommodation that respects the landscape character and visual quality of the locality, helps support the viability of rural businesses and does not result in unacceptable environmental impacts (e.g. from light, noise, water or air pollution or traffic congestion).
- 7.48 This policy intentionally avoids being prescriptive about specific types of overnight accommodation that are supported, as this is influenced by local demand and other external factors. However, this policy does seek to retain existing overnight accommodation stock (including visitor moorings on our waterways) where appropriate, particularly where latest research<sup>46</sup> suggests there is a deficit / unmet demand for particular types of accommodation or where a lack of alternative sites means that such facilities would be difficult to replace. Development proposals that would result in the loss of visitor accommodation therefore require proportionate evidence to demonstrate future viability and whether the possibility of re-using the building to provide a different type of overnight accommodation has been fully explored.
- 7.49 If applicants are required to submit evidence of marketing or viability, we have an advisory note at Appendix 6 that sets out our expectations about what that evidence should demonstrate.

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<sup>46</sup> South Oxfordshire and Vale of White Horse (2024) Hotel and Visitor Accommodation Study (prepared by Hotel Solutions), available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

7.50 There has been much recent debate nationally over the potential negative impact that short term holiday lets (including AirBnBs) can have on local communities, both in terms of general disturbance to permanent residents and/or loss of local housing stock. Undoubtedly, these are issues in popular holiday destinations where tourism is the overriding economic activity and there is a strong and often unmet demand from visitor markets. However, there is no current evidence to suggest any similar issues are being experienced in South Oxfordshire and Vale of White Horse, where tourism as an economic activity sits alongside other robust economic sectors. Consequently, whilst this policy does support the removal of seasonal planning restrictions on the use of accommodation for tourism purposes where this would help support a year-round local visitor economy, it also reserves the right for either council to attach conditions to relevant planning permissions, to prevent overnight accommodation being used for permanent residential use or occupied for long, continuous periods of time.

## Chapter 8 – Site Allocations and Garden Villages



## 8. Site Allocations and Garden Villages

### Introduction

- 8.1 This chapter sets out the requirements for residential focused allocations across the districts, which are a key element of how we are addressing our housing requirement. Together with the other policies included in the plan, which are relevant to the determination of planning applications for the allocated sites, this chapter will ensure sustainable, appropriate and high-quality development is delivered to meet our housing need. Fundamental to this are the requirements for large scale major development, which set the context for the allocations in this chapter.
- 8.2 Many of the residential focused allocations are strategic in scale. As such, they require a mix of uses and supporting infrastructure to ensure a sustainable development is achieved. Several allocations, given their size and expected start dates, will continue to be built beyond the end of the plan period, 2041.
- 8.3 This chapter also addresses our need to carefully plan for other types of strategic development, with two strategic employment allocations and an education focused site allocation. It includes policies for our two Garden Villages, which establish principles for development in these locations to ensure development aligns with both our, and national, ambition for well-designed Garden Communities. Our two Garden Villages are heavily linked to corresponding residential focused allocations also in this chapter.
- 8.4 There are several carried forward residential allocations, retained from previous local plans, which already have planning permissions and therefore need to have their policies retained. The carried forward residential sites are listed in chapter 6, in Policy HOU2 (Sources of housing supply), and the policies are presented in Appendix 5. Other employment allocations are addressed in chapter 7.

### List of policies in this chapter

- Policy LS1: Proposals for large scale major development
- Policy AS1: Land at Berinsfield Garden Village
- Policy AS2: Land adjacent to Culham Campus
- Policy AS3: Land South of Grenoble Road, Edge of Oxford
- Policy AS4: Land at Northfield, Edge of Oxford



- Policy AS5: Land at Bayswater Brook, Edge of Oxford
- Policy AS6: Rich's Sidings and Broadway, Didcot
- Policy AS7: Land at Didcot Gateway, Didcot
- Policy AS8: North West of Grove, Grove
- Policy AS9: North West of Valley Park, Didcot
- Policy AS10: Land at Dalton Barracks Garden Village, Shippon
- Policy AS11: Culham Campus
- Policy AS12: Harwell Campus
- Policy AS13: Berinsfield Garden Village
- Policy AS14: Dalton Barracks Garden Village
- Policy AS15: Harcourt Hill Campus
- Policy AS16: Vauxhall Barracks, Didcot

## Proposals for large scale major development

### Policy LS1 – Proposals for large scale major development

- 1) Proposals for large scale major development<sup>a</sup> must:
  - a) represent a comprehensive proposal that is well integrated with neighbouring uses where appropriate;
  - b) ensure an appropriate scale and where required mix of uses, to create sustainable developments that support and complement the role of existing settlements and communities in line with the spatial strategy;
  - c) include a comprehensive masterplan for the entire site that is informed by relevant technical studies. This masterplan must be prepared by the applicant in collaboration, and agreed, with the relevant Local Planning Authority, in consultation with Oxfordshire County Council. The masterplan must take account of the councils' Joint Design Guide<sup>b</sup>, as well the concept plan within this Joint Local Plan. The council will determine future applications on sites in accordance with the agreed masterplan, or any approved updates to it.
  - d) demonstrate that the number and phasing of homes applied for, and the timing of housing delivery linked to the planned infrastructure is informed by evidence as per the requirements of other policies in this plan.

- e) ensure that necessary supporting infrastructure is provided, including social and community infrastructure. Developers must engage with relevant infrastructure providers to ensure the implementation of the Infrastructure Delivery Plan<sup>c</sup>.
- f) provide sufficient leisure facilities and playing pitches, or where appropriate, contributions towards these, as set out in the relevant council's Leisure Facilities Assessment and Strategy and Playing Pitch Strategy.
- g) be supported by relevant technical studies and supporting documents, depending on the site's characteristics and location, such as, but not limited to:
  - i) a Landscape and Visual Impact Assessment;
  - ii) a Green Infrastructure Statement and Plan illustrating an integrated green infrastructure network;
  - iii) a Landscape Management Plan (for full and detailed planning applications);
  - iv) an Ecological and Landscape Management Plan to be provided to manage habitats on site;
  - v) a Health Impact Assessment;
  - vi) a Transport Assessment and Travel Plan;
  - vii) an Air Quality Assessment;
  - viii) an Arboricultural Survey;
  - ix) an Ecological Impact Assessment;
  - x) a Heritage Impact Assessment;
  - xi) a Design Code
  - xii) a Construction Environmental Management Plan;

- xiii) a site specific flood risk assessment which takes into consideration the findings and recommendations of the Strategic Flood Risk Assessment;
- xiv) an integrated water management plan to include proposed foul and surface water drainage strategies, incorporating a sewage capacity assessment;
- xv) an archaeological desk based assessment to provide an assessment of archaeological significance;
- xvi) a noise assessment including noise during construction and noise insulation of development;
- xvii) Contaminated Land Preliminary Risk Assessment;
- xviii) a Sustainable Design and Construction Checklist;
- xix) a Whole Life Carbon Assessment;
- xx) for sites involving re-development, a pre-redevelopment audit;
- xxi) for sites proposing demolition, a pre-demolition audit; and
- xxii) an Energy Statement, detailing how it is intended to achieve net zero carbon emissions and facilitate renewable energy generation.

<sup>a</sup> A large scale major development is one where the number of residential dwellings to be constructed is 200 or more or 1,000 sqm of industrial, commercial or retail floor space. Where the number of residential dwellings or floor space to be constructed is not given in the application, or where there is a combination of employment and residential uses on site, a site area of 4 hectares or more should be used as the definition of a large-scale major development. For all other uses a large scale major development is one where the floorspace to be built is more than 10,000 sqm, or where the site area is more than 2 hectares. The definition for major development in a National Landscape (formerly AONB) differs. Please refer to NPPF paragraph 183, footnote 64. Please note the specific masterplan requirements set out in the AS Policies.

<sup>b</sup> South Oxfordshire and Vale of White Horse (2022) Joint Design Guide, available at: <https://data.southoxon.gov.uk/SAV/JDG.html#gsc.tab=0>

<sup>c</sup> South Oxfordshire and Vale of White Horse (2024) Infrastructure Delivery Plan, available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

8.5 Policy LS1 (Proposals for large scale major development) sets out what will be required from large scale major development proposals, to ensure that high quality sustainable development is achieved. It provides applicants clarity in what we will be

seeking from them as part of an application, whilst providing residents with an understanding of the evidence we will seek to ensure that any approved development proposals have a positive impact on the districts.

- 8.6 This policy makes the application process simpler for the applicant and council, whilst importantly being clear to those impacted by development proposals what applicants can expect to be asked to provide aside their planning application.
- 8.7 There are specific masterplan requirements detailed in some of the AS policy allocations set out in this chapter, which provide further clarity on process and scope for those sites.

### Land at Berinsfield Garden Village

#### Policy AS1 – Land at Berinsfield Garden Village

- 1) Land at Berinsfield Garden Village (as shown on the Policies Map<sup>a</sup>) is allocated to deliver approximately 1,700 new homes, 60 units of housing with care for older people, between 6 and 10 pitches for gypsies and travellers, 5 hectares of additional employment land, and supporting services and facilities.
- 2) Proposals for the development must demonstrate:
  - a) that the applicants have prepared a comprehensive masterplan taking into consideration the indicative concept plan (Figure 8.1), and the councils' Joint Design Guide. This masterplan must be prepared in collaboration with South Oxfordshire District Council, in consultation with Oxfordshire County Council. The masterplan must be submitted, and approved, as part of the first application for development on this site. The council will determine future applications on this site in accordance with the masterplan, or any approved updates to it;
  - b) how the proposed development is designed to facilitate the regeneration of Berinsfield, including how it interacts and connects with the wider, existing village in accordance with the strategy for Policy AS13 (Berinsfield Garden Village);
  - c) how walking and cycling permeability will be achieved between the existing and proposed Berinsfield settlements and beyond to other key employment, retail, and leisure destinations;

- d) how the necessary regeneration package has been identified and will be delivered, referring to the Infrastructure Delivery Plan, which is likely to include the refurbishment and expansion of the Abbey Sports Centre and library to accommodate new community facilities in a “community hub”. This may include new premises for an expanded health centre or alternatively premises for a new health centre provided within the new development;
- e) how the proposed number of new homes will support the delivery of the regeneration package for Berinsfield;
- f) a total affordable housing provision in accordance with Policy HOU3 (Affordable housing), with a site specific mix of affordable tenures informed by robust local evidence that seeks to address existing local need, as well as rebalance the mix of housing tenures across the Garden Village;
- g) that at least 5% of homes are designed as housing with support for older people, unless specific site conditions make this impractical or unviable. This provision should:
  - i) incorporate housing designed for older people (excluding extra care housing or housing with care), such as retirement development, bungalows, and/or ground-floor accommodation; and
  - ii) be located within walking distance to proposed on site amenities (such as shops, healthcare, open space and public transport), or within walking distance of existing amenities in Berinsfield;
- h) sufficient additional education capacity, to be agreed with the Local Education Authority. This is likely to be the provision of one on site primary school and contributions to the enhancement of Abbey Woods Academy, as well as contributions to appropriate off site secondary school and Special Educational Needs and Disabilities (SEND) provision;
- i) provision of convenience floorspace that meets the day-to-day needs of the local community only, without impacting on the vitality and viability of existing retail centres in accordance with the Retail Hierarchy;
- j) delivery of leisure provision in accordance with the Infrastructure Delivery Plan, including delivery of a community hall, football playing pitches and sports hall;

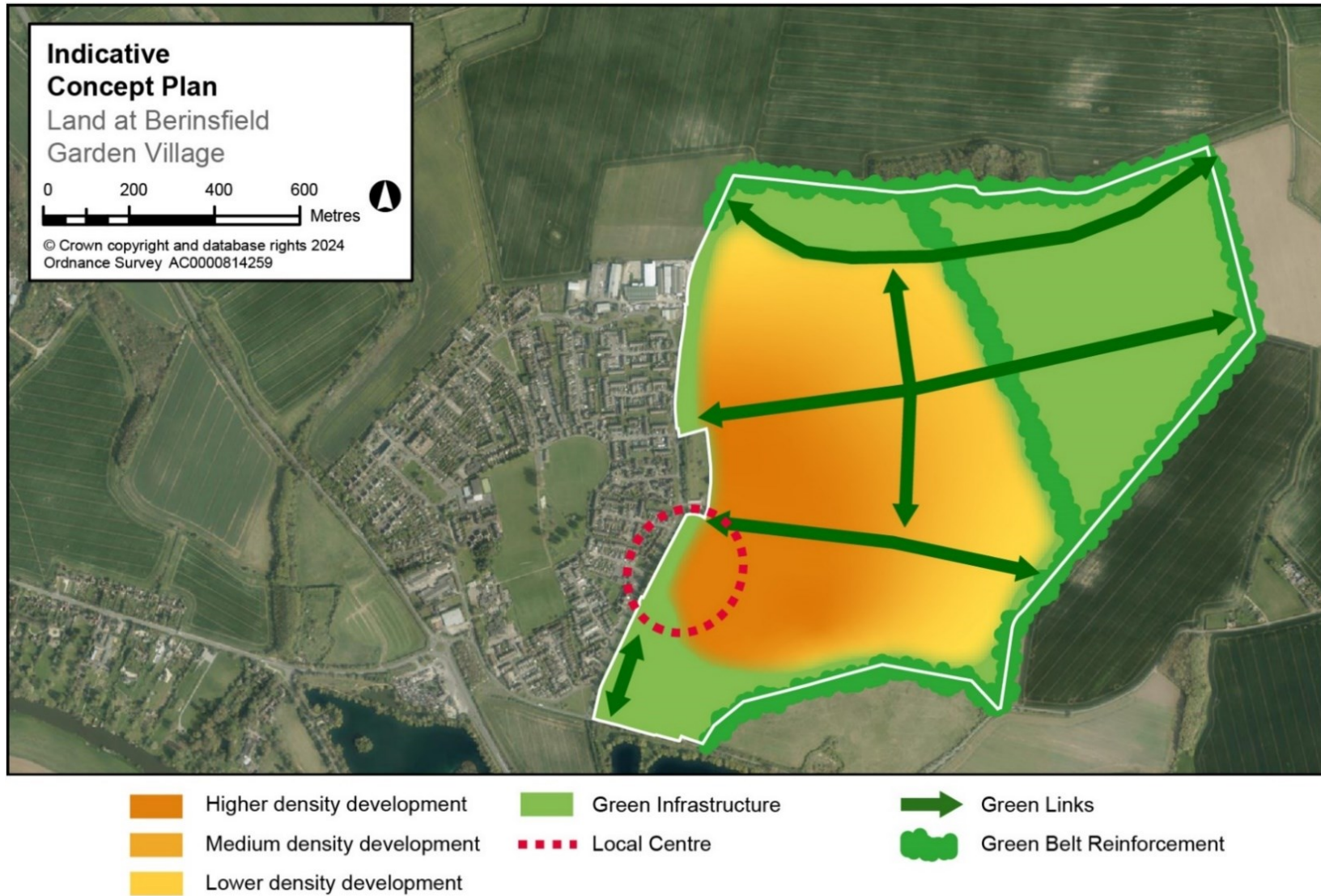
- k) how all necessary transport infrastructure based on up-to-date evidence on the impact of the development will be delivered. This should reference the latest Infrastructure Delivery Plan, but not be limited to this document. The transport mitigation measures are likely to include:
- i) high quality infrastructure to encourage cycling and walking and provide links through the site and to adjacent employment and into the village of Berinsfield and to other surrounding locations including Culham Campus; specifically (but not limited to) improving the existing walking and cycling infrastructure along the A415 from Berinsfield to Culham Campus, Culham railway station and the proposed secondary school at land adjacent to Culham Campus (Policy AS2), and providing a cycle and walking route from Berinsfield to Oxford;
  - ii) a new junction and access onto the A4074 that provides a second access to the new development;
  - iii) upgrades to the existing A4074/A415 junction;
  - iv) contributions towards improvements to the A4074 corridor including Golden Balls Roundabout, the Didcot Garden Town HIF1 Scheme, comprised of the A4130 widening, Didcot Science Bridge, Didcot to Culham River Crossing, and the Clifton Hampden bypass;
  - v) provision for excellent public transport facilities consisting of (but not limited to) bus shelters with covered cycle parking as well as pump priming scheduled bus services between Cowley, Berinsfield, Culham and Abingdon-on-Thames / Didcot and provision of new access(es) onto the A4074. Bus routes within the site, at the site access points, and in the vicinity of the site should include bus priority measures where appropriate;
  - vi) a transport and movement hierarchy which promotes non-car modes of travel and permeability across the site and beyond, including a layout that minimises the use and impact of private motor vehicles and measures to discourage car-dependent development; and
  - vii) enhancements to the Public Rights of Way network on and off site, including a new walking and cycling route between the proposed allocation and PROW to the north (route 126/2/10) and east (route 193/2/30),

these existing footpaths may require changes to enable cycling. Additionally, safe road crossing and active travel infrastructure provision is to be provided for access to leisure facilities at Queenford Lakes.

- l) appropriate landscaping throughout the site, including a new permanent defensible landscaped edge to protect the Oxford Green Belt, while still maintaining a sense of permanent openness between Berinsfield and Drayton St Leonard, and maintaining key views to the Chiltern Hills and Wittenham Clumps;
- m) no greater land-take of greenfield land than is necessary to deliver the required regeneration and other relevant policy requirements. Any part of the developable greenfield area that is not required for housing or related infrastructure should provide green infrastructure including planting to contain the settlement edge;
- n) that there is no built development within Flood Zones 2 and 3, other than essential and green infrastructure;
- o) the delivery of higher density development (a minimum of 50 dph), along key transport corridors and adjacent to the local centre, gradually reducing the scale and density of development to provide a transition across the site towards the northern and eastern countryside edges where lower density development should be delivered, alongside a network of green infrastructure and planting to create a new permanent landscaped edge to protect the Oxford Green Belt, to deliver an overall site-wide average net density of 35-50 dph; and
- p) how proposals would meet the biodiversity net gain requirement through a draft Biodiversity Gain Plan that maximises the delivery of on site biodiversity including through extensive new woodland planting in the north and east of the site, significant new woodland buffers around the site boundaries, green linkages through the site, and could include de-culverting some of the watercourse on the western boundary of the site.

<sup>a</sup> South Oxfordshire and Vale of White Horse (2024) Joint Local Plan Policies Map, available at: <https://www.southandvale.gov.uk/policies-map>

Figure 8.1 – Concept Plan for Land at Berinsfield Garden Village



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- 8.8 The village of Berinsfield, along with the area relating to the strategic allocation to the east of the village are inset from the Green Belt. This allocation has capacity for 1,700 homes of which around 1,275 are currently expected to be delivered within plan period up until 2041.
- 8.9 Delivering growth and regeneration at Berinsfield promotes a sustainable pattern of development that will address key issues currently facing the village. Development at Berinsfield will deliver necessary and specific benefits that cannot be achieved by developing elsewhere in South Oxfordshire. The location is also at a distance from the special historic setting of Oxford.
- 8.10 In April 2016, South Oxfordshire confirmed the Community Investment Scheme for Berinsfield. This initiative identified the challenges that the village is currently facing and set out a range of objectives intended to address these challenges. In particular, it recognised that the village is currently home to a number of community facilities that are of real importance to local residents. However, the long-term sustainability of many of these facilities is not assured and, without significant investment, could be lost from the village. This would have adverse effects on a population which is already affected by relatively high levels of deprivation compared to the rest of the district.
- 8.11 The built up area of the village and the allocation site were inset from the Green Belt in 2020, through the South Oxfordshire Local Plan 2035.
- 8.12 The expansion of Berinsfield is considered acceptable only if it will lead directly to the implementation of a masterplan for the regeneration of the village and the funding of the necessary regeneration package identified by the council, including the requirements set out in Policy AS1 (Land at Berinsfield Garden Village) and AS13 (Berinsfield Garden Village). The regeneration of Berinsfield has strong community support and this policy seeks to achieve a unique solution which could not otherwise be realised. The tenure mix delivered at Berinsfield should be informed by robust local evidence and should seek to address existing local needs as well as rebalance the mix. It is likely that to achieve this the mix will include a higher proportion of units that meet the National Planning Policy Framework (NPPF) definition of ‘other affordable routes to home ownership’ such as shared ownership.
- 8.13 South Oxfordshire has undertaken a number of studies which indicate that Berinsfield requires investment and regeneration. The council will continue work to support Berinsfield and assist in exploring detailed solutions for the regeneration of Berinsfield in accordance with Policy AS1 (Land at Berinsfield Garden Village) and Policy AS13 (Berinsfield Garden Village). This will identify the form that development should take in order to deliver the regeneration package identified.
- 8.14 The council’s most recent evidence suggests that the necessary regeneration package will need to include the following:

- a) a 'Community Hub', ideally located within the existing village, which may comprise one or more buildings that provide flexible community space that enables the co-location of a range of different users and groups (which may include some of the below);
- b) upgraded or new premises for Abbey Sports Centre;
- c) expanded or relocated premises for the health centre;
- d) premises for adult learning and skills development;
- e) premises for family and child services; and
- f) expanded premises for Abbey Woods Academy and/or a new primary school.

- 8.15 Applicants should give early consideration to stewardship and legacy in accordance with the Berinsfield Garden Village Principles outlined in Policy AS13 (Berinsfield Garden Village). This should involve key stakeholders and the community to identify an appropriate governance structure that provides the necessary framework for the ownership of community assets, whilst also ensuring strong management and accountability for service delivery and public benefit.
- 8.16 In order to deliver the necessary regeneration package, the plan needs to allow for a sufficient number of homes to be built at the village. The development will also need to make sure it can mitigate its impact on the infrastructure network and is expected to make contributions towards off site infrastructure, including the Didcot to Culham River crossing, the Clifton Hampden Bypass, A4130 widening, and a new secondary school on the strategic allocation at Culham. To ensure the regeneration package is delivered successfully, the council will continue to work with all key stakeholders, such as Oxfordshire County Council and the local community.
- 8.17 Through the council's work with the community, the viability assessments and Infrastructure Delivery Plan, it has been calculated that the number of homes that we need to achieve this regeneration to be around 1,700 new homes.
- 8.18 This allocation therefore extends to around 130 hectares. It is expected that not all of this land will be needed for development. Policy AS1 (Land at Berinsfield Garden Village) requires any planning application to be supported by a comprehensive masterplan for the whole village. The masterplan must include extremely sensitive design, landscape planting and the maintenance of key views to important landmarks such as the Chiltern Hills and the Wittenham Clumps to mitigate any Green Belt harm as best as is possible. As part of the cooperative masterplanning process the proposals will need to demonstrate how

it delivers the necessary regeneration package and other policy requirements whilst responding to particular constraints to justify the quantum of new homes. The masterplan must also demonstrate how it delivers high quality development commensurate with the Garden Village Principles and other requirements outlined in Policy AS13 (Berinsfield Garden Village). It must also consider where development would, and would not be, appropriately located; and where green infrastructure should be provided, including planting to permanently contain and redefine the settlement edge.

## Land adjacent to Culham Campus

### Policy AS2 – Land adjacent to Culham Campus

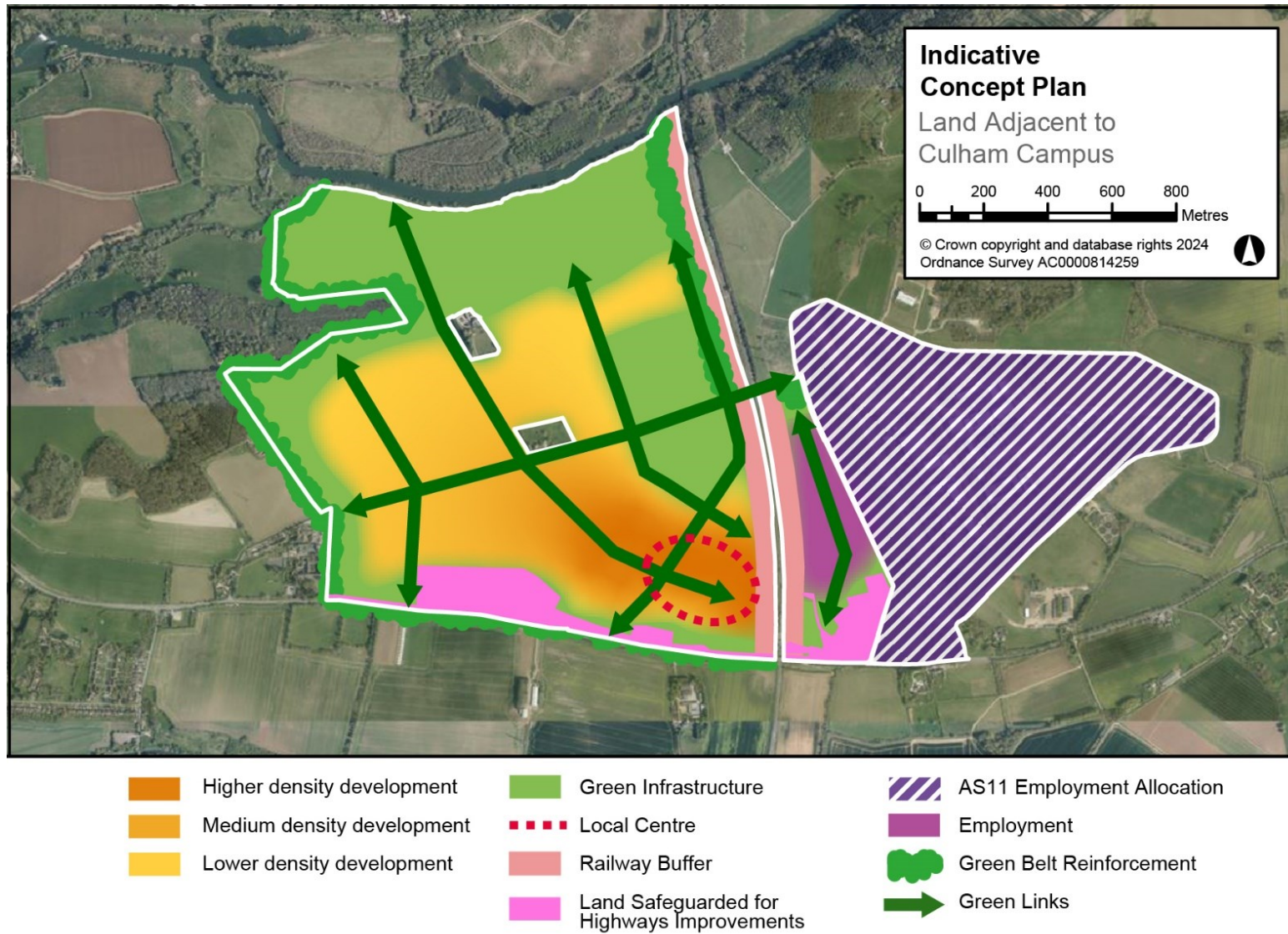
- 1) Land adjacent to Culham Campus (as shown on the Policies Map) is allocated to deliver approximately 3,500 new homes, 60 units of housing with care for older people, between 6 and 10 pitches for gypsies and travellers, supporting services and facilities and to optimise the use of existing employment land at the No.1 site.
- 2) Proposals for the development must demonstrate:
  - a) that the applicants have prepared a comprehensive masterplan, taking into consideration the indicative concept plan (Figure 8.2), and the councils' Joint Design Guide. This masterplan must be prepared in collaboration with South Oxfordshire District Council, in consultation with Oxfordshire County Council and informed by detailed discussions with the rail industry regarding Culham Station improvements and any supporting future rail infrastructure. The masterplan must be submitted, and approved, as part of the first application for development on this site. The council will determine future applications on this site in accordance with the masterplan, or any approved updates to it;
  - b) how the site will retain and optimise the employment use of the Culham No.1 site;
  - c) that at least 5% of homes are designed as housing with support for older people, unless specific site conditions make this impractical or unviable. This provision should:
    - i) incorporate housing designed for older people (excluding extra care housing or housing with care), such as retirement development, bungalows, and/or ground-floor accommodation; and

- ii) be located within walking distance to proposed on site amenities (such as shops, healthcare, open space and public transport);
- d) sufficient additional education capacity, to be agreed with the Local Education Authority. This is likely to be appropriate contributions towards, or direct delivery of, early years education, the provision of two on site primary schools and one on site secondary school, as well as appropriate contributions towards Special Educational Needs and Disabilities (SEND) provision;
- e) sufficient health care capacity and contributions, likely to include one new GP surgery on site to serve existing and future demand in this area, in accordance with the Infrastructure Delivery Plan;
- f) provision of convenience floorspace that meets the day-to-day needs of the local community only, without impacting on the vitality and viability of existing retail centres in accordance with the Retail Hierarchy;
- g) delivery of leisure provision in accordance with the Infrastructure Delivery Plan, including delivery of a community hall, football and cricket playing pitches, MUGA, tennis and netball courts;
- h) provision of a new library on site, or contributions towards library provision in the area;
- i) provision of a new police 'touchdown' facility on site;
- j) all necessary transport infrastructure based on up-to-date evidence on the impact of the development. This should reference the latest Infrastructure Delivery Plan, but not be limited to this document. The transport mitigation measures are likely to include:
  - i) provision of excellent sustainable transport facilities, including, but not limited to, new and improvements to existing cycleways and footways, including contributions towards the high quality walking and cycling provision that forms an integral part of the Didcot to Culham River Crossing element of the Didcot Garden Town HIF1 Scheme; provision of a new walking and cycling bridge and associated connectivity and paths across the River Thames to connect appropriately with Abingdon-on-Thames and beyond to the north of the site; improvements to the walking and cycling infrastructure along the A415 corridor between Abingdon-on-Thames, Culham railway station, Culham Campus and Berinsfield;

- ii) bus improvements including bus infrastructure and provision of scheduled bus services between Berinsfield, Culham and Abingdon-on-Thames as well as Didcot and Oxford's Eastern Arc. Bus routes within the site, at the site access points, and in the vicinity of the site should include bus priority measures where appropriate;
  - iii) contributions to Culham railway station improvements, including longer platforms, public realm, a new station building, cycle hub and potential car parking;
  - iv) new junctions onto the A415 and significant contributions towards the Didcot Garden Town HIF1 Scheme, comprised of the A4130 Widening, Didcot Science Bridge, Didcot to Culham River Crossing, and Clifton Hampden Bypass and improvements to the A4074 corridor including Golden Balls Roundabout;
  - v) a transport and movement hierarchy which promotes non-car modes of travel and permeability across the site and beyond, including a layout that minimises the use and impact of private motor vehicles and measures to discourage car-dependent development; and
  - vi) enhancements to the Public Rights of Way network on and off site, including across the railway from the east and west of the site and waymarking opportunities to access Oxford Green Belt Way.
- k) a layout that recognises plans for improvements to Culham railway station and any associated future rail capacity upgrades, recognising its importance and potential to support growth and development at the adjacent Culham Campus;
- l) a layout that delivers higher density development (a minimum of 50 dph) along the principal internal transport corridors, adjacent to the local centre and adjacent to the railway station, provided it does not adversely impact any existing heritage assets. Density should gradually reduce from these locations outwards to provide a transition across the site, with lower density development located on the northern, southern and eastern edges of the site, to create a permanent defensible edge to protect the Oxford Green Belt;
- m) a layout that recognises the overhead power lines on the site and avoids built form beneath these where possible, or explores the option of undergrounding the power cables on site;

- n) appropriate landscaping and an integrated network of green infrastructure throughout the site, particularly along its boundaries, which would allow limited through views, creating a permanent defensible edge to protect the Oxford Green Belt. This must be based on landscape character, including historic landscape characterisation, considering the contribution of the site to the setting of Oxford, that preserves and enhances the surrounding Green Belt Way and River Thames long distance footpaths;
- o) a layout and form that respects and conserves the setting of the heritage assets within and beyond the site - particularly the Listed Buildings and structures (Culham railway station, rail bridges and the Europa School) and the Grade I Registered Park and Garden associated with Nuneham House. Development within the setting of heritage assets should take the opportunity to enhance or better reveal their significance.
- p) a layout that has land remaining undeveloped to the northern border of the site, that should be utilised for floodplain storage, protecting the physical boundary features on the site; and a layout where there is no built development within Flood Zones 2 and 3, other than essential and green infrastructure;
- q) an assessment of the potential noise impacts from the existing railway line and mitigation measures required to provide an adequate buffer;
- r) a layout and appropriate mitigation measures that protect: Culham Brake Site of Special Scientific Interest (SSSI) which lies to the north-west of the site; and priority habitats and species within and surrounding the site (including those to the north, those within Culham Campus, and south of Culham railway station);
- s) how proposals would meet the biodiversity net gain requirement through a draft Biodiversity Gain Plan which is integrated into the entire masterplan, maximising the delivery of on site biodiversity through the creation of new woodland habitats along the river escarpment and ecological enhancements of the floodplain habitats, including a complex of new wetland habitats and species-rich floodplain meadows.

Figure 8.2 – Concept Plan for Land adjacent to Culham Campus



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- 8.19 The Joint Local Plan allocates land at, and adjacent to, Culham Campus in two policies:
- 8.20 Policy AS2 (Land adjacent to Culham Campus) is allocated as a mixed-use development for the delivery of approximately 3,500 new homes, 60 units of housing with care for older people, between 6 and 10 pitches for gypsies and travellers, supporting service and facilities and optimisation of the existing employment area located next to Culham Campus, on land east of the railway, known as the 'Culham No. 1 site'. This 10 hectares of employment land is to be retained for employment uses. This allocation has capacity for 3,500 homes of which around 1,350 are currently expected to be delivered within plan period up until 2041.
- 8.21 Policy AS11 (Culham Campus) highlights that a net increase of at least 2.3 hectares of employment land will be provided at Culham Campus and that the council will support proposals for additional employment provision at Culham Campus (refer to Policy AS11 (Culham Campus) for further details).
- 8.22 These allocations provide an opportunity to deliver housing adjacent to one of the major employers in southern Oxfordshire and enable Culham Campus to realise its full potential as a science campus where publicly funded science research and commercial technology growth can flourish. Development in this location is at the heart of Science Vale and supports the delivery of much needed significant strategic infrastructure.
- 8.23 Culham Campus is owned and managed by the United Kingdom Atomic Energy Authority (UKAEA) and is located within Science Vale. The Campus is the leading UK centre for fusion research and technology and is of international importance, hosting the Culham Centre for Fusion Energy and a number of related businesses. The council and National Government recognise the key role of the Campus as an internationally important centre of science and research, and support and encourage its future.
- 8.24 The sites in Policy AS2 (Land adjacent to Culham Campus) and Policy AS11 (Culham Campus) were inset from the Green Belt in 2020, through the South Oxfordshire Local Plan 2035.
- 8.25 The AS2 and AS11 allocations will be delivered in accordance with all relevant policies in the Development Plan, providing a community within Science Vale that can make the most of advancing technologies, such as clean heat and power generation, as well as autonomous vehicles. Policy AS2's mixed-use allocation, at 'Culham No. 1 site' and land west of the railway, will provide high-quality, significant development in a sustainable location, with access to employment opportunities, as well as access to public transport at Culham railway station. It includes the retention of employment land, but with improved premises.



The AS2 allocation will include a variety of services and facilities to support a new community, including schools, health care and retail.

- 8.26 New infrastructure is necessary to allow the Campus to expand and to support the new community. The council supports the delivery of this infrastructure, including the Clifton Hampden Bypass and a new Thames crossing (the Didcot to Culham River Crossing). The crossing has strategic transport benefits and is required to support development allocated in this Joint Local Plan. The Government's 'Housing and Infrastructure Fund' (HIF) and other existing funding will forward fund this infrastructure, in anticipation that there will be contributions from the developers benefitting from the infrastructure. The council also supports the improvement of walking and cycling infrastructure at these allocations, including a bridge between Culham and Abingdon to the west of the railway line, as shown in the Abingdon Local Cycling and Walking Infrastructure Plan (LCWIP)<sup>47</sup>.
- 8.27 A development masterplan is required at these sites which considers the future for the whole site, to be prepared and agreed with the Local Planning Authority. The approach to Culham is consistent with the objective to plan for a flourishing local economy, and a wide range of jobs.
- 8.28 The Culham Brake Site of Special Scientific Interest (SSSI) is located to the north-west of the AS2 (Land adjacent to Culham Campus) site allocation. The Culham Brake SSSI is protected due to its national importance as one of the largest populations of the summer snowflake *Leucojum aestivum*. High level assessments suggest that strategic development at Culham is unlikely to have any negative hydrological effect on the Culham Brake SSSI, as it is watered directly by the Swift Ditch. Appropriate consideration and mitigation measures must be provided regarding the SSSI in developing detailed proposals for this site, which should comply with the indicative concept plan below.
- 8.29 The River Thames runs adjacent to the northern boundary of the allocation. Due to this, proposals will need to carefully consider layouts addressing the specific requirements in the policy, taking into account the need for floodplain storage; no built development within Flood Zones 2 and 3, other than essential and green infrastructure; creation of new woodland habitats along the river escarpment; and ecological enhancements of the floodplain habitats.

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<sup>47</sup> Oxfordshire County Council (2023) Abingdon Local Cycling and Walking Infrastructure Plan, available at <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/active-travel-0>

- 8.30 Policy AS2 (Land adjacent to Culham Campus) covers part of the Thames and Lower Thame Valleys Mineral Consultation Area, Safeguarding Area, and Resource Area, as identified in Oxfordshire County Council's Minerals and Waste Local Plan<sup>48</sup>. The Policies Map also identifies the location of other minerals safeguarding areas in the vicinity.
- 8.31 Nuneham House, Nuneham Courtenay lies to the east of allocation AS2 (Land adjacent to Culham Campus) and to the north of allocation AS11 (Culham Campus). This is a Grade II\* listed country house surrounded by an 18<sup>th</sup> century landscape park and pleasure grounds. The estate includes Nuneham Courtenay's Grade I Registered Park and Garden, laid out by Lancelot 'Capability' Brown. Given the Registered Park and Garden's proximity to the allocations, it will therefore be necessary for development to respect and conserve its setting and, where possible, enhance it. Respecting, conserving and, where appropriate, enhancing the heritage assets within and beyond the site, including the Europa School and Culham railway station / rail bridges is also a requirement.

### Land South of Grenoble Road, Edge of Oxford

#### Policy AS3 – Land South of Grenoble Road, Edge of Oxford

- 1) Land South of Grenoble Road, Edge of Oxford (as shown on the Policies Map) is allocated to deliver approximately 3,000 new homes, 60 units of housing with care for older people, between 6 and 10 pitches for gypsies and travellers, 10 hectares of additional employment land, incorporating an extension to Oxford Science Park, a mobility hub serving the A4074 corridor, and supporting services and facilities.
- 2) Proposals for the development must demonstrate:
  - a) that the applicants have prepared a comprehensive masterplan taking into consideration the indicative concept plan (Figure 8.3), and the councils' Joint Design Guide. This masterplan must be prepared in collaboration with South Oxfordshire District Council, in consultation with Oxfordshire County Council and Oxford City Council. The masterplan must be submitted, and approved, as part of the first application for development on this site. The council will determine future applications on this site in accordance with the masterplan, or any approved updates to it;

<sup>48</sup> Oxfordshire County Council (2017) Minerals and Waste Local Plan, available at <https://www.oxfordshire.gov.uk/residents/environment-and-planning/planning/planning-policy/minerals-and-waste-policy>

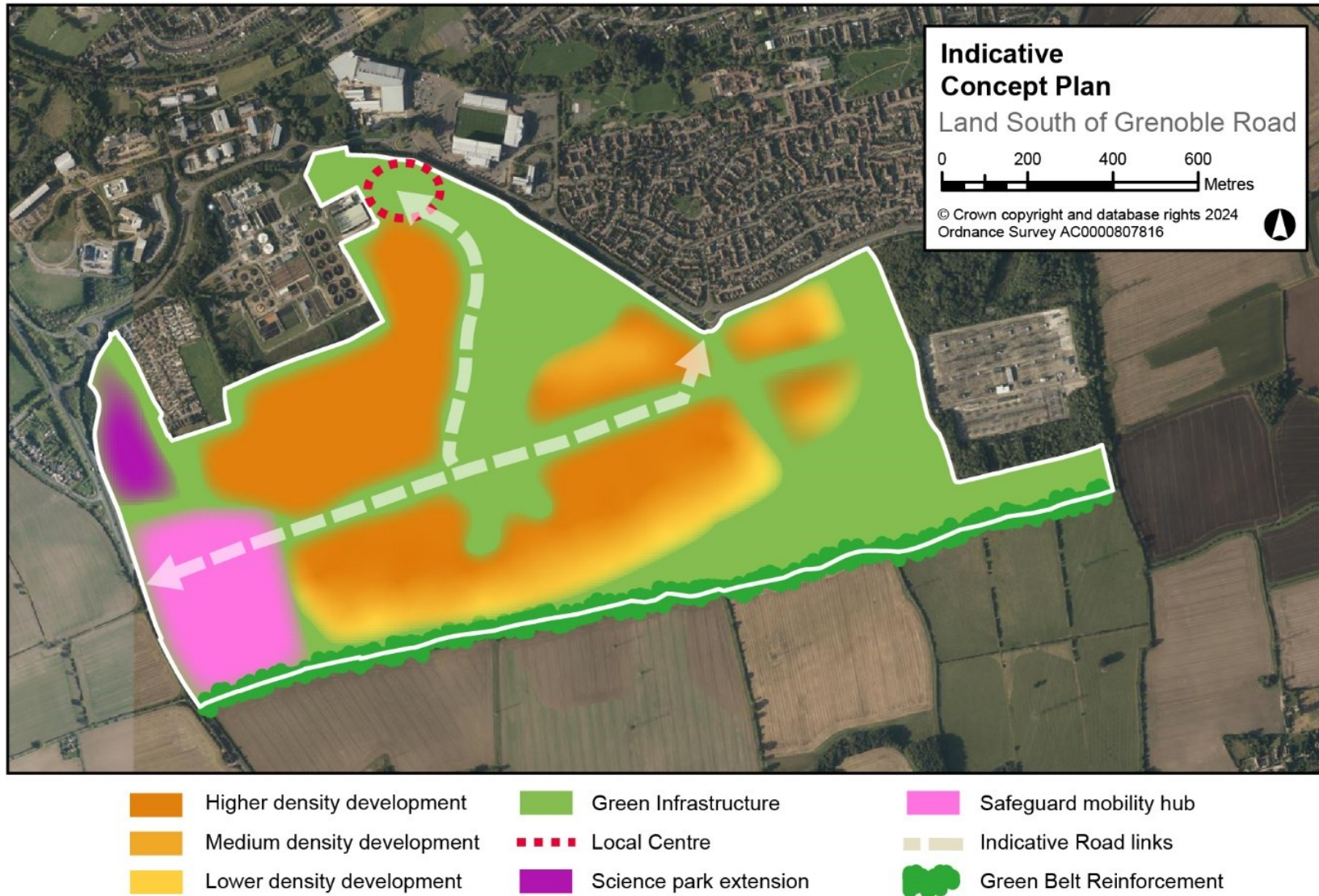
- b) a high-quality development that is fully integrated and relates closely to The Leys neighbourhoods in Oxford;
- c) that at least 5% of homes are designed as housing with support for older people, unless specific site conditions make this impractical or unviable. This provision should:
  - i) incorporate housing designed for older people (excluding extra care housing or housing with care), such as retirement development, bungalows, and/or ground-floor accommodation; and
  - ii) be located within walking distance to proposed on site amenities (such as shops, healthcare, open space and public transport), or within walking distance of existing amenities in Oxford City;
- d) how it contributes to improvements to existing community facilities and services in The Leys necessary to address impacts arising from the increased usage by the residents of land south of Grenoble Road;
- e) an appropriate provision of convenience floorspace to meet the day-to-day needs of the local community only, without impacting on the vitality and viability of existing retail centres in accordance with the Retail Hierarchy;
- f) delivery of leisure provision in accordance with the Infrastructure Delivery Plan, including delivery of a community hall, football and cricket playing pitches, MUGA, tennis and netball courts;
- g) provision of a new library on site or contributions towards library provision in the area;
- h) sufficient additional education capacity, to be agreed with the Local Education Authority. This is likely to be the provision of one on site primary school and one on site secondary school, as well as appropriate contributions towards Special Educational Needs and Disabilities (SEND) provision;
- i) all necessary infrastructure based on up-to-date evidence on the impact of the development. This should reference the latest Infrastructure Delivery Plan, but not be limited to this document. The transport mitigation measures are likely to include:
  - i) provision of new, and enhancement to existing, cycling and walking infrastructure on and off site ensuring the site is well connected to Oxford City, nearby secondary schools, mobility hubs, and appropriate surrounding villages;

- ii) provision of new and enhanced existing public rights of way routes, including access eastwards (route 233/39/10) to connect with the Oxford Green Belt Way, improved access to Oxford City (route 320B/1/10), as well as promotion of and wayfinding for Shakespeare's Way which runs through the site;
  - iii) a new mobility hub on site;
  - iv) improvements to scheduled bus services and associated infrastructure within the site and along the A4074 and B480 corridors to Oxford City, Eastern Arc, Science Vale, and nearby villages. Bus routes within the site, at the site access points, and in the vicinity of the site should include bus priority measures where appropriate;
  - v) contribution to a new cycle route between Culham Campus, Berinsfield and Oxford which may route through the site;
  - vi) improvements to the A4074 corridor including Golden Balls Roundabout, upgrades to the existing junctions on the Oxford Eastern bypass (A4142), including Heyford Hill and Cowley Interchange junctions,
  - vii) a new cycle route between Culham Campus, Berinsfield and Oxford;
  - viii) a transport and movement hierarchy which promotes non-car modes of travel and permeability across the site and beyond to Oxford City, including a layout that minimises the use and impact of private motor vehicles and measures to discourage car-dependent development; and
  - ix) a scheme to improve the B480 route towards Cowley for buses, pedestrians and cyclists.
- j) that the applicants have completed a comprehensive odour assessment, the methodology of which will be agreed by the Local Planning Authority, that identifies the necessary mitigation required to address the odour impact of the Oxford Sewage Treatment Works. This will need to be submitted to, and agreed with, South Oxfordshire District Council before development can commence, and the mitigation measures implemented in accordance with the recommendations of the odour assessment;
- k) that there is no built development within Flood Zones 2 and 3, other than essential and green infrastructure;

- l) an extension to the woodland at Sandford Brake substation to ensure a significant buffer between the development and the substation is provided;
- m) how a landscaped urban edge can be created to the south of the site to provide a transition into the wider landscape through woodland planting. The landscape planting should create a strong and defensible edge to Oxford, and create a permanent sense of openness between the site and Nuneham Courtenay, Marsh Baldon, Toot Baldon and Garsington. The design should consider the cumulative landscape impact of the nearby renewable energy generating station at Nineveh Farm<sup>a</sup>, including the solar farm on this site. Only green infrastructure should be provided on land directly to the south of Minchery Farmhouse to respect the setting of the Grade II\* listed farmhouse;
- n) a layout that recognises the overhead power lines on the site and minimises the location of the built form beneath these or explores the option of undergrounding the power cables on site;
- o) the delivery of higher density development around the local centres (a minimum of 70 dwellings per hectare (dph)) and along key transport corridors (a minimum 60 dph). The northern part of the site will respond to sensitivities relating to the listed Minchery Farm and densities will gradually reduce towards the southern landscape buffer and the eastern edge of the site, close to the Sandford Brake Local Wildlife Site to create a suitable interface with the adjacent Green Belt; and
- p) how the proposals would meet the biodiversity net gain requirement through a draft Biodiversity Gain Plan that maximises the delivery of on site biodiversity, including enhancements to the biodiversity value of the watercourse which connects to the Littlemore Brook; and
- q) that the applicants have established a scheme of appropriate archaeological mitigation in accordance with the archaeological evaluation referenced in the Heritage Assessment (2019) (or a subsequent evaluation where this has been agreed with the Local Planning Authority).

<sup>a</sup> *Planning permission reference P20/S4360/FUL*

Figure 8.3 – Concept Plan for Land South of Grenoble Road, Edge of Oxford



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- 8.32 This allocation has capacity for 3,000 homes of which around 1,275 are currently expected to be delivered within plan period up until 2041.
- 8.33 Land to the south of Grenoble Road is adjacent to the south of Oxford City. The site is bordered on its northern edge by the Oxford Science Park, a caravan park, a Sewage Treatment Works, the Kassam Stadium (an entertainment area), and the Blackbird Leys neighbourhood. The site is comprised of several fields with tree lines and hedgerows defining most of its boundaries, with the exception of the A4074 on its western edge, and an electricity substation on its eastern edge. The site was inset from the Green Belt in 2020, through the South Oxfordshire Local Plan 2035.
- 8.34 An urban extension to the southern edge of Oxford will promote a sustainable form of development that will in part help Oxford City by addressing the agreed unmet housing need identified in the Oxford City Local Plan 2036, and first addressed through the South Oxfordshire Local Plan 2035. Development at Grenoble Road will provide specific benefits that would not be achievable elsewhere in the district; notably the provision of a new mobility hub to the south of Oxford, the provision of affordable housing, an extension to the Oxford Science Park and the ability to contribute to the regeneration of Blackbird Leys. Furthermore, the site would also benefit from the potential re-opening of the Cowley Branch Line at the Oxford Science Park.
- 8.35 The site has a number of challenges that development would need to address. Parts of the northern edge of the site along Grenoble Road are within Flood Zones 2 and 3, and the Strategic Flood Risk Assessment has identified an additional area of flood risk near the centre of the site (to the east of the sewage treatment works). Both national policies and local policies restrict what development can take place in these areas to green infrastructure and essential development. Proposals should include mitigation measures to maintain a sense of openness between the site and surrounding villages. The Sewage Treatment Works generates a significant odour issue on the site. In its current form it would not be acceptable to locate new homes near the works. An odour study must be completed and submitted prior to the commencement of development, with appropriate mitigation measures being put in place in accordance with the recommendations of the odour assessment.
- 8.36 The site is also adjacent to Blackbird Leys, one of the most deprived areas of Oxfordshire. Part of the justification for releasing this site from the Green Belt was to support the regeneration of this area through providing new housing stock, community facilities, employment and training opportunities and excellent sustainable transport links. The development will make a valuable contribution towards meeting Oxford City Council's regeneration objectives for Blackbird Leys through the provision of new housing alongside employment and education facilities.
- 8.37 The site will also provide for at least 10 hectares of employment land incorporating an extension to the South Oxford Science Park to support the economic growth of the knowledge industry to the south of the city along the Oxfordshire Knowledge Spine.

8.38 Policy AS3 (Land South of Grenoble Road, Edge of Oxford) makes provision for a new mobility hub on the western edge of the site as originally identified by the Oxfordshire Local Transport Plan 4<sup>49</sup>. Oxfordshire County Council is undertaking a study of mobility hubs on the A4074 which may influence the scale and position of the hub. It is important that the site takes advantage of this sustainable transport hub but doesn't encourage residents to drive from one end of the site to the other to catch the bus.

8.39 The site must mitigate its impact on local infrastructure and deliver the requirements set out in the Infrastructure Delivery Plan.

### Land at Northfield, Edge of Oxford

#### Policy AS4 – Land at Northfield, Edge of Oxford

- 1) Land at Northfield, Edge of Oxford (as shown on the Policies Map) is allocated to deliver approximately 1,800 new homes, 60 units of housing with care for older people, between 6 and 10 pitches for gypsies and travellers, and supporting services and facilities.
- 2) Proposals for the development must demonstrate:
  - a) that the applicants have prepared a comprehensive masterplan taking into consideration the indicative concept plan (Figure 8.4), and the councils' Joint Design Guide. This masterplan must be prepared in collaboration with South Oxfordshire District Council, in consultation with Oxfordshire County Council and Oxford City Council. The masterplan must be submitted with, and approved, as part of the first application for development on this site. The council will determine future applications on this site in accordance with the masterplan, or any approved updates to it;
  - b) how the proposed development is well integrated with its surroundings;
  - c) that at least 5% of homes are designed as housing with support for older people, unless specific site conditions make this impractical or unviable. This provision should:

<sup>49</sup> Oxfordshire County Council (2016) Oxfordshire Local Transport Plan 4, available at: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/local-transport-plan-4>



- i) incorporate housing designed for older people (excluding extra care housing or housing with care), such as retirement development, bungalows, and/or ground-floor accommodation; and
  - ii) be located within walking distance to proposed on site amenities (such as shops, healthcare, open space and public transport), or within walking distance of existing amenities in Oxford City;
- d) delivery of leisure provision in accordance with the Infrastructure Delivery Plan, including delivery of a community hall, football pitches, and a MUGA;
- e) the provision of a new library on site or contributions towards library provision in the area;
- f) sufficient additional education capacity, to be agreed with the Local Education Authority. This is likely to be the provision of one on site primary school, as well as contributions to appropriate off site secondary school and Special Educational Needs and Disabilities (SEND) provision;
- g) all necessary infrastructure based on up-to-date evidence on the impact of the development. This should reference the latest Infrastructure Delivery Plan, but not be limited to this document. The transport mitigation measures are likely to include:
  - i) cycling and walking infrastructure on and off site, including to proposed and existing secondary schools, ensuring the site is well connected to Oxford City, and appropriate surrounding villages;
  - ii) provision of new and enhanced existing Public Rights of Way routes, including a connection and improvements to the Oxford Green Belt Way to and from the north-east of the site;
  - iii) a scheme to improve the B480 route towards Cowley for buses, pedestrians and cyclists;
  - iv) contributions towards improvements to scheduled bus services and associated infrastructure within the site and along the A4074 and B480 corridors to Oxford City, Eastern Arc, Science Vale, and nearby villages. Bus routes within the site, at the site access points, and in the vicinity of the site should include bus priority measures where appropriate;

- v) a transport and movement hierarchy which promotes non-car modes of travel and permeability across the site and beyond to Oxford City, including a layout that minimises the use and impact of private motor vehicles and measures to discourage car-dependent development;
  - vi) upgrades to the existing junctions on the Oxford Eastern Bypass (A4142), including Cowley Interchange junction; and
  - vii) upgrading of the A4074 corridor, including the Golden Balls roundabout.
- h) the provision of convenience floorspace that meets the day-to-day needs of the local community only without impacting on the vitality and viability of existing retail centres in accordance with the Retail Hierarchy;
  - i) appropriate landscape mitigation measures to minimise the visual impact of the development on the openness of the Green Belt and maintain important views of Oxford City, providing a defensible Green Belt boundary and a strong countryside edge retaining a permanent and substantial separation between Oxford and Garsington;
  - j) the provision of a landscape led scheme which integrates a network of green infrastructure with structural landscaping along the north western boundary (Industrial Estate) that integrates and improves existing hedgerows and tree belts on the site;
  - k) that there is no built development within Flood Zones 2 and 3, other than essential and green infrastructure;
  - l) how the proposals would meet the biodiversity net gain requirement through a draft Biodiversity Gain Plan that maximises the delivery of on site biodiversity, including the creation and restoration of complementary habitats along the course of the Northfield Brook and biodiversity enhancements integrated into the entire masterplan; and
  - m) the delivery of higher density development (a minimum of 70 dph) along key transport corridors, adjacent to the local centre, and towards the north western boundary of the site, but having regard to the existing noise environment from the adjacent employment site, to respond to the existing adjacent development. The scale and density of development should gradually reduce to provide a transition across the site towards the eastern and south-eastern countryside edges where the lower density development should be delivered, alongside a network of green infrastructure to create an appropriate urban edge.

Figure 8.4 – Concept Plan for Land at Northfield, Edge of Oxford



- Higher density development
- Medium density development
- Lower density development
- Green Infrastructure
- Local Centre

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- 8.40 This allocation has capacity for 1,800 homes of which around 1,425 are currently expected to be delivered within plan period up until 2041.
- 8.41 The site at Northfield is located on the edge of Oxford City's administrative boundary. The site is bounded in the north west by the Unipart factory and other key employment sites within the city, the B480 to the west, and Northfield Brook / agricultural land to the south and east. The site also relates well to other key business areas in Oxford city, including Oxford Science Park and Oxford Business Park. Furthermore, the site relates well with the allocated Site south of Grenoble Road (Policy AS3). Land at Northfield was inset from the Green Belt in 2020, through the South Oxfordshire Local Plan 2035.
- 8.42 An urban extension to the edge of Oxford will promote a sustainable form of development that will in part help Oxford City by addressing the agreed unmet housing need identified in the Oxford City Local Plan 2036, and first addressed through the South Oxfordshire Local Plan 2035. Northfield is well located for access to employment and services within walking and cycling distance, and the B480 is an existing public transport corridor. The site has excellent opportunities to provide improved transport links. Furthermore, the site would also benefit from the potential re-opening of the Cowley Branch Line.
- 8.43 There are also other constraints that development would be required to address. The southern part of the site contains an area of Flood Zone 2 and 3, with Hollow Brook and Northfield Brook running through this area. Both national and local policies restrict what development can take place in these areas to green infrastructure and essential development. The landscape is more sensitive to the east of the site, which has a stronger relationship with the surrounding rural area. A line of electricity pylons runs across the eastern edge of the site. Development will have to be sensitively designed to address these constraints. In addition, it will be important that the development maintains a sense of openness and separation between Oxford and Garsington, providing a defensible Green Belt boundary and a strong countryside edge.
- 8.44 The development will be required to mitigate its impact on the local infrastructure as per the policy requirements and as set out in the Infrastructure Delivery Plan. Developer funding will be expected to contribute towards enabling primary healthcare services to deal with patient growth associated with development and local upgrades to the existing water network and water supply infrastructure, as well as a range of other matters such as transport improvements and education capacity.

## Land at Bayswater Brook, Edge of Oxford

### Policy AS5 – Land at Bayswater Brook, Edge of Oxford

- 1) Land at Bayswater Brook, Edge of Oxford (as shown on the Policies Map) is allocated to deliver approximately 1,100 new homes, 120 units of housing with care for older people, supporting services and facilities.
- 2) Proposals for the development must demonstrate:
  - a) that the applicants have prepared a comprehensive masterplan, taking into consideration the indicative concept plan (Figure 8.5), and the councils' Joint Design Guide. This masterplan must be prepared in collaboration with South Oxfordshire District Council, in consultation with Oxfordshire County Council and Oxford City Council. The masterplan must be submitted, and approved, as part of the first application for development on this site. The council will determine future applications on this site in accordance with the masterplan, or any approved updates to it;
  - b) that at least 5% of homes are designed as housing with support for older people, unless specific site conditions make this impractical or unviable. This provision should:
    - i) incorporate housing designed for older people (excluding extra care housing or housing with care), such as retirement development, bungalows, and/or ground-floor accommodation; and
    - ii) be located within walking distance to proposed on site amenities (such as shops, healthcare, open space and public transport), or within walking distance of existing amenities in Oxford City;
  - c) sufficient educational capacity, to be agreed with the Local Education Authority. This is likely to be the provision of one on site primary school. Contributions will also be sought towards off site secondary school and Special Educational Needs and Disabilities (SEND) provision;
  - d) sufficient health care capacity / contributions;
  - e) provision of convenience floorspace that meets the day-to-day needs of the local community only without impacting on the vitality and viability of existing retail centres in accordance with the Retail Hierarchy;

- f) delivery of leisure provision in accordance with the Infrastructure Delivery Plan, including on site delivery of a community hall, bike track, learn to cycle track, outdoor gym, MUGA and tennis courts;
- g) all necessary transport infrastructure based on up-to-date evidence on the impact of the development. This should reference the latest Infrastructure Delivery Plan, but not be limited to this document. The transport mitigation measures are likely to include:
  - i) provision of high-quality pedestrian, cycle and public transport access and connectivity to Oxford City Centre, nearby secondary schools and other major employment locations, particularly the universities, hospitals and Oxford Science and Business Parks to maximise the number of trips made by non-car modes, including (but not limited to) the links to and across the A40 Oxford Northern Bypass and a new pedestrian and cycle bridge across the A40 which will require a suitable landing point outside of the allocated site. If, having taken the impact of these measures into account, significant residual impacts on the highway network are still predicted, new highway infrastructure will be required to mitigate those impacts.
  - ii) a transport and movement hierarchy which promotes non-car modes of travel and permeability across the site and beyond to Oxford City, including on and off site public rights of way enhancements, a layout that minimises the use and impact of private motor vehicles and measures to discourage car-dependent development. The transport and movement hierarchy should identify where on site highways infrastructure will be required, ensuring appropriate highways and sustainable transport access and permeability across the site, including between Bayswater Road and the B4150 Marsh Lane/A40 junction;
  - iii) bus priority measures for bus routes within the site, at the site access points, and in the vicinity of the site where appropriate;
  - iv) road access from the surrounding road network; and
  - v) sufficient measures to mitigate any significant residual impacts on the highway network, first taking into account the benefits from the sustainable movement measures described above.
- h) a schedule of works as agreed with the council for the repair of the Grade II\* Wick Farm Wellhouse identified on the Heritage at Risk Register. This is to be agreed prior to the determination of an application for development. An

application for planning permission must be accompanied by an application for Listed Building Consent for the works to the Wellhouse;

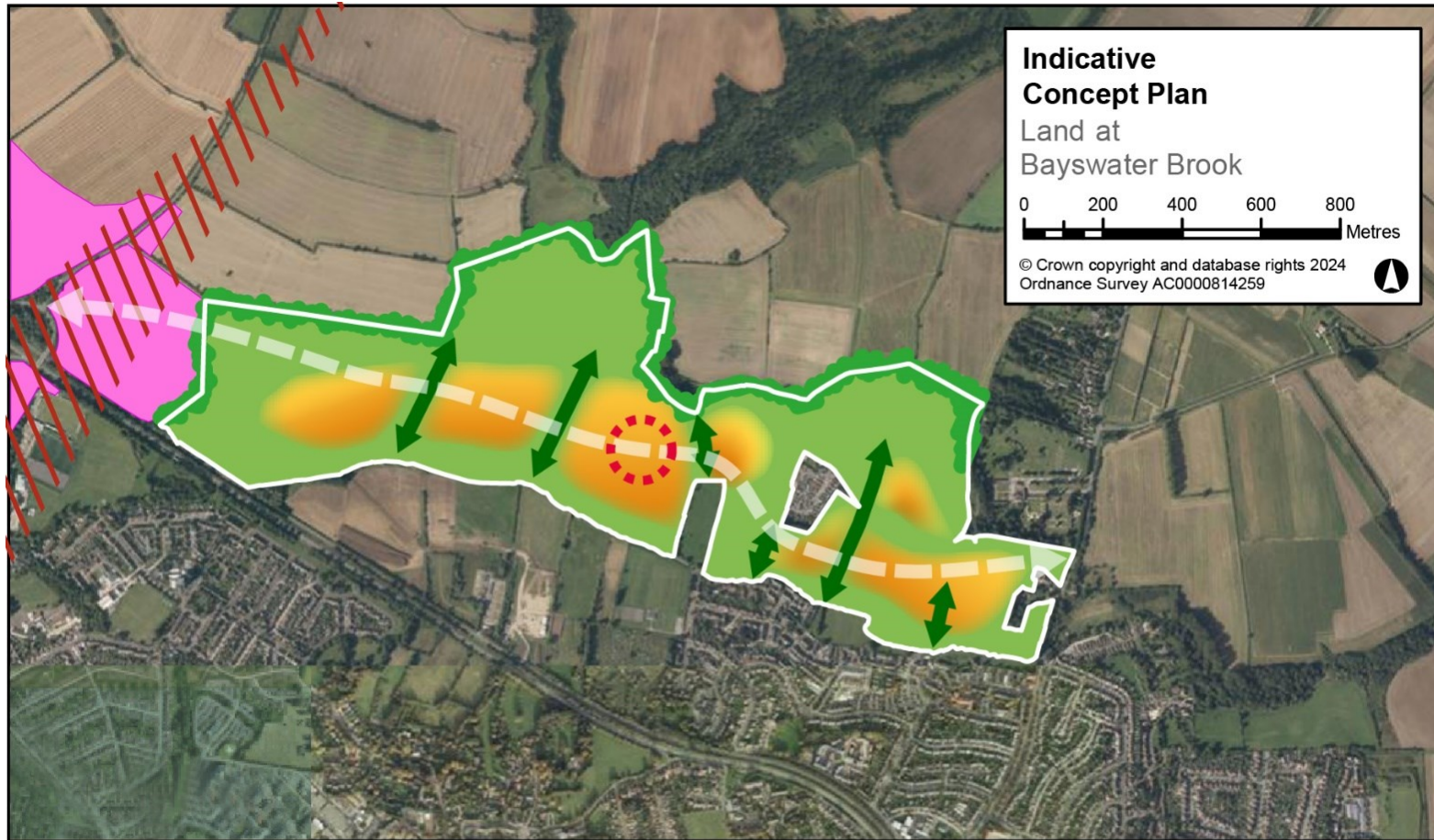
- i) a development that ensures that there will be no demonstrable negative recreational, hydrological or air quality impacts on the Sidlings Copse and College Pond Site of Special Scientific Interest (SSSI);
- j) provision of built development within Flood Zone 1 only, with areas of Flood Zone 2 and 3 preserved as accessible green space;
- k) inclusion of a landscape buffer between the development and Wick Farm, as well as incorporating high quality design to preserve or enhance listed buildings and their settings;
- l) provision of a permanent defensible Green Belt boundary around the allocation and a strong countryside edge;
- m) retention and incorporation of existing hedgerows and tree belts, particularly where this assists with the creation of a new Green Belt boundary;
- n) the development relates to and connects with adjoining built development and development that is planned within Oxford City;
- o) the development respects and avoids harm to Oxford's historic setting;
- p) delivery of higher density development (a minimum of 45 dph) along key frontages, transport corridors and towards the south and east boundaries of the site, to respond to the existing adjacent development, provided it does not adversely impact any heritage assets or their settings, and provided that it respects the character of, and living conditions within, neighbouring residential development. This will be interspersed with green links and public access to attractive walking routes. Densities will gradually reduce towards the northern landscape buffer, will be lower close to Sidlings Copse and College Pond SSSI and also reduce towards the western edge of the site, to reflect the sensitivities of the view cone;
- q) how proposals would meet the biodiversity net gain requirement through a Biodiversity Gain Plan that maximises the delivery of on site biodiversity, including the protection and enhancement of habitats along Bayswater Brook,











new habitats to the north buffering the Sidlings Copse and College Pond SSSI and off site biodiversity enhancements;

- r) provision of a network of green infrastructure that:
  - i) retains and incorporates areas of functional flood plain and existing surface water flow paths;
  - ii) protects and enhances existing habitats, particularly those associated with Sidlings Copse and College Pond SSSI and Bayswater Brook;
  - iii) connects with adjoining green infrastructure within Oxford City;
  - iv) retains and incorporates existing public rights of way, improves and extends public rights of way where appropriate, and supports movement through the site and into adjoining areas by walking and cycling; and
  - v) provides an appropriate buffer to the Oxford view cone.
- s) a scheme of appropriate mitigation to be established in accordance with the archaeological evaluation prepared to support the masterplan in 2020 (or a subsequent evaluation where this has been agreed with the council), to include the physical preservation of significant archaeological features and their setting.



Figure 8.5 – Concept Plan for Land at Bayswater Brook, Edge of Oxford



- |  |  |  |
|--|--|--|
|  Higher density housing |  Green Infrastructure             |  Indicative Route Alignment |
|  Medium density housing |  Area needed for Transport Access |  Local Centre               |
|  Lower density housing  |  View Cone                        |  Green Belt Reinforcement   |
|  |  |  Green Links                |

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- 8.45 This site is allocated for the delivery of approximately 1,100 new homes, 120 units of housing with care for older people, supporting services and facilities. We expect all homes to be built on this site by the end of the plan period in 2041. The site was inset from the Green Belt in 2020, through the South Oxfordshire Local Plan 2035.
- 8.46 The site provides an opportunity for a high-quality urban extension to the edge of Oxford which will promote a sustainable form of development that will in part help Oxford City by, addressing the agreed unmet housing need identified in the Oxford City Local Plan 2036, and first addressed through the South Oxfordshire Local Plan 2035. The allocation directly adjoins Oxford City Council's eastern administrative boundary; its proximity to major employment locations and a wide range of services and facilities means that there is much potential to support travel by walking and cycling; and it is well positioned to connect with public transport provision in Oxford City. In addition, the English Indices of Deprivation 2019<sup>50</sup> identified the adjoining area of Barton as being within the 20% most deprived areas in England. Barton is a priority regeneration area for Oxford City and development at Land at Bayswater Brook has potential to support regeneration aspirations for Barton by increasing the viability of and contributing to the improvement of existing services and facilities and by providing new accessible services and facilities.
- 8.47 There are several constraints that development would be required to address. Bayswater Brook, which runs along the south of the site, is designated as a Site of Local Importance to Nature Conservation. Existing habitats associated with the brook should be protected and opportunities for enhancement should be pursued. The site also contains areas of Flood Zones 2 and 3 around the brook; therefore these areas are to be preserved as accessible green space.
- 8.48 Sidlings Copse and College Pond Site of Special Scientific Interest (SSSI) and Wick Copse Ancient Woodland are located directly to the north of the site. These are fragile sites comprising rare habitats that could suffer under increased visitor pressure. Other potential indirect impacts of development, such as impacts on hydrology and air pollution and nutrient deposition, also need to be considered and managed. The masterplanning of any development here should take into account the recommendations of the council's Ecological Assessment<sup>51</sup> and a detailed hydrological assessment to understand the development's effects on the SSSI must be completed prior to masterplanning.
- 8.49 A designated Oxford view cone lies directly to the west of the site and is comprised of a highly sensitive landscape, with views to and from Oxford City's historic core, as well as having strong connections with the surrounding countryside. This area is

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<sup>50</sup> Ministry of Housing, Communities & Local Government - 2018 to 2021 (2019) English Indices of Deprivation, available at: <https://www.gov.uk/government/statistics/english-indices-of-deprivation-2019>

<sup>51</sup> South Oxfordshire (2019) Ecological Assessment of Sydling's Copse and College Pond SSSI (prepared by AECOM), available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

therefore identified for access only and is not inset from the Green Belt. Other built development within the Oxford view cone would harm the rural nature of this historic view.

- 8.50 The site is located in an area of archaeological interest, within an area of a known Roman settlement. Deposits include the line of a possible Roman road as well as a number of possible Roman settlement sites. Land at Bayswater Brook is also immediately adjacent to the site of Headington Wick Roman Villa. Any surviving aspects of the Headington Wick Roman Villa site or related high status Roman settlement could be considered to be of similar significance to a Scheduled Monument. The Grade II\* listed Wick Farmhouse Well House is also located within the site boundary. Land at Bayswater Brook therefore provides an excellent opportunity to improve the condition of this Listed Building.
- 8.51 Road capacity to the east of Oxford is already under significant pressure, particularly along the A40 and the Headington roundabout. Therefore, it is crucial that this development mitigate its impact on local infrastructure and deliver the requirements set out in the Infrastructure Delivery Plan.

### **Rich's Sidings and Broadway, Didcot**

#### **Policy AS6 – Rich's Sidings and Broadway, Didcot**

- 1) Land at Rich's Sidings and Broadway, Didcot (as shown on the Policies Map) is allocated to deliver a mixed-use scheme comprising approximately 100 homes and new employment and retail uses<sup>a</sup>.
- 2) Proposals for the development must demonstrate:
  - a) maximisation of walking, cycling, and public transport connectivity to specific locations (including Didcot Parkway railway station, Orchard Centre, Broadway, schools and leisure facilities, Milton Park, Culham and Harwell);
  - b) incorporation of active frontages within the development and along Broadway, and ensure a positive relationship with Hitchcock Way;
  - c) graduated development density to avoid impingement on neighbouring residential amenity;

- d) inclusion of public amenity space and green infrastructure within the development;
  - e) inclusion of all necessary infrastructure based on up-to-date evidence on the impact of the development. This should reference the latest Infrastructure Delivery Plan, but not be limited to this document. The transport mitigation measures are likely to include:
    - i) contributions towards or directly delivery of a network of safe and attractive walking and cycling routes as identified in the Didcot Local Cycling and Walking Infrastructure Plan (LCWIP)<sup>b</sup>, including a pedestrian crossing to the east of Station Road and enhancement of links to the National Cycle Network routes 5 and 544;
    - ii) a transport and movement hierarchy which promotes non-car modes of travel and permeability across the site and beyond, including a layout that minimises the use and impact of private motor vehicles and measures to discourage car-dependent development;
    - iii) contributions towards improvements to scheduled bus services and other appropriate public transport, alongside delivery of associated infrastructure within the site. This should include bus priority measures for bus routes within the site, at the site access points, and in the vicinity of the site where appropriate; and
    - iv) improvements to, and the creation of new, Public Rights of Way on and off the site.
  - f) that at least 5% of homes are designed as housing with support for older people (excluding extra care housing or housing with care), such as ground-floor accommodation, unless specific site conditions make this impractical or unviable.
- 3) Development proposals at this site must be informed by:
- a) an assessment of the impact of development to the Didcot Sewage Treatment Works and mitigation measures required;
  - b) an assessment of the impact on the nearby Didcot Northbourne Conservation Area and measures required to mitigate any impact;

- c) an assessment of the potential noise impacts from the existing railway line and mitigation measures required to provide an adequate buffer; and
- d) the Didcot Central Corridor Placemaking Strategy<sup>c</sup>
- e) the Didcot Garden Town Delivery Plan<sup>d</sup>.

<sup>a</sup> *Within Use Class E*

<sup>b</sup> *Oxfordshire County Council (2023) Didcot Local Cycling and Walking Infrastructure Plan, available at: <https://mycouncil.oxfordshire.gov.uk/mgAi.aspx?ID=29083>*

<sup>c</sup> *Oxfordshire County Council (2023) Didcot Central Corridor Placemaking Strategy (emerging), available at: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/didcot-central-corridor>*

<sup>d</sup> *South Oxfordshire and Vale of White Horse (2022) Revised Didcot Garden Town Delivery Plan, available at: <https://www.southoxon.gov.uk/south-oxfordshire-district-council/business-and-economy/garden-communities/didcot-garden-town/>*

Figure 8.6 – Site Boundary for Rich’s Sidings and Broadway, Didcot



8.52 This allocation has capacity for around 100 homes, which we expect to build out fully within the plan period to 2041.

- 8.53 In December 2015, the Government announced that Didcot would become a Garden Town delivering 15,050 homes and 20,000 high-tech jobs in the greater Didcot area. Garden Towns are locally-led and ambitious proposals for new communities that work as self-sustaining places and should have high quality and good design embedded from the outset. The Garden Town initiative will help to shape growth already identified through the Joint Local Plan for housing, employment and infrastructure. Rich's Sidings and Broadway is centrally located in Didcot Garden Town and offers a regeneration opportunity.
- 8.54 This site was carried forward into the Local Plan 2035 from previous Development Plan documents as part of a mixed-use allocation to enable the expansion of the Orchard Centre shopping centre. The extension to the Orchard Centre has been delivered. Therefore, the site allocation boundary has been reduced and now covers an area of potential regeneration, with the policy recognising the scope for a mix of uses and capacity for approximately 100 homes. This land is presently used by a wide variety of primarily small businesses mostly engaged in retail and service trades. The existing premises are generally out-dated and of poor-quality design and those fronting Lower Broadway detract from the eastern part of the town centre. There is, therefore, an opportunity to redevelop the land to improve this key gateway to the town centre. Bringing together a mix of uses that work together will help Rich's Sidings and Broadway contribute towards an attractive, vital and viable centre to serve the current and future community.
- 8.55 The Didcot Garden Town Delivery Plan provides further detail on the expectations of the town as a whole, and development proposals should have regard to other adopted and emerging strategies for Didcot such as the Didcot Wayfinding Strategy<sup>52</sup>, Didcot Green Infrastructure Strategy<sup>53</sup>, Didcot Public Art Plan<sup>54</sup>, and Didcot Central Corridor Placemaking Strategy.
- 8.56 Proposals for the site will need to ensure that public amenity space is integrated with green infrastructure. Oxfordshire County Council's Climate Vulnerability Assessment<sup>55</sup> identifies Didcot as being particularly vulnerable to 'heat island' impacts, therefore permanent (not in containers) urban street tree planting should be adopted for shade and cooling. The county document also identifies Didcot's vulnerability to surface water flooding, so the integrated green infrastructure should be sustainable drainage system (SuDS) led including rain gardens. However, there is a previous history of land contamination at this site meaning a risk that infiltration SuDS could mobilise contamination and pollute controlled waters. Drainage systems which infiltrate surface

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<sup>52</sup> South Oxfordshire and Vale of White Horse (2024) Didcot Wayfinding Strategy (prepared by David Lock Associates), available at: <https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2024/07/Approved-Didcot-Wayfinding-Strategy-2024-reduced.pdf>

<sup>53</sup> South Oxfordshire and Vale of White Horse (2024) Didcot Green Infrastructure Strategy (prepared by Arkwood Ltd), available at: <https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2024/07/Didcot-Green-Infrastructure-Strategy-May-2024-reduced.pdf>

<sup>54</sup> The emerging Didcot Garden Town Art Plan will be published in due course, once approved by South Oxfordshire and Vale of White Horse District Councils.

<sup>55</sup> Oxfordshire County Council (2024) Climate Vulnerability Assessment, available at: <https://insight.oxfordshire.gov.uk/cms/climate-vulnerability-assessment-2024>

water to the ground should be avoided at this location. Developers are advised to refer to the Water Cycle Study<sup>56</sup> and Environment Agency for guidance on this matter.

8.57 Parts of the site are close to Didcot Northbourne Conservation Area. Where relevant the significance of nearby heritage assets will be a material consideration and must be appropriately assessed with any forthcoming scheme.

### Land at Didcot Gateway, Didcot

#### Policy AS7 – Land at Didcot Gateway, Didcot

- 1) Land at Didcot Gateway (as shown on the Policies Map) is allocated to deliver a mixed-use scheme comprising approximately 200 new homes, visitor accommodation<sup>a</sup>, new employment and ancillary retail or other service provision<sup>b</sup> to support the allocated site.
- 2) Proposals for the development must demonstrate:
  - a) maximisation of walking, cycling, and public transport connectivity to specific locations (including Didcot Parkway railway station, Orchard Centre, Broadway, schools and leisure facilities, Milton Park, Culham and Harwell);
  - b) incorporation of active frontages within the development and ensure a positive relationship with Station Road, Lydalls Road and Haydon Road;
  - c) graduated development density to avoid impingement on neighbouring residential amenity;
  - d) inclusion of public amenity space and green infrastructure within the development, taking a landscape-led approach informed by the character of the adjoining Conservation Area;
  - e) protection and enhancement of existing priority habitats;
  - f) inclusion of all necessary infrastructure based on up-to-date evidence on the impact of the development. This should reference the latest Infrastructure Delivery Plan, but not be limited to this document. The transport mitigation measures are likely to include:

<sup>56</sup> South Oxfordshire and Vale of White Horse (2024) Water Cycle Study (prepared by Wallingford HydroSolutions), available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)



- i) contributions towards, or direct delivery of a network of safe and attractive walking and cycling routes as identified in the Didcot Local Cycling and Walking Infrastructure Plan (LCWIP) and enhancement of links to the National Cycle Network routes 5 and 544;
  - ii) a transport and movement hierarchy which promotes non-car modes of travel and permeability across the site and beyond, including a layout that minimises the use and impact of private motor vehicles and measures to discourage car-dependent development;
  - iii) contributions towards improvements to scheduled bus services and other appropriate public transport, alongside delivery of associated infrastructure within the site. This should include bus priority measures for bus routes within the site, at the site access points, and in the vicinity of the site where appropriate; and
  - iv) improvements to, and the creation of new, Public Rights of Way on and off the site.
- g) that at least 5% of homes are designed as housing with support for older people (excluding extra care housing or housing with care), such as ground-floor accommodation, unless specific site conditions make this impractical or unviable.

3) Development proposals at this site must be informed by:

- a) an assessment of the impact of development to the Didcot Sewage Treatment Works and mitigation measures required;
- b) an assessment of the potential noise impacts from the existing railway line and mitigation measures required to provide an adequate buffer;
- c) the Didcot Central Corridor Placemaking Strategy; and.
- d) The Didcot Garden Town Delivery Plan.

<sup>a</sup> Within Use Class C1

<sup>b</sup> Within Use Class E

Figure 8.7 – Site Boundary for Didcot Gateway, Didcot



8.58 This allocation has capacity for around 200 homes, which we expect to build out fully within the plan period to 2041.

- 8.59 In December 2015, the Government announced that Didcot would become a Garden Town delivering 15,050 homes and 20,000 jobs in the greater Didcot area. Garden Towns are locally-led and ambitious proposals for new communities that work as self-sustaining places and should have high quality and good design embedded from the outset. The Garden Town initiative will help to shape growth already identified through the Joint Local Plan for housing, employment and infrastructure. This important central gateway site opposite the station in Didcot Garden Town offers a regeneration opportunity.
- 8.60 The site was allocated in the previous South Oxfordshire Local Plan 2035. Since then, progress has been made in bringing the site forward for development, including the various landowners collaboratively developing a masterplan for the whole site which includes a mix of uses including residential. South Oxfordshire District Council and Vale of White Horse District Council plan to relocate their new headquarters onto this site. To the south of the station is an area of mixed uses including vacant sites used as car parks, a pub, offices, and a nursery. This area is a key entrance point to Didcot, as such it would benefit from an enhanced appearance and clearer routes from the station to the rest of the town. There is, therefore, merit in redeveloping the land to improve the appearance of the area and optimise the use of this extremely well-located site. The improvement of the area around Didcot station is key to the regeneration of the town. Bringing together a mix of uses that work together will help Didcot Gateway contribute towards an attractive, vital and viable town to serve the current and future community.
- 8.61 The Didcot Garden Town Delivery Plan provides further detail on the expectations of the town as a whole, and development proposals should have regard to other adopted and emerging strategies for Didcot such as the Didcot Wayfinding Strategy, Didcot Green Infrastructure Strategy, Didcot Public Art Plan, and Didcot Central Corridor Placemaking Strategy.
- 8.62 Proposals for the site will need to ensure that public amenity space is integrated with green infrastructure. The Climate Vulnerability Assessment 2024 (Oxfordshire County Council) identifies Didcot as being particularly vulnerable to 'heat island' impacts, therefore permanent (not in containers) urban street tree planting should be adopted for shade and cooling. The county document also identifies Didcot's vulnerability to surface water flooding, so the integrated green infrastructure should incorporate sustainable drainage systems (SuDS), for example rain gardens. However, there is a previous history of land contamination at this site, meaning that infiltration SuDS could mobilise contamination and pollute controlled waters. Drainage systems which infiltrate surface water to the ground should be avoided at this location. Developers are advised to refer to the Water Cycle Study and Environment Agency for guidance on this matter.

## North West of Grove, Grove

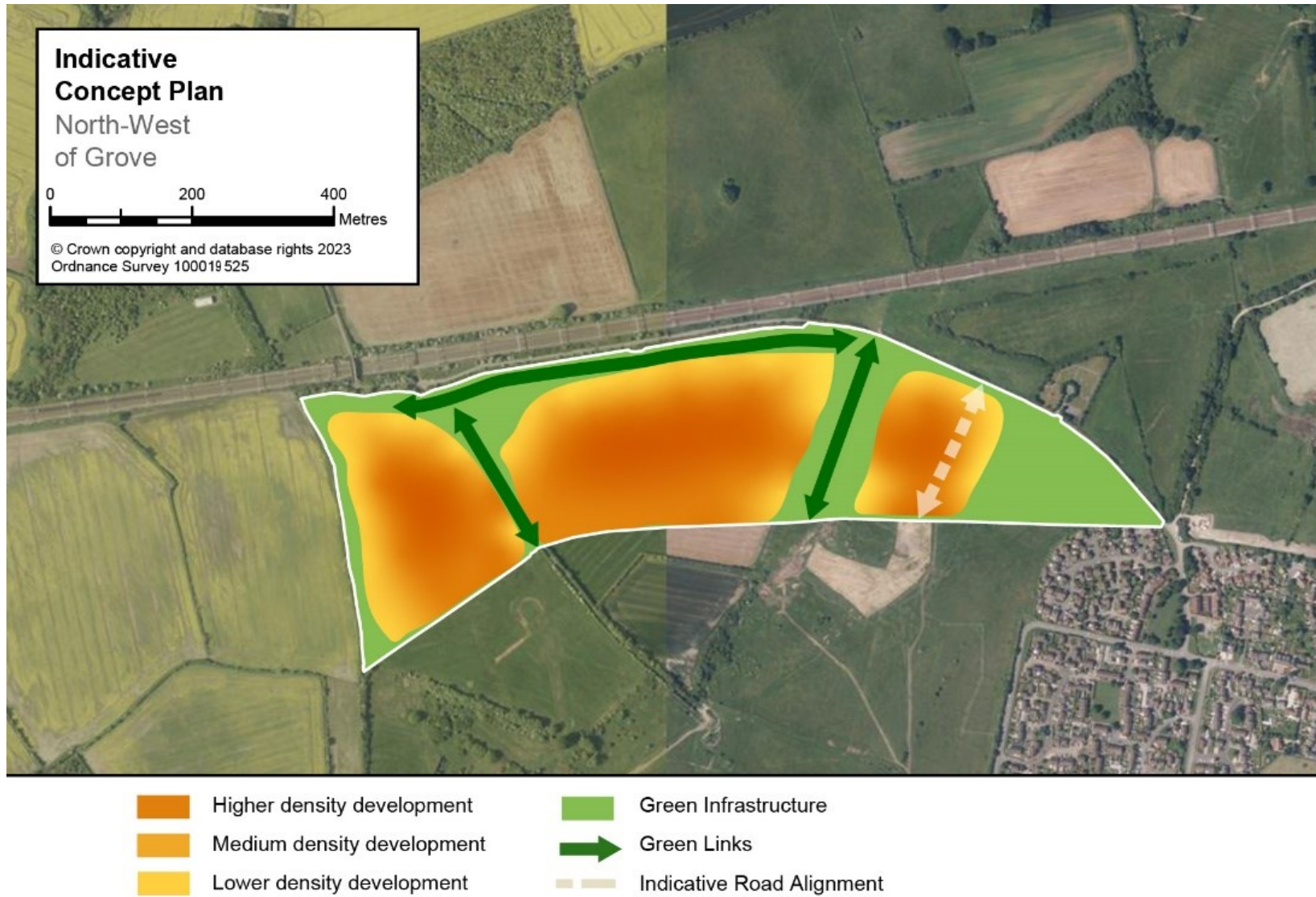
### Policy AS8 – North West of Grove, Grove

- 1) Land North West of Grove, Grove (as shown on the Policies Map) is allocated to deliver approximately 600 new homes, 60 units of housing with care for older people, and supporting services and facilities.
- 2) Proposals for the development must demonstrate:
  - a) That the applicants have prepared a comprehensive masterplan taking into consideration the indicative concept plan (Figure 8.8), and the councils' Joint Design Guide. This masterplan must be prepared in collaboration with Vale of White Horse District Council, in consultation with Oxfordshire County Council. The masterplan must be submitted, and approved, as part of the first application for development on this site. The council will determine future applications on this site in accordance with the masterplan, or any approved updates to it.
  - b) that at least 5% of homes are designed as housing with support for older people, unless specific site conditions make this impractical or unviable. This provision should:
    - i) incorporate housing designed for older people (excluding extra care housing or housing with care), such as retirement development, bungalows, and/or ground-floor accommodation; and
    - ii) be located within walking distance to proposed on site amenities (such as shops, healthcare, open space and public transport), or within walking distance of existing amenities in Grove;
  - c) sufficient additional education capacity, to be agreed with the Local Education Authority, through contributions to appropriate off site primary and secondary schools and Special Educational Needs and Disabilities (SEND) provision;
  - d) all necessary infrastructure based on up-to-date evidence on the impact of the development. This should reference the latest Infrastructure Delivery Plan, but not be limited to this document. The transport mitigation measures are likely to include:

- i) completion of the Grove Northern Link Road and any necessary mitigation measures identified through the site transport assessment, and signalling the Brook Lane Railway Bridge;
  - ii) contributions and/or direct delivery of improvements to the A338/Main Street/Steventon Road staggered junction and the A338/A415 staggered junction;
  - iii) contributions towards improving the bus services and associated infrastructure for the area and new bus services connecting with the neighbouring allocations of Grove Airfield and Monks Farm, and to Abingdon, Oxford, Wantage, Harwell Campus and Didcot;
  - iv) provision of new, and enhancement to existing, walking and cycling routes connecting with the existing settlement of Grove, and the adjacent allocations of Grove Airfield and Monks Farm, nearby secondary schools, and north of the railway line;
  - v) a transport and movement hierarchy which promotes non-car modes of travel and permeability across the site and beyond, including a layout that minimises the use and impact of private motor vehicles and measures to discourage car-dependent development;
  - vi) bus priority measures for bus routes within the site, at the site access points, and in the vicinity of the site where appropriate; and
  - vii) improvements to, and the creation of new, Public Rights of Way on and off the site.
- e) how it will conserve and enhance the setting of the nearby cemetery on Downsview Road, and contribute towards its expansion;
  - f) that building heights across the site are predominantly two storeys high;
  - g) a new landscape structure building on existing landscape features responding to the most up to date landscape evidence including the Joint Landscape Character Assessment;
  - h) how it will contribute towards redressing the identified green infrastructure deficit in the area surrounding Wantage and Grove;

- i) how the proposals would meet the biodiversity net gain requirement through a draft Biodiversity Gain Plan that maximises delivery of on site biodiversity, and creation of wildlife pond complexes to expand the range of local populations of protected species;
- j) that potential noise impacts from the existing railway line have been investigated and any necessary mitigation measures have been implemented to provide an adequate buffer; and
- k) that any land used for noise buffers has not been counted towards meeting any open space requirements for parks and gardens, recreation grounds, allotments, or provision for children's play and spaces young people. But does incorporate good quality green infrastructure.

Figure 8.8 – Concept Plan for North West of Grove, Grove



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- 8.63 This allocation has capacity for around 600 homes, which we expect to build out fully within the plan period to 2041.
- 8.64 The site at North West of Grove is located on the edge of Grove. The site is bordered on its northern edge by Denchworth Road and the railway line, and positioned between two other allocated sites, with Monks Farm to the east and Grove Airfield to the south. The site is entirely greenfield land and is comprised of several fields, with tree lines and hedgerows defining the western boundary.
- 8.65 The development will facilitate the delivery of infrastructure in Grove, particularly the Grove Northern Link Road which will form an important connection between Grove Airfield and the A338, along with contributing to a range of other services and facilities.
- 8.66 The site is relatively unconstrained. However, development will be required to mitigate potential noise impacts from the railway line to the north of the site to ensure this does not unacceptably impact on the health or wellbeing of any residents. This may require noise buffers to minimise the sound. The masterplan for the site should ensure a layout which does not concentrate all public open space within any noise buffers.
- 8.67 Together with the adjacent allocations, North West of Grove forms an expansion to the existing settlement of Grove. This will require sensitive design along the western boundary in particular to create a new landscape structure that contains the development, building on existing landscape features.

### **North West of Valley Park, Didcot**

#### **Policy AS9 – North West of Valley Park, Didcot**

- 1) Land North West of Valley Park, Didcot (as shown on the Policies Map) is allocated to deliver approximately 800 new homes, 90 units of housing with care for older people, between 6 and 10 pitches for gypsies and travellers, and supporting services and facilities.
- 2) Proposals for the development must demonstrate:
  - a) that the applicants have prepared a comprehensive masterplan taking into consideration the indicative concept plan (Figure 8.9), the councils' Joint Design Guide, and design and layout of nearby housing sites, including Valley



Park and Milton Heights. This masterplan must be prepared in collaboration with Vale of White Horse District Council, in consultation with Oxfordshire County Council. The masterplan must be submitted, and approved, as part of the first application for development on this site. The council will determine future applications on this site in accordance with the masterplan, or any approved updates to it;

- b) that at least 5% of homes are designed as housing with support for older people, unless specific site conditions make this impractical or unviable. This provision should:
  - i) incorporate housing designed for older people (excluding extra care housing or housing with care), such as retirement development, bungalows, and/or ground-floor accommodation; and
  - ii) be located within walking distance to proposed on site amenities (such as shops, healthcare, open space and public transport), or within walking distance of existing and planned amenities in the area;
- c) sufficient additional education capacity, to be agreed with the Local Education Authority. This is likely to be the provision of one on site primary school (including early years), or an equivalent financial contribution off site, as well as contributions to appropriate off site secondary school and Special Educational Needs and Disabilities (SEND) provision;
- d) all necessary infrastructure based on up-to-date evidence on the impact of the development. This should reference the latest Infrastructure Delivery Plan, but not be limited to this document. The transport mitigation measures are likely to include:
  - i) contributions towards the Didcot Garden Town HIF1 Scheme, comprised of the A4130 Widening, Didcot Science Bridge, Didcot to Culham River Crossing, and Clifton Hampden Bypass;
  - ii) enhancements to the Public Rights of Way network on and off site;
  - iii) high quality provision for active modes through this site, and onward connections to key nearby destinations, including Didcot town, Valley Park, Milton Park, Harwell Campus, and nearby secondary schools;

- iv) provision of land for the widening of the A4130;
  - v) vehicular access onto the A4130 directly and through Valley Park;
  - vi) a landscaped corridor along the northern edge of the site, providing a footpath and cycle way from the adjacent Valley Park development to Milton Park, and offer a more attractive approach to the town from the A34;
  - vii) pedestrian and cycle routes from this site to the Milton Heights development to the west of the A34, namely the Milton Heights active travel bridge;
  - viii) ensuring the proposed development does not preclude the future expansion of the A34;
  - ix) a transport and movement hierarchy which promotes non-car modes of travel and permeability across the site and beyond, including a layout that minimises the use and impact of private motor vehicles and measures to discourage car-dependent development; and
  - x) an appropriate route through the site for, and contributions towards, new high quality bus services to Didcot town centre / railway station, and to the major employment sites at Culham Campus, Milton Park, and Harwell Campus, until such a time that these services can be operated on a fully commercial basis, along with the associated infrastructure. Bus routes within the site, at the site access points, and in the vicinity of the site should include bus priority measures where appropriate.
- 
- e) that the scale and density of development should gradually reduce from the east (a minimum 50 dph) to west to provide a transition across the site;
  - f) how the proposed development will act a gateway to Didcot, carefully considering the uses on the frontage of the A4130;
  - g) provision of a neighbourhood centre, to include local shops and other community facilities to serve the development;
  - h) provision of a community centre;

- i) provision of public open space and recreational facilities in locations that are accessible for this site and the adjacent Valley Park site, in accordance with the Leisure Facilities Assessment and Strategy<sup>a</sup> and Playing Pitch Strategy<sup>b</sup>;
- j) contributions towards sports facilities in Didcot;
- k) a new landscape structure building on existing landscape features and responding to the most up to date landscape evidence, including the Joint Landscape Character Assessment, with a masterplan which coordinates with the Valley Park development to the east, to provide linkages;
- l) how it will contribute towards redressing the identified green infrastructure deficit in the area surrounding Didcot;
- m) how the proposals would meet the biodiversity net gain requirement through a draft Biodiversity Gain Plan that maximises delivery of on site biodiversity, including enhancement of existing priority habitats and improvements to habitat connectivity;
- n) an assessment of the potential noise impacts from the existing railway line and mitigation measures required to provide an adequate buffer;
- o) a Drainage Strategy setting out the sewerage infrastructure provision. The sewer route through the site will be protected by an easement. The site will be connected to the sewage treatment works located to the north of Great Western Park; and
- p) that there is no development within Flood Zones 2 and 3, other than essential and green infrastructure, and that surface water flooding to the north of the site has been investigated and appropriately mitigated.

<sup>a</sup> South Oxfordshire and Vale of White Horse (2024) Leisure Facilities Assessment and Strategy (prepared by Stuart Todd Associates) – note separate documents for each council, available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

<sup>b</sup> South Oxfordshire and Vale of White Horse (2024) Playing Pitch Strategy (prepared by Stuart Todd Associates) – note separate documents for each council, available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

Figure 8.9 – Concept Plan for North West of Valley Park, Didcot



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- 8.68 This site is allocated to deliver approximately 800 new homes, 90 units of housing with care for older people, between 6 and 10 pitches for gypsies and travellers, and supporting services and facilities. We expect all homes allocated on this site to build out within the plan period to 2041. The site was originally allocated under Core Policy 15: Spatial Strategy for the South East Vale Sub-Area in Part 1 of the Vale of White Horse Local Plan 2031. It is positioned adjacent to the existing Valley Park development and is bordered by significant infrastructure, including the A4130, which connects the area to key transport routes. The site will be delivered in accordance with this policy and all other relevant policies in the Development Plan, ensuring high-quality and sustainable development.
- 8.69 A development masterplan is required at this site with consideration given to the future development of the whole site, and this masterplan is to be prepared and agreed with the Local Planning Authority. The site presents some constraints that will need to be carefully managed. Areas in the north-eastern part of the site are within Flood Zones 2 and 3. Both national policies and local policies restrict what development can take place in these areas to green infrastructure and essential development. The sensitive landscape of the North Harwell Downs Footslopes lies to the south-west of the site. A sensitive design approach to this will therefore be necessary to preserve this landscape and its features. In addition, development will be required to mitigate potential noise impacts from the railway line to the north of the site to ensure this does not unacceptably impact on the health or wellbeing of any residents. This may require noise buffers to minimise the sound. The masterplan for the site should ensure a layout which does not concentrate all public open space within any noise buffers.
- 8.70 The development of North West Valley Park will be required to contribute to the enhancement of local infrastructure, in line with the Infrastructure Delivery Plan. This includes but is not limited to securing developer contributions to support improvements in primary healthcare services, upgrading the local water supply infrastructure, and enhancing the wider transport network. These measures are essential to ensure that the needs of the new community are met, and that the development integrates smoothly with existing services and infrastructure in the area.

## Land at Dalton Barracks Garden Village, Shippon

### Policy AS10 – Land at Dalton Barracks Garden Village, Shippon

- 1) Land at Dalton Barracks Garden Village (as shown on the Policies Map) is allocated to deliver approximately 2,750 new homes, 180 units of housing with care for older people, between 6 and 10 pitches for gypsies and travellers, supporting services and facilities, including healthcare and education provision, leisure and recreational facilities, local centres including convenience floorspace that meets day-to-day needs, and opportunities for employment amounting to 7.4 hectares.
- 2) Proposals for the development must demonstrate:
  - a) an exemplar development standard, following Garden City Principles and Garden Village objectives (see Policy AS14 (Dalton Barracks Garden Village)) to ensure the potential for highly sustainable and accessible development is fully realised;
  - b) that the applicant has prepared a comprehensive masterplan taking into consideration the indicative concept plan (Figure 8.10), the councils' Joint Design Guide and the Dalton Barracks Strategic Allocation Supplementary Planning Document (adopted 2022)<sup>a</sup>. This masterplan must be prepared in collaboration, and agreed with, Vale of White Horse District Council, in consultation with Oxfordshire County Council, Natural England, and any other relevant stakeholders. The masterplan must be submitted, and approved, as part of the first application for development on this site. The council will determine future applications on this site in accordance with the masterplan, or any approved updates to it;
  - c) that at least 5% of homes are designed as housing with support for older people, unless specific site conditions make this impractical or unviable. This provision should:
    - i) incorporate housing designed for older people (excluding extra care housing or housing with care), such as retirement development, bungalows, and/or ground-floor accommodation; and
    - ii) be located within walking distance to proposed on site amenities (such as shops, healthcare, open space and public transport);
  - d) how the proposals make efficient use of land by focussing new buildings on areas of previously developed land within the site;

- e) that there is no built development within Flood Zones 2 and 3, other than essential and green infrastructure;
- f) that the part of the site within the Oxford Green Belt will be limited to Green Belt-compatible development. This area will include parkland, located on the western and north-western sides of the site, that should be planned for as part of the overall site masterplan;
- g) how existing buildings used by the public will be retained or replaced;
- h) that existing buildings and monuments, where possible, are retained and re-used to give context and interest to the site, particularly where these are of heritage significance;
- i) sufficient education provision, to be agreed with the Local Education Authority. This is likely to be the provision of two on site primary schools, as well as contributions to appropriate off site Special Educational Needs and Disabilities (SEND) provision. A suitable site and funding for a new secondary school is also required;
- j) all necessary infrastructure based on up-to-date evidence on the impact of the development. This should reference the latest Infrastructure Delivery Plan, but not be limited to this document. The transport mitigation measures are likely to include:
  - i) a transport and movement hierarchy which promotes non-car modes of travel and permeability across the site and beyond, including a layout that minimises the use and impact of private motor vehicles and measures to discourage car-dependent development;
  - ii) upgrades to Frilford Junction. No homes are to be occupied on site until this work is completed, unless an alternative phasing plan is agreed with the council and the local highway authority;
  - iii) off site mobility hub (previously known as Park and Ride) sites;
  - iv) bus priority measures on the A34;
  - v) an upgrade to footpath ref: 333/7/10 and the footbridge over the A34 connecting Faringdon Road in Shippon with Copenhagen Drive in Abingdon-on-Thames, to enable walking, cycling, and wheeling;
  - vi) junction improvements at Barrow Road/unnamed road;
  - vii) junction improvements at unnamed road/Marcham Road;

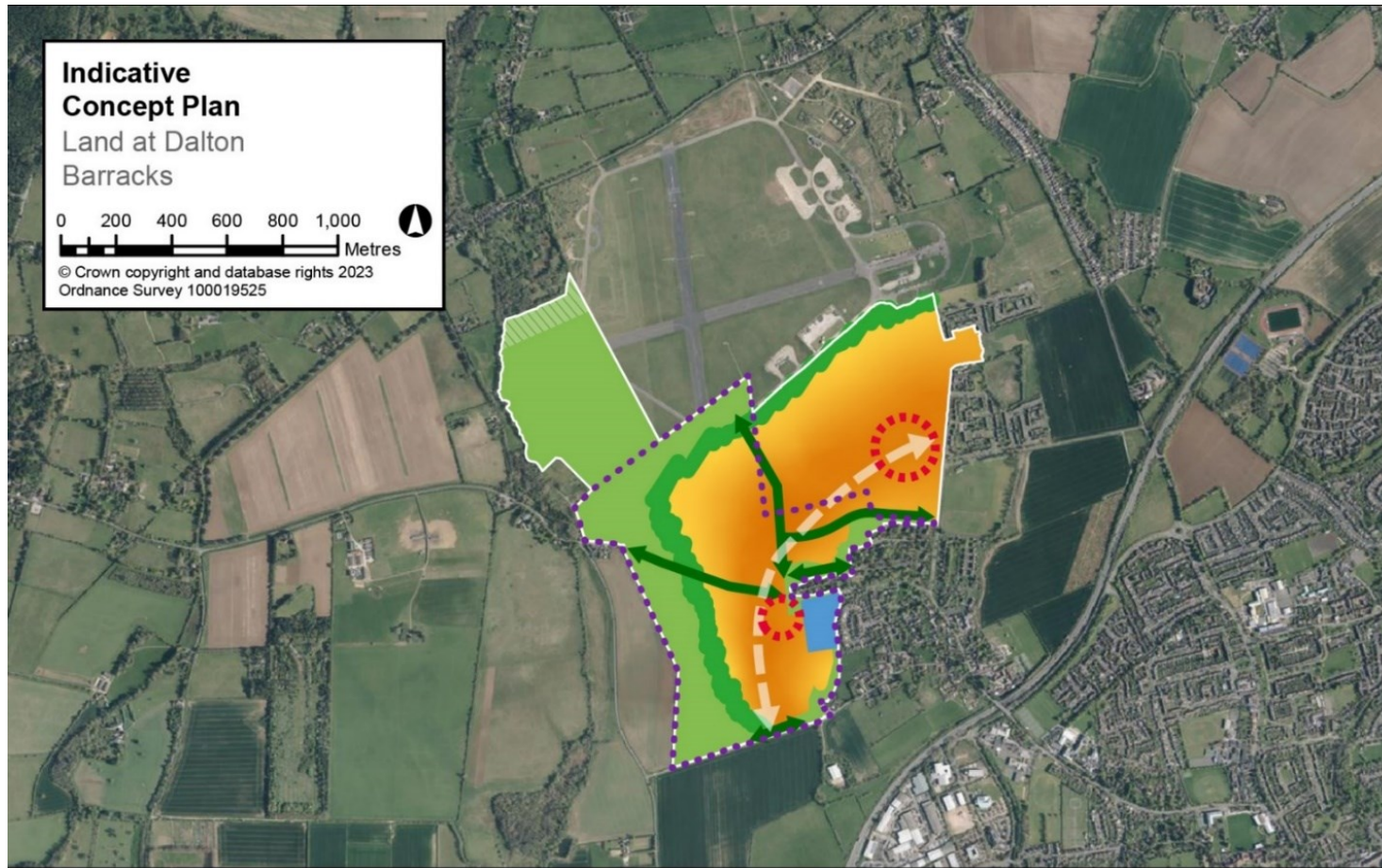
- viii) mitigation at Marcham Interchange, to potentially include traffic signals;
  - ix) proposals to reduce the impact of vehicular traffic in surrounding villages;
  - x) access to the A34, including the proposed construction of south-facing slips at Lodge Hill Interchange;
  - xi) pedestrian and cycle access to proposed mobility hub sites;
  - xii) a network of safe and attractive walking and cycling routes through the site and connecting with the surrounding area, including cycle way and footway connections to Wootton and surrounding villages, Abingdon-on-Thames, Oxford and nearby secondary schools;
  - xiii) contribute to a network of safe and attractive walking and cycling routes as identified in the Abingdon Local Cycling and Walking Infrastructure Plan (LCWIP);
  - xiv) enhanced bus frequency through the site to secure a premium route standard, with associated infrastructure enhancements to Abingdon-on-Thames, Oxford and other key destinations. Bus routes within the site, at the site access points, and in the vicinity of the site should include bus priority measures where appropriate;
  - xv) contributions towards a new high-quality bus service to major employment sites at Culham Campus, Harwell Campus, and Milton Park;
  - xvi) the retention, improvement and/or appropriate diversion of existing Public Rights of Way unless otherwise specifically agreed;
  - xvii) provision of new vehicular accesses (east and south) and a bridleway to and within the parkland; and
  - xviii) a project level Habitats Regulations Assessment (HRA) to include transport and air quality assessments to ensure that there is no adverse affect on Cothill Fen Special Area of Conservation (SAC), and any outcomes appropriately addressed.
- k) delivery of leisure provision in accordance with the Infrastructure Delivery Plan, including delivery of football and cricket playing pitches, MUGA and a skatepark;
- l) provision of a new library on site, or contributions towards library provision in the area;



- m) how it will make the necessary contributions to a comprehensive landscape plan for the site, informed by a Landscape and Visual Assessment. This will incorporate parkland of at least 52 hectares, to be located on the western side of the site, views to the North Wessex Downs ridgeline to the south to be retained from the parkland and a new permanent defensible landscaped edge to protect the Oxford Green Belt;
- n) how the proposals would meet the biodiversity net gain requirement through a draft Biodiversity Gain Plan that maximises delivery of on site biodiversity, as well as avoiding all direct and indirect impacts on Cothill Fen SAC, Dry Sandford Pit Site of Special Scientific Interest (SSSI), Brown Farm Fen SSSI, and Frilford Heath Ponds and Fen SSSI;
- o) how recreational impacts on Cothill Fen SAC and neighbouring SSSIs have been assessed and used to inform on site mitigation through the provision of suitable alternative natural greenspace (in the form of parkland, of at least 52 hectares). This mitigation should be considered alongside potential infrastructural improvements within the SAC;
- p) that there are no adverse effects in relation to the water quality of nearby sites: Cothill Fen SAC; Barrow Farm Fen SSSI; and Gozzards Ford Fen Local Wildlife Site;
- q) the design of connected green infrastructure for the site shall expand and bolster the Sandford Brook corridor and other priority habitats along the western edge;
- r) that there is at least a 10-metre wildlife buffer between the Sandford Brook and the development;
- s) a buffer zone of defensive planting between the Dry Sandford Pit SSSI and the parkland; and
- t) that consideration has been given, where appropriate, to mitigate against any adverse effects on other priority habitat species, as identified through survey work; and provide an additional plan to address invasive non-native species.

<sup>a</sup> *Vale of White Horse (2022) Dalton Barracks SPD, available at: [www.whitehorsedc.gov.uk/daltonbarracksspd](http://www.whitehorsedc.gov.uk/daltonbarracksspd)*












Figure 8.10 – Concept Plan for Land at Dalton Barracks Garden Village, Shippon



**Indicative  
Concept Plan**  
Land at Dalton  
Barracks

0 200 400 600 800 1,000 Metres

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Ordnance Survey 100019525

- |  |   |  |
|--|---|--|
|  Higher density development |  Local Centre  |  Green Infrastructure     |
|  Medium density development |  Indicative Route Alignment  |  Green Links              |
|  Lower density development  |  Primary school playing field<br>(from the Neighbourhood Plan. Other education provision to be provided elsewhere on the site) |  Green Belt Reinforcement |
|  Existing allocation        |   |  SSSI Buffer Zone         |

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- 8.71 This allocation is currently a Ministry of Defence site located adjacent to the village of Shippon to the north of Abingdon-on-Thames. Part of the site was originally allocated for 1,200 homes in Part 2 of the Vale of White Horse Local Plan 2031. The original allocation has been expanded to incorporate the previously developed areas of Dalton Barracks and Edward Brooks Barracks that are within the Garden Village area (see Policy AS14 (Dalton Barracks Garden Village)) and which was inset from the Green Belt in 2019, through Part 2 of the Vale of White Horse Local Plan 2031. This allocation has capacity for 2,750 homes, of which we expect around 912 homes to be built by the end of the plan period up until 2041. These homes will be supported by a range of facilities, services and employment opportunities.
- 8.72 The active use of the site by the Ministry of Defence will cease from 2029 and it is therefore important to positively plan for the redevelopment of this site now. This allocation offers huge potential to deliver a comprehensively planned exemplar development of a scale that provides the opportunity to bring forward associated facilities and infrastructure for the benefit of the local community. Part of the allocation remains in the Green Belt and will be brought forward as an important area of parkland.
- 8.73 Vale of White Horse adopted a Supplementary Planning Document (SPD) for Dalton Barracks in 2022. This should be used in conjunction with the Joint Local Plan to ensure an exemplar sustainable development is achieved in accordance with Policy AS14 (Dalton Barracks Garden Village). Garden Villages are ambitious and locally-led proposals for new communities that should have high quality and good design hard-wired in from the outset<sup>57</sup>. The Town and Country Planning Association (TCPA) have developed principles to help inform the creation of Garden Villages and the opportunities to address these at Dalton Barracks are explained in the SPD. Engagement with the existing nearby local communities is very important to the successful delivery of this allocation.
- 8.74 Applicants should give early consideration to stewardship and legacy in accordance with the Dalton Barracks Garden City Principles and the Garden Village objectives outlined in Policy AS14 (Dalton Barracks Garden Village). This should involve key stakeholders and the community to identify an appropriate governance structure that provides the necessary framework for the ownership of community assets, whilst also ensuring strong management and accountability for service delivery and public benefit.
- 8.75 Policy AS10 (Land at Dalton Barracks Garden Village, Shippon) requires any planning application to be supported by a comprehensive masterplan for the site. This masterplan must demonstrate how development will deliver an exemplar

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<sup>57</sup> Ministry of Housing, Communities & Local Government (2018) Garden Communities, available at: <https://www.gov.uk/government/publications/garden-communities-prospectus>

development commensurate with the Garden City principles and the Garden Village objectives required in Policy AS14 (Dalton Barracks Garden Village).

- 8.76 The development will be required to mitigate its impact on the local infrastructure as per the policy requirements and as set out in the Infrastructure Delivery Plan. Both national and local policies restrict what development can take place in areas of Flood Zone 2 and 3, to green infrastructure and essential development.
- 8.77 The council will continue to work with the landowner and Oxfordshire County Council to ensure opportunities for public transport and active travel (including walking and cycling) in this area are maximised and are fully integrated with proposals for Dalton Barracks. This will take account of the Abingdon Local Cycling and Walking Infrastructure Plan (LCWIP).
- 8.78 Dalton Barracks lies to the east of a number of sites of ecological importance, including Cothill Fen Special Area of Conservation (SAC) and Sites of Special Scientific Interest (SSSI's). To provide a buffer between any proposed development on the site and the designated sites, the western side of the site should be retained as open space, in the form of parkland, which will also provide recreational open space to residents of the site. The historic centre of Shippon lies to the south of Dalton Barracks. It remains relatively intact and still survives as a historic village with a rural approach from the west along Barrow Road. Development on the southern part of the site should respect the historic character of Shippon and its rural approach.

## Culham Campus

### Policy AS11 – Culham Campus

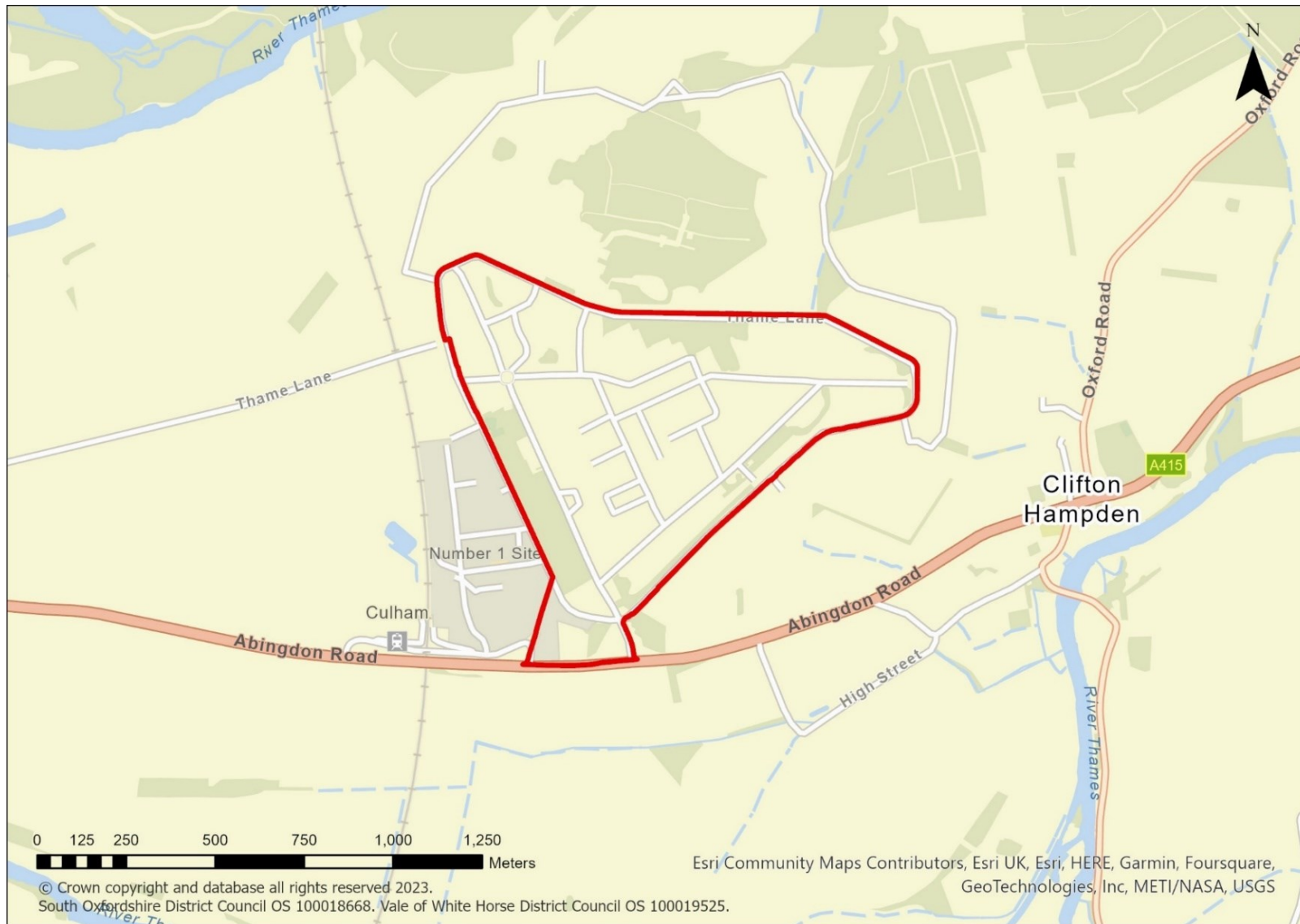
- 1) Delivery of approximately 2.3 hectares of employment land will be provided at the Culham Campus (as shown on the Policies Map). We will support proposals for additional employment provision at Culham Campus that:
  - a) are in accordance with an agreed masterplan for the site;
  - b) ensures no significant adverse impact on the character and appearance of the surrounding countryside and, through sensitive design, respect and conserve the setting of the Grade 1 Registered Park and Garden associated with Nuneham House. Development within the setting of heritage assets should take the opportunity to enhance or better reveal their significance;

- c) addresses all necessary infrastructure, to be agreed in consultation with Oxfordshire County Council based on up-to-date evidence on the impact of the development. This should reference the latest Infrastructure Delivery Plan, but not be limited to this document;
  - d) are in accordance with and meets the requirements of a travel plan for the whole of Culham Campus to make the necessary improvements (through direct delivery or via developer contributions) in order to implement any required infrastructure, with particular emphasis upon sustainable transport initiatives, including minimising car usage, reducing car parking provision (in accordance with Oxfordshire County Council Parking Standards<sup>a</sup>) and increasing the use of public transport through pump-priming of new and improved bus services, provision of bus priority measures (where appropriate) and other bus infrastructure, and walking and cycling both on and off site, including routes identified in Oxfordshire County Council's Strategic Active Travel Network<sup>b</sup>. This will include the requirement to model the traffic impacts of all anticipated development across the whole of Culham Campus;
  - e) include contributions towards and provision of safeguarded land for the Didcot Garden Town HIF1 scheme, comprising the A4130 Widening, Didcot Science Bridge, Didcot to Culham River Crossing, and Clifton Hampden Bypass; contributions towards Culham railway station improvements, public transport services, improvements to the A4074 corridor including Golden Balls Roundabout; and direct delivery of off site walking and cycling improvements to Berinsfield and Abingdon; and
  - f) does not inhibit ongoing operational use of the existing on site waste processing facility.
- 2) The site owner should work proactively with the council to develop a masterplan for the site that details the principles and parameters which facilitate any future growth. This should include a comprehensive assessment of transport impacts, landscape impacts, arboricultural impacts, archaeological and heritage impacts, and ecological impacts. This masterplan must be agreed with the Local Planning Authority in consultation with Oxfordshire County Council. The council will determine future applications on this site in accordance with an agreed masterplan or any approved updates to it.

<sup>a</sup> Oxfordshire County Council (2022) Parking Standards for New Developments, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/PARKINGS.PDF>

<sup>b</sup> Oxfordshire County Council, Strategic Active Travel Network, available at: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/active-travel-0>

Figure 8.11 – Location Plan for Culham Campus



8.79 The Joint Local Plan allocates land at, and adjacent to, Culham Campus in two policies:

- 8.80 Policy AS11 (Culham Campus) highlights that a net increase of at least 2.3 hectares of employment land will be provided at Culham Campus and that the councils will support proposals for additional employment provision at Culham Campus.
- 8.81 Policy AS2 (Land adjacent to Culham Campus) is allocated as a mixed-use development for the delivery of approximately 3,500 new homes, 60 units of housing with care for older people, between 6 and 10 pitches for gypsies and travellers, supporting service and facilities and optimisation of the existing employment area located next to Culham Campus, on land east of the railway, known as the Culham No. 1 site. This 10 hectares of employment land is to be retained for employment uses. This allocation has capacity for 3,500 homes of which around 1,350 are currently expected to be delivered within plan period up until 2041 (refer to Policy AS2 (Land adjacent to Culham Campus) for further details).
- 8.82 These allocations provide an opportunity to deliver housing adjacent to one of the major employers in southern Oxfordshire and enable the Culham Campus to realise its full potential as a science campus where publicly funded science research and commercial technology growth can flourish. Development in this location is at the heart of Science Vale and supports the delivery of much needed significant strategic infrastructure.
- 8.83 Culham Campus is owned and managed by the United Kingdom Atomic Energy Authority (UKAEA) and is located within Science Vale. The Campus is the leading UK centre for fusion research and technology and is of international importance, hosting the Culham Centre for Fusion Energy and a number of related businesses. The council and national government recognise the key role of the Campus as an internationally important centre of science and research and support and encourage its future.
- 8.84 The sites in Policy AS11 (Culham Campus) and Policy AS2 (Land adjacent to Culham Campus) were inset from the Green Belt in 2020, through the South Oxfordshire Local Plan 2035.
- 8.85 The AS11 and AS2 allocations will be delivered in accordance with other policies in the development plan, providing a community within Science Vale that can make the most of advancing technologies, such as clean heat and power generation, as well as autonomous vehicles.
- 8.86 New infrastructure is necessary to allow the Campus to expand and to support the new community. The council supports the delivery of this infrastructure, including the Clifton Hampden Bypass and a new Thames crossing (the Didcot to Culham River Crossing). The crossing has strategic transport benefits and is required to support development allocated in this Joint Local Plan. The government's Housing and Infrastructure Fund (HIF) and other existing funding will forward fund this infrastructure. The council also supports the improvement of walking and cycling infrastructure at these allocations, including a bridge between

Culham and Abingdon to the west of the railway line, as shown in the Abingdon Local Cycling and Walking Infrastructure Plan (LCWIP).

- 8.87 A development masterplan is required at these sites which considers the future for the whole site, to be prepared and agreed with the Local Planning Authority. The masterplan can be approved as part of a Local Development Order. This process will ensure future growth contributes towards comprehensive development of the site and includes an assessment of the transport, landscape and other impacts of development, across the whole campus. The approach to Culham Campus is consistent with the objective to plan for a flourishing local economy, and a wide range of jobs.
- 8.88 Nuneham House, Nuneham Courtenay lies to the east of allocation AS2 (Land adjacent to Culham Campus) and to the north of allocation AS11 (Culham Campus). This is a Grade II\* listed country house surrounded by an 18<sup>th</sup> century landscape park and pleasure grounds. The estate includes Nuneham Courtenay's Grade I Registered Park and Garden, laid out by Lancelot 'Capability' Brown. Given the Registered Park and Garden's proximity to the allocations, it will therefore be necessary for development to respect and conserve its setting and, where possible, enhance it.

## Harwell Campus

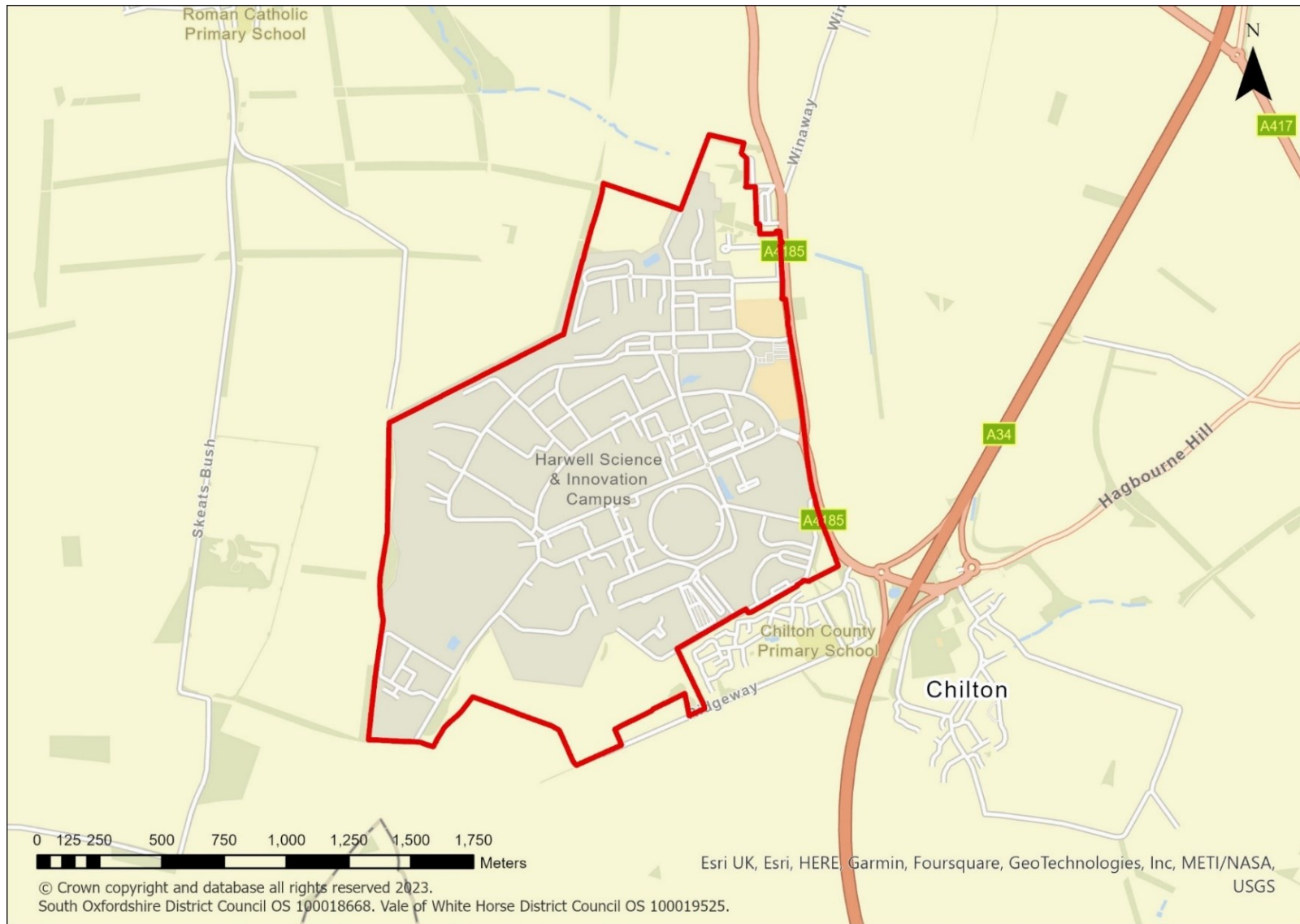
### Policy AS12 – Harwell Campus

- 1) Harwell Campus (as shown on the Policies Map) is allocated to deliver approximately 93 hectares of employment land.
- 2) The site owners should work proactively with the council to develop a masterplan for the site that details the principles and parameters which facilitate this growth. This should include a comprehensive assessment of transport impacts, landscape impacts, arboricultural impacts, archaeological and heritage impacts, and ecological impacts. This masterplan must be agreed with the Local Planning Authority in consultation with Oxfordshire County Council. The council will determine future applications on this site in accordance with an agreed masterplan or any approved updates to it.
- 3) Proposals must demonstrate how they contribute towards a comprehensive approach to development and that they:
  - a) will not unacceptably harm the landscape and scenic beauty of the National Landscape, taking into account their location, scale, bulk, height and materials;



- b) adequately assess and mitigate impact upon areas of archaeological interest and heritage assets relating to the development of the airfield;
- c) are in accordance with and meets the requirements of a travel plan for the whole campus to make the necessary improvements (through direct delivery or via developer contributions) in order to implement any required infrastructure, with particular emphasis upon sustainable transport initiatives, including minimising car usage, reducing car parking provision (in accordance with Oxfordshire County Council Parking Standards) and increasing the use of public transport through pump-priming of new and improved bus services, provision of bus priority measures (where appropriate) and other bus infrastructure, and walking and cycling both on and off site including routes identified in Oxfordshire County Council's Strategic Active Travel Network. This will include the requirement to model the traffic impacts on the local and strategic road networks of all anticipated development generated across the whole campus;
- d) are in accordance with and makes the necessary contributions to a comprehensive landscape plan for the whole campus. No development will be permitted within structural areas of open space and perimeter landscaping. In considering proposals for new development and redevelopment, a high quality of landscaping will be required, existing important wildlife habitats will be retained and opportunities for the creation of new wildlife habitats will be taken, where possible;
- e) ensure any external lighting scheme has a minimal impact in terms of light pollution;
- f) ensure the management of radioactive waste and decommissioning processes at the Harwell Nuclear Licensed Site, in line with national strategies and policies; and
- g) address all necessary infrastructure, to be agreed in consultation with Oxfordshire County Council and National Highways based on up-to-date evidence on the impact of the development. This should reference the latest Infrastructure Delivery Plan, but not be limited to this document.

Figure 8.12 – Location Plan for Harwell Campus



- 8.89 Harwell Campus is a nationally and internationally significant centre for research and innovation and its continued development is crucial to both the success of the Oxford Economy and the national prospects for job growth associated with ‘big science’.
- 8.90 We want to continue to support the sustainable growth of this internationally important hub for science, innovation and research. We aim to secure a masterplan for the comprehensive development of the campus to ensure that development comes forward in a coordinated way, taking into account the impact on transport and landscape, reflecting its location within the North Wessex Downs National Landscape (formerly AONB). The masterplan can be approved as part of a Local Development Order. This process will ensure future growth contributes towards comprehensive development of the site and includes an assessment of the transport, landscape and other impacts of development, across the whole campus. The approach to Harwell Campus is consistent with the objective to plan for a flourishing local economy, and a wide range of jobs.
- 8.91 The Harwell Nuclear Licensed Site (NLS) currently comprises around 84 hectares of land as shown in the Policies Map. Just over 25 hectares of Nuclear Licensed land have been decommissioned and released for reuse. Current activities undertaken at the NLS include decommissioning and demolition of redundant facilities, continuation of the current programme for transfer of nuclear materials and intermediate level waste, and regulatory permission in support of decommissioning and demolition activities. The Nuclear Decommissioning Authority (NDA) or Nuclear Restoration Services (NRS) will need to submit a planning application for certain activities, for example the construction of new temporary facilities supporting decommissioning and waste management operations. Such facilities must not be permanent. The allocation of employment use should not prohibit applications for the management of radioactive waste and decommissioning processes at the Harwell NLS whilst it forms part of Harwell NLS and under the control of the NDA or NRS.
- 8.92 Developers should proactively consult with the NDA and NRS for any development which abuts land within the nuclear licensed site.

## **Garden Villages**

- 8.93 Garden Villages can trace their origins to the Garden City approach of the early 1900’s. The original Garden City Vision was pioneered by Ebenezer Howard, he sought to combine the best of town and country living to create beautiful, well-planned, healthy and vibrant communities. The Town and County Planning Association (TCPA) was founded by Howard in 1899 to promote the idea of the Garden City.

- 8.94 Both councils each have a Garden Village, South Oxfordshire's is at Berinsfield and Vale of White Horse's is at Dalton Barracks. Berinsfield and Dalton Barracks were awarded Garden Village status by Homes England in 2019 as an acknowledgement of their potential to deliver exemplar, high-quality, innovative development that meets Garden City principles and establishes happier, healthier and more sustainable communities. These villages should lead the way for improved development in all locations across the districts.
- 8.95 The TCPA's Understanding Garden Villages<sup>58</sup> guidance identifies the Garden City principles and states that these provide the best framework for designing new Garden Villages.

### The Garden City principles

A Garden City is a holistically planned new settlement that enhances the natural environment and offers high-quality affordable housing and locally accessible work in beautiful, healthy and sociable communities. The Garden City principles are an indivisible and interlocking framework for delivery, and include:

- Land value capture for the benefit of the community.
- Strong vision, leadership and community engagement.
- Community ownership of land and long-term stewardship of assets.
- Mixed-tenure homes and housing types that are genuinely affordable.
- A wide range of local jobs in the Garden City within easy commuting distance of homes.
- Beautifully and imaginatively designed homes with gardens, combining the best of town and country to create healthy communities, and including opportunities to grow food.
- Development that enhances the natural environment, providing a comprehensive green infrastructure network and net biodiversity gains, and that uses zero-carbon and energy positive technology to ensure climate resilience.
- Strong cultural, recreational and shopping facilities in walkable, vibrant, sociable neighbourhoods.
- Integrated and accessible transport systems, with walking, cycling and public transport designed to be the most attractive forms of local transport.

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<sup>58</sup> TCPA (2018) Understanding Garden Villages: An Introductory Guide, available at: <https://www.tcpa.org.uk/resources/understanding-garden-villages/>

8.96 The guidance also identifies the following characteristics of a Garden Village:

- Holistically planned
- Small in scale
- Planned for healthy living
- Provision for a vibrant social life
- Designed with high-quality material and attention to detail
- Design to provide affordable homes close to employment
- Provision of services for day-to-day need within walking distance of homes
- Land ownership and long-term stewardship

8.97 These are critical components of the two Garden Villages at Berinsfield and Dalton Barracks. The TCPA guidance provides information on how the Garden City principles can be applied at the smaller village scale.

## **Berinsfield Garden Village**

### **Policy AS13 – Berinsfield Garden Village**

- 1) Berinsfield Garden Village (as shown on the Policies Map) is defined as the existing village and any future development that is contiguous to the existing village including land within the allocation in Policy AS1 (Land at Berinsfield Garden Village).
- 2) All development within Berinsfield Garden Village will meet the Garden City principles as set out by the Town and Country Planning Association (TCPA)<sup>a</sup> and be in accordance with the Berinsfield Garden Village principles below:
  - a) stewardship and legacy – a cared for Garden Village of attractive built and natural environments, healthy and accessible nurseries and classrooms with residents involved in managing space and facilities;

- b) forward thinking – a resilient Garden Village, master planned at a human scale that incorporates sustainable energy, adaptable homes and smart street lighting that avoids night sky light pollution;
- c) landscape led – a green Garden Village with a minimum 38% usable green space in built-up areas, a minimum of 10% biodiversity net gain and a design that responds visually to topography and aspect, with multi-functional blue-green infrastructure with integrated SuDS from rooftop to attenuation;
- d) strong sense of place – a connected Garden Village that creates attractive walking and cycling links between the existing village, new development and the surrounding countryside;
- e) healthy, vibrant community – a healthy Garden Village with integrated open space that incorporates “edible landscape”, orchards, allotments, natural play, private and community gardens, space for healthy lifestyles and social mixing, tenure blind housing and full integration of mixed tenure homes;
- f) sustainable transport and access – an accessible Garden Village that prioritises walking and cycling, well designed parking solutions, integrated public transport, and built in capacity within; homes, businesses, and public spaces to enable innovative transport solutions and safe neighbourhoods with natural surveillance and smart lighting; and
- g) attention to detail – a legible Garden Village in which people can find their way, through landmarks, character areas and waymarked routes, detailed design to make local trips more attractive on foot or by bicycle and use of high-quality materials and design.

3) Land at the centre of Berinsfield, as shown on the Policies Map, is allocated as Local Green Space.

<sup>a</sup> TCPA (2018) *Understanding Garden Villages: An Introductory Guide*, available at: <https://www.tcpa.org.uk/resources/understanding-garden-villages/>

Figure 8.13 – Berinsfield Garden Village Boundary



- 8.98 Berinsfield was awarded Garden Village status in June 2019 and has the potential to become an exemplar for the delivery of high-quality place making and well-being, as identified in the Garden Village Bid. Policy AS13 (Berinsfield Garden Village) identifies the principles that development within Berinsfield should accord with in order to achieve this, by referencing the Town and Country Planning Association's (TCPA's) Garden City principles and setting out locally specific Berinsfield Garden Village principles.
- 8.99 As this policy applies to both the existing village and the land allocated in Policy AS1 (Land at Berinsfield Garden Village), it should help to create a sense of cohesion between the two areas. This policy will guide the delivery of the allocation as well as any development and regeneration projects within the existing village.
- 8.100 To deliver a sense of cohesion between the two areas, it is essential that any development considers how existing facilities and services can be improved and expanded to bring benefits and regeneration to the existing village whilst supporting any new development. The relationship between the existing and expanded village will need to be carefully considered to plan for and enhance the physical and social links to deliver the necessary regeneration and create a healthy Garden Village.
- 8.101 As a result of the existing village of Berinsfield being inset from the Green Belt, South Oxfordshire allocated the important open space within the centre of the village as Local Green Space in the South Oxfordshire Local Plan 2035. These open spaces meet the National Planning Policy Framework (NPPF) tests concerned with designating land as Local Green Spaces. They relate to local parcels of land within the centre of the existing village and they hold recreational value through the provision of accessible green space to the local community.



## Dalton Barracks Garden Village

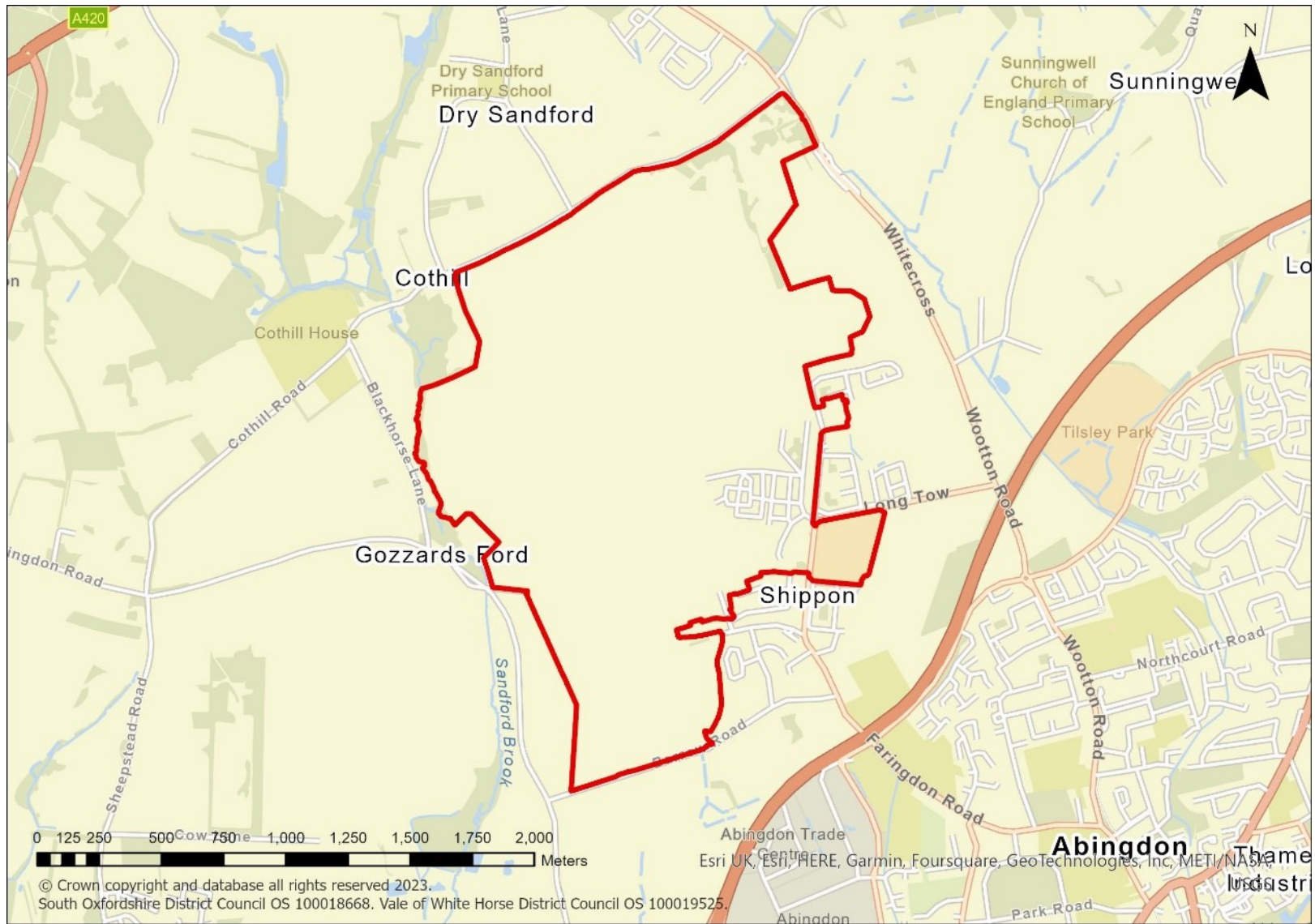
### Policy AS14 – Dalton Barracks Garden Village

- 1) All development within the Dalton Barracks Garden Village (as shown on the Policies Map) will meet the Garden City principles as set out by the Town and Country Planning Association (TCPA)<sup>a</sup> and be in accordance with the Dalton Barracks Garden Village objectives below:
  - a) a resilient Garden Community, which can adapt to changes in demographic profile, the impact of emerging challenges related to climate and other environmental issues and socio-economic developments.
  - b) landscape led – considering landscape first in the masterplanning process and using it to steer the layout of the development.
  - c) a strong sense of place with an attention to detail and high quality.
  - d) a healthy and vibrant community.
  - e) an accessible Garden Village.
  - f) stewardship and legacy addressed.
- 2) The Dalton Barracks Supplementary Planning Document (adopted in 2022)<sup>b</sup> provides detail on how these objectives should be achieved.

<sup>a</sup> TCPA (2018) *Understanding Garden Villages: An Introductory Guide*, available at: <https://www.tcpa.org.uk/resources/understanding-garden-villages/>

<sup>b</sup> *Dalton Barracks Supplementary Planning Document (SPD)*, available at: [www.whitehorsedc.gov.uk/daltonbarracksspd](http://www.whitehorsedc.gov.uk/daltonbarracksspd)

Figure 8.14 – Dalton Barracks Garden Village Boundary



- 8.102 Dalton Barracks (including Abingdon Airfield and Edward Brooks Barracks) was awarded Garden Village status in June 2019. It has the potential to become an exemplar for the delivery of high-quality place making and well-being, as identified in the Garden Village Bid. Policy AS14 (Dalton Barracks Garden Village) identifies the Garden City principles set by the Town and Country Planning Association (TCPA) and details the locally specific Dalton Barracks Garden Village objectives, that development within the Garden Village should accord with to achieve an exemplar sustainable development.
- 8.103 Around half of the Garden Village is allocated for development in Policy AS10 (Land at Dalton Barracks Garden Village), much of the allocated area is inset from the Green Belt. The Wootton and St Helen Without Neighbourhood Development Plan (adopted December 2019) forms part of the Development Plan that is used to determine planning applications within the Garden Village area.
- 8.104 Vale of White Horse District Council adopted a Supplementary Planning Document (SPD) for Dalton Barracks in 2022. This should be used in conjunction with the Joint Local Plan to ensure an exemplar sustainable development is achieved within the Garden Village area in accordance with the Dalton Barracks Garden Village objectives.
- 8.105 The SPD details the following opportunities that underpin how the objectives can be achieved.

**Protect the environment and respond to climate change:**

- delivering a green, landscape-led new community
- securing net gains in biodiversity and delivering significant areas of combined green and blue infrastructure
- incorporating sustainable design and construction that seeks to deliver net zero operational carbon
- landscaping that buffers the development from designated wildlife sites

**Deliver high quality and sustainable design:**

- incorporating Garden Village principles into the design and layout
- seeking net zero operational carbon
- using high quality, robust and sustainable materials with the highest levels of fabric energy efficiency and lowest levels of embodied carbon
- optimising renewable energy and smart technology

- maximising water efficiency
- aligning design with important views to and from the surrounding area
- developing a new village community with its own character which has a synergy with the existing communities in the surrounding area

#### **Build a healthy and sustainable community:**

- providing facilities for the new community and creating a sense of neighbourhood/place
- establishing accessible and inclusive spaces
- ensuring early consideration of stewardship and long-term management
- providing for future changes and disruptions by futureproofing and building in flexibility

#### **Support economic prosperity:**

- utilising links to Abingdon, Oxford City and Science Vale
- providing facilities and support for start-up businesses and SME's
- delivering ways of working to increase agility and adapt to the needs and technologies of the future

#### **Support sustainable transport and accessibility:**

- strengthening public transport networks
- encouraging walking and cycling through design and provision
- re-establishing historic connections severed by the airfield
- Providing superfast broadband
- futureproofing for anticipated changes in transport such as decarbonisation of vehicles and automation

8.106 The SPD also provides a vision for the Garden Village and sets out details for the following design requirements and guidance, as the components of the new community.

a) Strategic design requirements for delivering:

- a highly sustainable and resilient development (SDR1)
- exemplar, and highly sustainable homes (SDR2)
- a vibrant local centre set around attractive community facilities and local employment opportunities (SDR3)
- a highly accessible development with attractive cycleways, footways, and excellent public transport services (SDR4)
- a landscape-led development incorporating a network of high-quality green and blue infrastructure (SDR5)
- high quality active green landscape through the community, including extensive parkland (SDR6)
- long-term stewardship (SDR7)

b) Design guidance on:

- Net Zero Carbon (DG1)
- Density (DG2)
- Local Centre (DG3)
- High quality design and distinctive character (DG4)
- Public open spaces and green infrastructure (DG5)
- Street Design (DG6)
- Car and cycle parking (DG7)

8.107 Please note that policy requirements in this Joint Local Plan may supersede elements in the SPD.

## Harcourt Hill Campus

### Policy AS15 – Harcourt Hill Campus

- 1) If proposing significant change, the landowner / leaseholder is required to work proactively with the council, Oxfordshire County Council, local residents and other appropriate stakeholders to develop a masterplan for the Harcourt Hill Campus site (as shown on the Policies Map) that meets the needs for predominantly educational uses and in a manner that respects its Green Belt setting and urban-rural fringe context. Proposals for the upgrading or redevelopment of the Harcourt Hill Campus will be supported in principle where guided by an agreed masterplan (or any approved updates to it) that sets a clear vision for the future use of the site. The agreed masterplan and any subsequent proposals should be prepared to clearly identify and address key site issues including, but not limited to, the following matters:
  - a) the scale of development proposed and intended uses;
  - b) the provision / retention of educational and sports facilities;
  - c) the integration of built form into the landscape which will be assessed at the planning application stage with reference to a comprehensive landscape, tree, and planting strategy;
  - d) the safeguarding of long-distance views of the site from Oxford and to ensure that new development does not detract from views of the existing spires by reason of its height or form;
  - e) the impact of development on the Oxford Sewage Treatment Works;
  - f) the creation of a transport and movement hierarchy which promotes non-car modes of travel and permeability across the site and beyond, including a layout that minimises the use and impact of private motor vehicles and measures to discourage car-dependent development;
  - g) the need for investment into public transport, pedestrian / cycle infrastructure, and appropriate transport assessments;
  - h) the need for bus priority measures for bus routes within the site, at the site access points, and in the vicinity of the site where appropriate; and
  - i) contribute to a network of safe and attractive walking and cycling routes.

Figure 8.15 – Location Plan for Harcourt Hill Campus



- 8.108 The Harcourt Hill Campus is one of three main sites occupied by Oxford Brookes University, and provides teaching facilities, student accommodation and supporting uses including sports facilities.
- 8.109 Harcourt Hill Campus is located in a wooded section of the Oxford Green Belt on the urban-rural fringe. Its curtilage falls within the setting of protected views of the countryside setting from Oxford and also the panoramic views of the city's famous towers and spires.
- 8.110 The University is reviewing the future role for the campus. Given the sites important setting within the Oxford Green Belt, we will support proposals that are informed by a masterplan for the comprehensive development of the campus to ensure that development comes forward in a coordinated way, taking into account the impact on a number of site specific matters described in the criteria set out within this policy and in a manner that respects its Green Belt setting and urban-rural fringe context.

### Vauxhall Barracks, Didcot

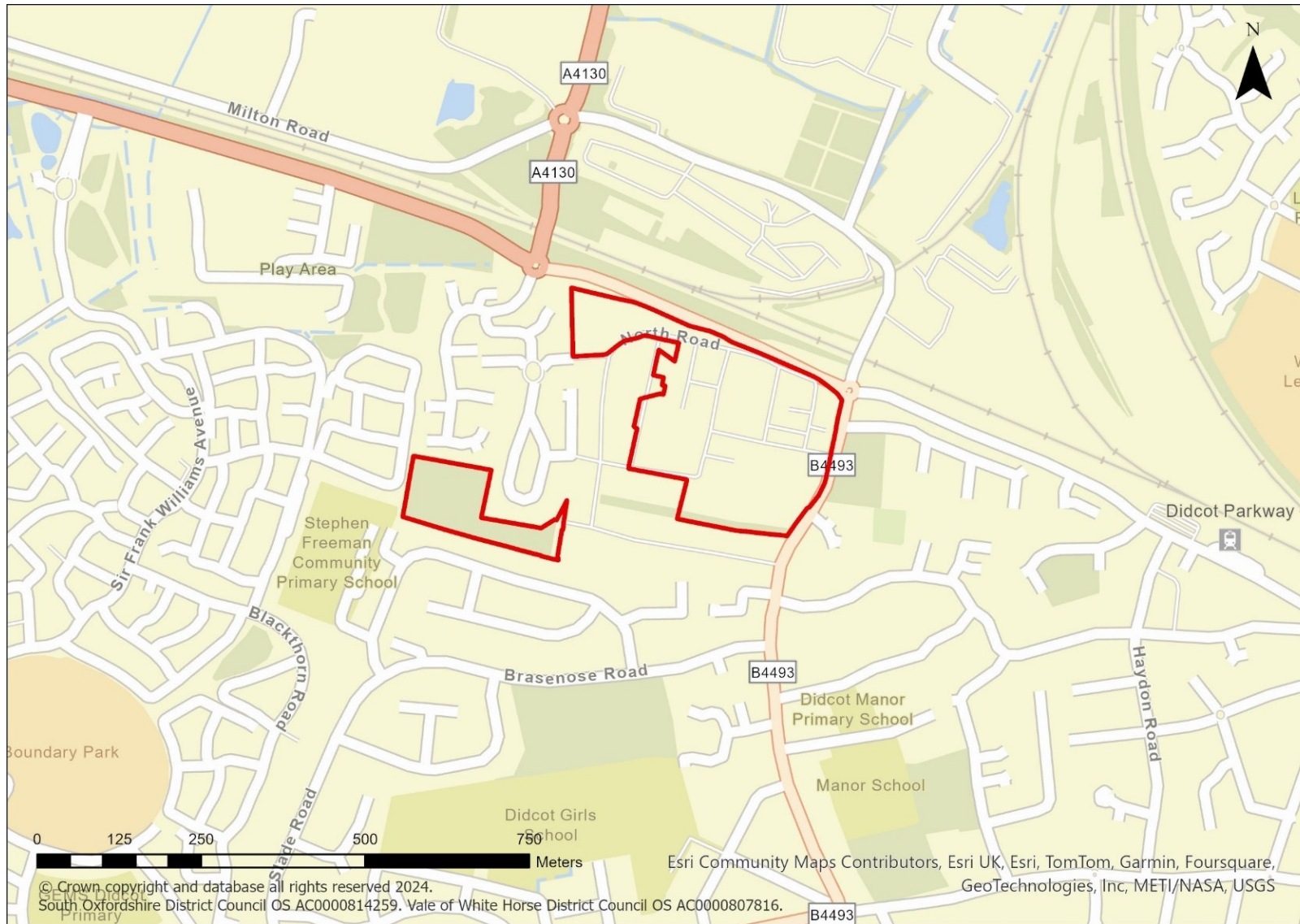
#### **Policy AS16 – Vauxhall Barracks, Didcot**

- 1) Land at Vauxhall Barracks (as shown on the Policies Map) is allocated to deliver approximately 300 new homes.
- 2) Proposals for the development must adhere to the Didcot Garden Town Delivery Plan and demonstrate:
  - a) maximisation of walking, cycling, and public transport connectivity to specific locations (including Didcot Parkway railway station, Orchard Centre, Broadway, schools and leisure facilities, Milton Park, Culham and Harwell);
  - b) integration with the adjacent Great Western Park neighbourhood;
  - c) minimisation of the use and impact of private motor vehicles and incorporation of measures to discourage a car-dependent development;
  - d) incorporation of active frontages within the development and a positive relationship with Foxhall Road and B4493;
  - e) graduated development density to avoid impingement on neighbouring residential amenity;
  - f) inclusion of public open space and green infrastructure within the development, including the retention / equivalent reprovision of the playing field, children's play provision and tennis courts on the site;



- g) inclusion of all necessary infrastructure based on up-to-date evidence on the impact of the development. This should reference the latest Infrastructure Delivery Plan, but not be limited to this document. The transport mitigation measures are likely to include:
    - i) contribute to a network of safe and attractive walking and cycling routes as identified in the Didcot Local Cycling and Walking Infrastructure Plan (LCWIP) and enhancement of links to the National Cycle Network routes 5 and 544;
    - ii) a transport and movement hierarchy which promotes non-car modes of travel and permeability across the site and beyond, including a layout that minimises the use and impact of private motor vehicles and measures to discourage car-dependent development;
    - iii) contributions towards improvements to scheduled bus services and other appropriate public transport, alongside delivery of associated infrastructure within the site. This should include bus priority measures for bus routes at the site access points and in the vicinity of the site where appropriate; and
    - iv) improvements to, and the creation of new, Public Rights of Way on and off the site.
  - h) that at least 5% of homes are designed as housing with support for older people (excluding extra care housing or housing with care), such as ground-floor accommodation, unless specific site conditions make this impractical or unviable.
- 3) Development proposals at this site must be informed by:
- a) an assessment of the impact of development to the Didcot Sewage Treatment Works and mitigation measures required;
  - b) an assessment of the potential noise impacts from the existing railway line and mitigation measures required to provide an adequate buffer;
  - c) a landscaping scheme which includes provision for the protection and maintenance of the important trees on the site and provides for the retention and maintenance of the memorial garden; and
  - d) the Didcot Central Corridor Placemaking Strategy.
  - e) the Didcot Garden Town Delivery Plan.

Figure 8.16 – Site Boundary for Vauxhall Barracks, Didcot



8.111 This allocation has capacity for around 300 homes, of which we expect around 189 to be built within the plan period to 2041.

- 8.112 In December 2015, the Government announced that Didcot would become a Garden Town delivering 15,050 homes and 20,000 jobs in the greater Didcot area. Garden Towns are locally-led and ambitious proposals for new communities that work as self-sustaining places and should have high quality and good design embedded from the outset. The Garden Town initiative will help to shape growth already identified through the Joint Local Plan for housing, employment and infrastructure. Vauxhall Barracks offers a regeneration opportunity.
- 8.113 The site was allocated in South Oxfordshire Local Plan 2011 and was carried over in the South Oxfordshire Local Plan 2035. Policy AS16 (Vauxhall Barracks, Didcot) continues to allocate the site for 300 new homes. The barracks site accommodates offices and other ancillary buildings. There is existing housing for military personnel to the south and west of the site. There is an opportunity to redevelop the land to improve this key gateway to the town at Station Road / Foxhall Road.
- 8.114 The Didcot Garden Town Delivery Plan provides further detail on the expectations of the town as a whole, and development proposals should have regard to other adopted and emerging strategies for Didcot such as the Didcot Wayfinding Strategy, Didcot Green Infrastructure Strategy, Didcot Public Art Plan, and Didcot Central Corridor Placemaking Strategy.
- 8.115 The site contains a playing field and tennis courts and these facilities should be retained or acceptable alternative provision made. The site also contains a number of important trees and provision should be made for their retention. In the south east of the site is a memorial rose garden which should also be retained and enhanced as part of any scheme. Particular attention will need to be given to the design of development along the frontages of the site to the B4493 and Foxhall Road.
- 8.116 Proposals for the site will need to ensure that public open spaces are integrated with green infrastructure. The Climate Vulnerability Assessment 2024 (Oxfordshire County Council) identifies Didcot as being particularly vulnerable to 'heat island' impacts, therefore permanent (not in containers) urban street tree planting should be adopted for shade and cooling. The county document also identifies Didcot's vulnerability to surface water flooding, so the integrated green infrastructure should be sustainable drainage system (SuDS) led including rain gardens. However, there is a previous history of land contamination at this site meaning a risk that infiltration SuDS could mobilise contamination and pollute controlled waters. Drainage systems which infiltrate surface water to the ground should be avoided at this location. Developers are advised to refer to the Water Cycle Study and Environment Agency for guidance on this matter.

## Chapter 9 – Town Centres and Retail



## 9. Town Centres and Retail

### Introduction

- 9.1 This chapter sets out our ambition to respond to the challenges for town centres and retail, in accordance with national policy legislation.
- 9.2 Our districts have a network of town centres which provide the main concentration of retail, leisure and cultural facilities for residents, the working population or visitors. Didcot is the largest town centre in South Oxfordshire (with Garden Town status) and the district also includes: three market towns (Henley-on-Thames, Thame and Wallingford); one local service centre (Watlington); and numerous villages and local shopping parades, providing for the daily convenience needs of their local communities. Similarly, the centre hierarchy in Vale of White Horse includes: three market towns (Abingdon-on-Thames, Wantage and Faringdon); two local service centres (Grove and Botley); and numerous villages / local centres.
- 9.3 The districts' town centres have important strengths, particularly in relation to growth of the independent sector. However, they continue to face competition for expenditure from nearby centres including Aylesbury, Bicester Village, High Wycombe, Swindon and the higher order services and functions provided by Oxford and Reading. Trading conditions also continue to be challenging, due to factors such as the significant growth in online retailing, slow recovery following the Covid-19 pandemic and general rises in the cost of living, which have collectively had an impact on footfall, vacancy rates and overall vitality and viability of many town centres across the UK.
- 9.4 The National Planning Policy Framework (NPPF) aims to address these challenges by placing greater emphasis on promoting the long-term vitality and viability of town centres by allowing them to grow and diversify in a way that can respond to rapid changes in the retail and leisure industries, allows a suitable mix of uses (including housing) and reflects their distinctive characters. The NPPF recognises the role that residential development can play in ensuring the vitality of centres and it encourages residential development on appropriate sites, particularly on upper floors.
- 9.5 Amendments to the Use Classes Order and Permitted Development Rights in 2020 sought to revitalise the UK's town centres, with the aim of providing more flexibility and scope for buildings and spaces within town centres to evolve and adapt to changes in how we live, work and spend our leisure time. From a planning perspective, Use Class E (Commercial, Business & Service) now offers greater flexibility in terms of permissible uses within our town and local centres, which should help to reduce vacancy rates and support their ongoing vitality and viability. However, these legislative changes have meant that, as local planning

authorities, we can no longer use planning policy as a tool to protect against the loss of retail floorspace in our main shopping areas, nor do we have any control over out-of-town commercial and business premises being converted to retail uses or vice versa.

9.6 The policies in this chapter reflect current national planning policy and legislation as it relates to town centre and retail development. Whilst we currently have limited means to protect against loss of retail or service use floorspace, we have attempted to future proof our policies so that they can respond swiftly and flexibly to future challenges, such as changing local circumstances or shopping behaviours with the potential to have a negative impact on the role or function of any of the centres in our defined centre hierarchy.

### List of policies in this chapter

- Policy TCR1: Centre hierarchy
- Policy TCR2: Strategy for town and local service centres
- Policy TCR3: Retail floorspace provision (convenience and comparison goods)
- Policy TCR4: Retail and service provision in villages and local centres

### Centre hierarchy

#### Policy TCR1 – Centre hierarchy

1) The hierarchy of centres in South Oxfordshire and Vale of White Horse is defined in the table below.

#### Centre Hierarchy

Tier in Hierarchy	Role & Function	South Oxfordshire	Vale of White Horse
Town Centre	Focus of local retail, offices, services, community, leisure, culture, health and tourism facilities that reduce the need to travel.	<ul style="list-style-type: none"> <li>• Didcot</li> <li>• Henley-on-Thames</li> <li>• Thame</li> <li>• Wallingford</li> </ul>	<ul style="list-style-type: none"> <li>• Abingdon-on-Thames</li> <li>• Wantage</li> <li>• Faringdon</li> </ul>

Local Service Centre	Provision of retail (primarily convenience goods) and a range of other services to serve the settlement and surrounding communities.	<ul style="list-style-type: none"> <li>• Watlington</li> </ul>	<ul style="list-style-type: none"> <li>• Botley</li> <li>• Grove</li> </ul>
Village / Local Centre	Sale of food / other convenience goods and the provision of services to meet the essential day-to-day needs of the local community.	<ul style="list-style-type: none"> <li>• Berinsfield</li> <li>• Benson</li> <li>• Chalgrove</li> <li>• Chinnor</li> <li>• Cholsey</li> <li>• Crowmarsh Gifford</li> <li>• Goring-on-Thames</li> <li>• Nettlebed</li> <li>• Sonning Common</li> <li>• Wheatley</li> <li>• Woodcote</li> </ul>	<ul style="list-style-type: none"> <li>• Blewbury</li> <li>• Cumnor</li> <li>• Drayton</li> <li>• East Challow</li> <li>• East Hanney</li> <li>• East Hendred</li> <li>• Harwell</li> <li>• Harwell Campus</li> <li>• Kennington</li> <li>• Kingston Bagpuize with Southmoor</li> <li>• Marcham</li> <li>• Radley</li> <li>• Shrivensham</li> <li>• Stanford-in-the-Vale</li> <li>• Steventon</li> <li>• Sutton Courtenay</li> <li>• Watchfield</li> <li>• Wootton</li> </ul>

2) Each centre in the hierarchy is identified on the Policies Map<sup>a</sup> (with a boundary drawn for each town or local service centre – see also Policy TCR2 (Strategy for town and local service centres)).

<sup>a</sup> South Oxfordshire and Vale of White Horse (2024) Joint Local Plan Policies Map, available at: <https://www.southandvale.gov.uk/policies-map>

9.7 Policy TCR1 (Centre hierarchy) defines a single network and hierarchy of centres across the two districts, which provides clarity over where we would support new retail and other main town centre development that not only contributes to the vitality and viability of our town and local centres but also directs development to the most sustainable and accessible parts of our districts.

The centre hierarchy provides an overarching framework, against which Policies TCR2 (Strategy for town and local service centres), TCR3 (Retail floorspace provision (convenience and comparison goods)) and TCR4 (Retail and service provision in villages and local centres) can be applied. It should be noted that it serves a different purpose to the settlement hierarchy, as set out in Policy SP2 (Settlement hierarchy).

- 9.8 The hierarchy reflects each settlement's role and function, based on their size, range of shops, services and facilities and the size of the population they serve. It categorises Didcot, Henley-on-Thames, Abingdon-on-Thames, Thame, Wallingford, Wantage and Faringdon within a Town Centre tier, recognising that they provide for a wide range of uses (particularly convenience goods retail and services) to meet the local populations' day to day needs. The hierarchy then identifies Botley and Grove (in Vale) and Watlington (in South Oxfordshire) as Local Service Centres, with a more localised level of retail and service provision that reduces the need to travel. A third tier includes Villages and Local Centres, characterised by small shopping parades or individual shops and service uses (such as post offices, convenience stores, takeaways or pharmacies), which meet day-to-day needs and are within easy walking distance.

### Strategy for town and local service centres

#### Policy TCR2 – Strategy for town and local service centres

- 1) In order to protect the long-term vitality and viability of the town and local service centres identified in Policy TCR1 (Centre hierarchy), an appropriate mix of retail and other main town centre uses<sup>a</sup> will be sought. Where possible, applicants will be encouraged to explore opportunities to repurpose vacant and/or outdated premises before proposing new development.
- 2) A sequential approach to site selection for new retail or other main town centre uses will be applied, whereby first consideration must be given to locations within the defined primary shopping areas or town centre boundaries<sup>b</sup>, then edge of centre locations. Only if suitable town centre sites are not available (or expected to become available within a reasonable period), will out of centre locations be considered.
- 3) Proposals for retail or commercial leisure development (including those relating to mezzanine floorspace and the variation of restrictive conditions) which are not located within a defined centre<sup>c</sup> and exceed the local floorspace thresholds set out below must be accompanied by an impact assessment, the scope of which will be agreed with the council in advance:



- a) the proposal provides a gross floorspace in excess of 500 sq.m gross; or
  - b) the proposal is located within 800 metres of a defined local service centre boundary and is in excess of 300 sq.m gross.
- 4) Each threshold will apply to new floorspace and to applications for changes of use or variations of condition (to remove or amend restrictions on how units can operate or trade).
  - 5) Applicants will be expected to be flexible regarding the format and scale of their proposed development so that opportunities to utilise suitable town centre or edge of centre sites can be fully explored. When considering edge of centre and out of centre proposals, preference will be given to accessible sites which are well connected to the town centre on foot, cycle or by public transport.
  - 6) Within defined primary shopping areas (and in circumstances where planning permission is required), retail floorspace at ground floor level will be protected, unless evidence of at least twelve months active marketing demonstrates that there is no realistic prospect of the site / premises being used or redeveloped for a retail use in the foreseeable future and the proposed new use would not have an adverse impact on the vitality and viability of the centre as a whole.
  - 7) Residential development in appropriate locations within town centre boundaries will generally be supported, particularly through the conversion of floorspace above shops or other commercial premises.
  - 8) When determining applications for retail or commercial leisure development outside of our town centres, consideration will be given to whether planning conditions or legal agreements are needed to restrict the authorised use to that justified in the application submission.
  - 9) The retention and enhancement of existing community and farmers' markets will be encouraged and, in appropriate circumstances, the re-introduction or creation of new markets will be supported.

<sup>a</sup> Main town centre uses as defined in the NPPF Glossary

<sup>b</sup> As shown on the Policies Map

<sup>c</sup> For the purposes of retail development, a "defined centre" comprises the primary shopping area (where applicable) and for all other main town centre uses comprises the town centre boundary.

9.9 Policy TCR2 (Strategy for town and local service centres) sets out each council's strategy to support the evolution of their respective town and local service centres over the plan period by promoting an appropriate mix of uses (including shops,

restaurants, cinemas, offices, theatres, museums, art galleries, hotels and, where appropriate, residential) to enhance long-term vitality and viability within defined centre boundaries and (in some locations) primary shopping areas. This will give each centre the flexibility to evolve and diversify in a way that can respond to prevailing economic circumstances, changing demographics and the need to address the climate emergency.

- 9.10 Both national policy and the findings of the Town Centres and Retail Study<sup>59</sup> support our town and local service centre strategy, which advocates a ‘Town Centre First’ approach to site selection for new retail or other main town centre uses. This approach is important as it directs development to the most sustainable and accessible locations in our districts. It encourages the re-use of any vacant town centre premises/sites and ensures that our centres retain their role as economic and community hubs, helping to sustain footfall and activity both during the day and into the evening, which in turn protects their ongoing vitality and viability.
- 9.11 Criteria (3) and (4) ensure that any larger scale retail or commercial leisure development proposals, which would be located outside a defined centre boundary, do not have an adverse impact on the vitality and viability of any centres within the catchment area of the proposal. When assessing applications for retail and commercial leisure development outside town centres, national policy states that local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold. This should include assessment of:
- a) The impact of the proposal on existing, committed and planned public and private investment in a centre or centres in the catchment area of the proposal; and
  - b) The impact of the proposal on town centre vitality and viability, including local consumer choice and trade in the town centre and the wider retail catchment (as applicable to the scale and nature of the scheme).
- 9.12 Setting a range of proportionate local floorspace thresholds (applicable to the different tiers in our centre hierarchy) allows us to retain appropriate control over the potential for development to impact on the future health of our defined centres, whilst ensuring that only those proposals which could genuinely result in an unacceptable impact require an impact assessment.
- 9.13 Defining Primary Shopping Areas on the Policies Map enables us to clearly show the areas where the sequential and impact tests apply.
- 9.14 We recognise the policy limitations within the current national policy and legislative context regarding protection against the loss of retail floorspace at ground floor level within defined Primary Shopping Areas. However, to futureproof this policy and provide

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<sup>59</sup> South Oxfordshire and Vale of White Horse (2023) Town Centres and Retail Study (prepared by Nexus Planning), available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

scope for the councils to apply Article 4 Directions (i.e. to remove permitted development rights in any of our town centres where the loss of the essential retail core of a primary shopping area would seriously undermine its vitality and viability), we have made it clear that Criterion (6) only applies where planning permission is required.

### **Retail floorspace provision (convenience and comparison goods)**

#### **Policy TCR3 – Retail floorspace provision (convenience and comparison goods)**

- 1) To meet additional convenience goods retail floorspace needs and increase customer choice in the districts over the plan period:
  - a) A “Town Centre First” approach (as set out in Policy TCR2 (Strategy for town and local service centres)) will be applied to the consideration of proposals for new convenience retail floorspace, with preference given to brownfield / regeneration sites within defined town or local service centres which have the capacity to accommodate a new store; or, where feasible, the expansion of existing stores within these centres;
  - b) Sites should be identified in Henley-on-Thames and Thame, through the review of the Henley and Harpsden and Thame Neighbourhood Development Plans respectively, to accommodate a single format food store with at least 1,500 sqm net sales floorspace; and
  - c) The provision of new convenience (food store) floorspace as an integral part of the planned development set out in chapter 8 (Site allocations and garden villages) will be supported in principle. The appropriate scale and location of this floorspace will be determined as part of whole-site masterplanning exercises, in order to reduce the need for residents to travel by car to meet their essential grocery needs, whilst minimising impact on the vitality and viability of nearby town or local service centres.
- 2) Didcot Town Centre will remain the primary focus for any additional comparison retail floorspace across both districts.
- 3) No new comparison retail floorspace needs have been identified in Abingdon-on-Thames, Henley-on-Thames, Thame, Wallingford, Wantage or Faringdon over the plan period. Applications for comparison retail development in these town centres should therefore be treated on their individual merits, subject to any required sequential assessment, as outlined in Policy TCR2 (Strategy for town and local service centres).

- 9.15 Policy TCR3 (Retail floorspace provision (convenience and comparison goods)) reflects the findings of the Town Centres and Retail Study, which assessed the scale, type and location of retail development likely to be needed over the plan period to meet the future needs of residents and those working in the districts.
- 9.16 The Study identifies some modest convenience (food store) capacity, as additional floorspace requirements to 2041, in both districts. However, we need to be cautious about setting any precise quantum of development required to meet identified need in the plan. This is partly because such figures can date quickly as they relate to a range of variables / market fluctuations, and because need changes as and when development comes forward. It is also much more difficult to effectively monitor the delivery of retail floorspace requirements in light of recent changes to the Use Classes Order and Permitted Development Rights, which allow changes of use within Use Class E (including shops, service uses, food and drink premises etc.) without the need for planning permission.
- 9.17 Notwithstanding the above, this policy does provide a supportive policy framework, which ensures that new convenience retail (food store) development is directed to the most sustainable locations and has a positive impact in terms of protecting the vitality and viability of nearby town centres by improving customer choice; encouraging linked trips to other shops and services; and diverting surplus trade from existing stores that are currently over-trading. Promoting the inclusion of new convenience goods floorspace within the masterplans for large site allocations will also help us to transition to net zero carbon districts, by reducing the need for residents to travel by private car to meet their day-to-day grocery shopping needs.
- 9.18 Criterion 1(b) rolls forward outstanding requirements from Policy TC4 (Convenience Floorspace Provision in the Market Towns) of the South Oxfordshire Local Plan 2035 for the identification of sites to accommodate a single format food store (minimum 1,500 sqm net sales floorspace) in Henley-on-Thames and Thame, through the Henley and Harpsden Neighbourhood Plan Review ('made' December 2022) and the review of the Thame Neighbourhood Plan respectively.
- 9.19 Whilst acknowledging that no future floorspace requirements were identified in either district for comparison goods (e.g. stores selling clothing, footwear, DIY gardening or sports equipment, books, toys etc.), this policy also explains how proposals for new comparison retail development will be assessed.

## Retail and service provision in villages and local centres

### Policy TCR4 – Retail and service provision in villages and local centres

- 1) New small-scale<sup>a</sup> proposals for shops or service uses to serve the day-to-day needs of the local community, will be supported where located in a village or local centre, as defined in Policy TCR1 (Centre hierarchy).
- 2) Proposals for retail or commercial leisure development (including those relating to mezzanine floorspace and the variation of restrictive conditions) which are located within 800 metres of any village or local centre<sup>b</sup> and are in excess of 200 sqm gross will require an impact assessment, the scope of which will be agreed with the council in advance.
- 3) Where planning permission is required, the loss or change of use of any shop or service use located within a village or local centre will not be permitted unless:
  - a) there is another equivalent shop or service use accessible to customers within an 800m walking distance; or
  - b) it can be demonstrated that the premises are no longer required to meet the needs of the local community or have become unviable, through evidence of at least twelve months active marketing.

Where a replacement use is proposed, it must also complement the function and character of its immediate locality. Consideration will be given to any community benefits of the proposed replacement use and any impact on the community resulting from loss of the existing shop or service use.

Appropriate detailed and robust evidence will be required to satisfy the above criteria. The council will require independent assessment of this evidence.

- 4) New farm shops will be supported where they do not demonstrably undermine the viability and vitality of shopping provision in a nearby village or local centre. Control over the types of produce sold and/or the amount of net floor area dedicated to the sale of produce grown or made on the farm may be sought by planning condition.

<sup>a</sup> Defined as 280 sqm or less as per Class F2 of the Town and Country Planning (Use Classes) Order 1987 (as amended).

<sup>b</sup> Where a centre is of limited scale and there is no boundary defined, the 800 metres measurement will be taken from the centre's midpoint, identified from the Policies Map.

- 9.20 A significant proportion of our districts' populations live in villages and rely on local shops and other services to meet their essential daily needs. This is especially true for residents who are less mobile and is important in light of the declared Climate Emergency and the need to reduce car journeys wherever possible. Furthermore, land values are generally high in the districts and this often means that existing shops / premises in our village and local centres come under pressure for redevelopment, including for residential uses.
- 9.21 Policy TCR4 (Retail and service provision in villages and local centres) is therefore important as it supports small-scale proposals for shops and service uses to serve the day-to-day needs of the local community, where they contribute to the vitality and viability of our villages or local centres and improve accessibility and choice for local residents. In circumstances where planning permission is required, this policy also seeks to protect against the unnecessary loss of valued shops and service uses, particularly where this would reduce the community's ability to meet its day-to-day needs and to ensure that established shops, facilities and services are retained for the benefit of the community.
- 9.22 Notwithstanding the above policy approach, there may be circumstances where a local shop is no longer needed or has become unviable, so we need to be sure that there is sufficient evidence to support the proposed loss of the existing facility. This policy only permits the loss or change of use of any shop or service use located within a village or local centre under specific circumstances, such as where there is an equivalent shop or service use within reasonable walking distance or where there is proportionate independent evidence to demonstrate that the current use is no longer needed or viable.
- 9.23 The requirement for an impact assessment to be submitted alongside any planning application for new retail or commercial leisure development over a given size and located close to a village or local centre reflects the localised role and function of these smaller centres and how something like a new food store nearby could directly compete with the type of local day-to-day provision typically found within such centres.

A photograph of a park scene. In the foreground, a woman in a blue patterned dress sits on a wooden bench, looking towards a pond. A group of geese is gathered on the grass near the pond. The pond is bordered by a stone wall and has reeds and other plants growing along its edge. In the background, there are several large trees, including a prominent one on the left, and a brick building partially visible through the foliage. The sky is clear and blue. A teal arrow-shaped graphic points from the right side of the image towards the text.

## Chapter 10 – Well-designed places for our communities

## 10. Well-designed places for our communities

### Introduction

- 10.1 This chapter sets out our ambition to achieve high quality, well-designed places, that reflect the local character and identity of the districts. We want to create places that people want to live in, work in and visit. Successful places allow us to carry out daily activities with ease and offer choice as to how to do them. These places should be designed for everyone and built to last.
- 10.2 We are committed to securing the highest quality of design in new development of all types and scales in the districts. This chapter includes an overarching design policy that sets a number of design standards that ensure that new developments, as well as extensions or alterations to existing buildings, are of the highest quality of design. The rest of this chapter focuses on specific elements that collectively help create successful and sustainable places such as achieving appropriate densities, a high standard of amenity, retaining the local character and identity of the districts, as well as the design mechanisms and actions needed to deliver well-designed places. Together, the policies in this chapter will ensure that new developments create a sense of place, and enhance the lives of those who live, work and visit them.
- 10.3 The councils have also prepared a comprehensive Joint Design Guide<sup>60</sup> that defines high quality development, sets out the principles to achieving it and helps to raise the profile of high-quality design throughout the districts. We consider the Design Guide to be a vital tool that will help us create well-designed places, and therefore it should be considered in all design decisions. The Design Guide, together with the policies in this Joint Local Plan, will ensure that we can deliver our objectives for high quality development.

### List of policies in this chapter

- Policy DE1: High quality design
- Policy DE2: Local character and identity
- Policy DE3: Delivering well-designed new development
- Policy DE4: Optimising densities
- Policy DE5: Neighbouring amenity
- Policy DE6: Outdoor amenity space
- Policy DE7: Waste collection and recycling

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<sup>60</sup> South Oxfordshire and Vale of White Horse (2022) Joint Design Guide, available at: <https://data.southoxon.gov.uk/SAV/JDG.html#gsc.tab=0>



## High quality design

### Policy DE1 – High quality design

#### Place and setting

- 1) All development must achieve high quality design that:
  - a) responds positively to the site and its surroundings, and reinforces local identity or establishes a distinct identity whilst not preventing innovative responses to context, demonstrated by a constraints and opportunities plan;
  - b) responds positively to the history of a site and its surroundings, and conserves and enhances historic character;
  - c) creates a distinctive sense of place through high quality townscape and landscaping that physically connects and visually integrates with its surroundings whilst avoiding coalescence with neighbouring settlements;
  - d) retain or create any attractive and/or sensitive views and skyline (both of and from built and natural features) into, out of and within the site; and
  - e) is designed to ensure that it would have no impact on the operation or capability of defence sites or assets.

#### Natural environment

- 2) All development must achieve high quality design that:
  - a) is landscape led, by retaining and strengthening the site's landscape features and character;
  - b) retains and enhances biodiversity and delivers biodiversity net gain in accordance with Policy NH2 (Nature recovery);
  - c) incorporates a well-defined network of green infrastructure and links to and improves access to existing green infrastructure in and within the vicinity of the development, in accordance with Policy HP6 (Green infrastructure on new developments);

- d) provides a range of high-quality green open spaces (providing for a variety of wildlife rich natural and designed landscapes and functions) that meet the needs of all users, and are safe, attractive, and accessible;
- e) avoids the use of artificial grass in residential development;
- f) uses planting to help development integrate into the landscape and to develop character and sense of place;
- g) takes opportunities to incorporate new trees in development, ensuring that new streets are tree lined and that the right trees are planted in the right places; and
- h) uses trees and soft landscaping to create character and distinction between street types and to provide traffic calming.

### **Movement and connectivity**

3) All development must achieve high quality design that:

- a) has a network of streets, paths and integrated cycleways that are safe, direct and legible, and connect with each other and the surrounding area (including to existing streets and cycle and walking paths); creating an attractive choice of routes for all users, with priority given to active travel and sustainable modes of transport utilising filtered permeability where appropriate;
- b) provides direct pedestrian and cycle links to local services and facilities that are convenient, legible, visually attractive and follow natural desire lines;
- c) limits the impacts of car use and encourages movement by active travel by prioritising the needs of pedestrians, cyclists and public transport users (especially those with disabilities), over the needs of motorists within the design of streets, utilising traffic calming measures where car use is present (except on roads that function as bus corridors where traffic calming measures are not suitable);
- d) provides a clear and permeable hierarchy of streets, routes and spaces to create safe and convenient ease of movement by all users;

- e) includes accessible wayfinding / signposting to be installed to promote movement by pedestrians, cyclists and other active travel; and
- f) co-locates local services and facilities as appropriate within higher tier settlements (Tier 1 and 2) as set out in the settlement hierarchy, with good access to public transport and pedestrian and cycle links.

### **Space and layout**

- 4) All development must achieve high quality design that:
  - a) secures a high-quality public realm that is interesting and aesthetically pleasing, and designed to support an active life for everyone with well managed and maintained public areas;
  - b) creates cohesive and walkable communities with incorporated and designed social spaces within the public realm, providing places for people to shade and shelter, rest, gather, interact, and spectate;
  - c) ensures that streets and spaces are well overlooked, incorporate active frontages and create a positive relationship between the fronts and backs of buildings;
  - d) has streets where buildings and landscaping are more visually prominent than the highway (including parking);
  - e) provides a wide range of house types and tenures that meet local and district needs;
  - f) clearly defines public and private spaces;
  - g) ensures a sufficient level of well-integrated, innovative and contemporary solutions for street furniture, car and bicycle parking (including EV charging) and external storage, including bins;
  - h) creates safe and secure communities and reduces the likelihood of crime and antisocial behaviour as well as the fear of crime itself, ensuring sufficient natural surveillance; and
  - i) incorporates public art into, and/or within the vicinity of, major developments or sites of 0.5ha or more to enhance their visual quality of the scheme and/or character of the area, and to help create or enhance a sense of identity.

## **Built form**

- 5) All development must achieve high quality design that:
- a) respects the local context working with and complementing the scale, height, density, grain, massing and detailing of the surrounding area;
  - b) chooses materials and detailing for the development inspired by the local context and local vernacular;
  - c) uses land efficiently while respecting the existing landscape and/or townscape character;
  - d) ensures the building line maintains or establishes a good street scene;
  - e) does not differentiate between the design quality of market and affordable housing or the adjacent public realm;
  - f) is designed to take account of possible future development in the local area, including providing links to neighbouring land where they may be needed in future;
  - g) understands and addresses the needs of all potential users by ensuring that buildings and their surroundings can be accessed and used by everyone through universally accessible and inclusive design;
  - h) ensures that shopfronts are in keeping with the character of the building and street scene, reflect the scale and proportion of the building in which it is set, and preserve and restore surviving historic shopfronts in a sensitive manner; and
  - i) ensures that any advertisements are safe, attractive and well designed, by ensuring their location is suitable, they complement local character, use appropriate high quality materials, and avoid flashing internal or external illumination.

## **Climate and sustainability**

- 6) All development must achieve high quality design that:

- a) is sustainable and resilient to climate change impacts (including increasing temperatures, wind speeds, droughts, heavy rainfall and snowfall events) in accordance with Policy CE1 (Sustainable design and construction), taking into account location, building orientation, landscaping and planting;
  - b) minimises energy consumption and carbon emissions (utilising a “fabric first” design approach in accordance with Policy CE1 (Sustainable design and construction)), and achieves an on site net zero energy balance for new buildings in accordance with Policy CE2 (Net zero carbon buildings);
  - c) demonstrates design choices have been made to reduce embodied carbon emissions in accordance with Policy CE3 (Reducing embodied carbon), including using sustainable, locally and/or ethically sourced and accredited low embodied carbon materials and/or carbon negative materials that are robust and weather well;
  - d) minimises vulnerability and improves resilience to flood risk from all sources, in accordance with Policy CE6 (Flood risk) and Policy HP6 (Green infrastructure on new developments); and
- 7) Development must also satisfy requirements of the Joint Design Guide as well as any adopted local design guides or codes (such as those within neighbourhood plans) where relevant.

10.4 Good design is a fundamental element of successful placemaking and creating sustainable development. The way we design buildings and new development has wide ranging impacts on how we feel, our sense of identity and community, as well as how we live our everyday lives. A well-designed place is somewhere that is not only attractive, but a place that can make us feel safe, where we can live, work and socialise at ease, and it can also enhance our health and well-being.

10.5 Policy DE1 (High quality design) sets out the key design objectives that we consider critical in delivering high quality, sustainable and well-designed development. These must be considered at the outset and throughout the design process, and the councils will support development that meets these objectives.

10.6 The councils have prepared a Joint Design Guide to support and add further detail to this overarching design policy, as well as other design policies set out in the Joint Local Plan. The Joint Design Guide ensures new development secures the highest design standards within the districts. New development is required to satisfy requirements of set out in the Joint Design Guide. This policy provides key design requirements under six headings that reflect the chapters of the Joint Design Guide:

- Place and Setting
- Natural Environment
- Movement and Connectivity
- Space and Layout
- Built form
- Climate and sustainability

10.7 Neighbourhood plans can also create design guides and codes for their local areas, and many across the districts have taken up this opportunity. This policy requires development to satisfy the requirements of neighbourhood plan design guides or codes where they exist.

10.8 New development should take account of all relevant guidance, including the Government's priorities for well-designed places set out in the National Design Guide<sup>61</sup>, the National Model Design Code Part 1: The Coding Process and the National Design Code Part 2: Guidance Notes<sup>62</sup>. It should also consider Oxfordshire County Council's Cycling Design Standards<sup>63</sup>, Walking Design Standards<sup>64</sup> and the Street Design Guide<sup>65</sup>. New development within the Chilterns National Landscape (formerly Area of Outstanding Natural Beauty) should meet the principles set out in the Chilterns Building Design Guide<sup>66</sup>. Other relevant guidance that should be considered includes Home's England's Building for a Healthy Life Design Code<sup>67</sup>, and Sport England's Active Design guidance<sup>68</sup>. Where updated versions of these documents are published, these should be taken into account.

10.9 Securing high quality design is about more than just aesthetics, but also considers how a place functions, how it lasts and adapts, and how it makes us feel. Good design creates a high-quality public realm and considers the space between buildings

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<sup>61</sup> MHCLG and DLUHC (2021) National Design Guide, available at: <https://www.gov.uk/government/publications/national-design-guide>

<sup>62</sup> MHCLG and DLUHC (2021) National Model Design Code, available at: <https://www.gov.uk/government/publications/national-design-guide>

<sup>63</sup> Oxfordshire County Council (2017) Cycling Design Standards, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/cyclingstandards.pdf>

<sup>64</sup> Oxfordshire County Council (2017) Walking Design Standards, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/walkingstandards.pdf>

<sup>65</sup> Oxfordshire County Council (2021) Street Design Guide, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/DesignGuidePublication.pdf>

<sup>66</sup> Chilterns National Landscape (2010) Chilterns Building Design Guide, available at: <https://www.chilterns.org.uk/what-we-do/planning-and-development/published-advice-guidance/>

<sup>67</sup> Homes England (2020) Building for a Healthy Life, available at: <https://www.udg.org.uk/publications/othermanuals/building-healthy-life>

<sup>68</sup> Sport England (2023) Active Design Guidance, available at: <https://www.sportengland.org/guidance-and-support/facilities-and-planning/design-and-cost-guidance/active-design>

as well as the buildings themselves. It should include areas allocated to different users for different purposes, including movement, hard and soft surfaces, street furniture, lighting, signage and public art. Well-designed new development should encourage us to live more active lifestyles by creating opportunities for movement by walking and cycling. New development should also be universally accessible and designed to meet the needs of all users, including the young and elderly, disabled, parents and carers.

- 10.10 In the right locations, public art can play an important part in the design and place making of new developments and can make a contribution to the creation of a high quality public realm. It can make places more interesting, exciting and aesthetically pleasing. The councils will encourage and promote quality art within new developments by encouraging partnership working between professional artists and craftspeople and encouraging local participation to help establish an identity for an area. The councils will particularly support proposals that use public art to make a positive contribution to the character of an area and that is of benefit to the local community by establishing civic or corporate pride and identity, encouraging public enjoyment and engagement and/or promoting the renewal of social skills. Applicants should have regard to local public art plans where relevant.

## Local character and identity

### **Policy DE2 – Local character and identity**

- 1) All new development must be designed to reflect the positive features that make up the character and identity of the local area and should both physically and visually enhance and complement the surroundings. Contemporary and innovative proposals that will make a positive contribution to the future character of an area will be supported in appropriate locations.
- 2) All proposals for new development should be informed by a contextual analysis that demonstrates how the design:
  - a) has been informed by and responds positively to the site and its surroundings; and
  - b) reinforces place-identity by enhancing local character.

- 3) In the Chilterns National Landscape (formerly AONB), proposals for development should reflect the advice in the Chilterns Buildings Design Guide<sup>a</sup> and associated technical notes on brick, flint and roofing materials.
- 4) In the North Wessex Downs National Landscape (formerly AONB), proposals for development should reflect the advice in the North Wessex Downs Colour Guide<sup>b</sup>.
- 5) Development within or affecting a valued landscape must have regard to the Joint Local Plan Valued Landscape Assessment (or subsequent update) in accordance with Policy NH5 (District-valued landscapes);
- 6) Where a Character Assessment has been prepared as part of a made neighbourhood plan, a proposal must demonstrate that the positive features identified in the Assessment have been incorporated into the design of the development.
- 7) Proposals that have the potential to impact upon a Conservation Area or the setting of a Conservation Area should also take account of the relevant Conservation Area Appraisal and Management Plan or Character Study and demonstrate that the important features identified have been incorporated into the design of the development.

<sup>a</sup> *Chilterns Buildings Design Guide*, available at: <https://www.chilterns.org.uk/wp-content/uploads/2022/09/CBDGChilternsBuildingsDesignGuide2010.pdf>

<sup>b</sup> *North Wessex Downs Colour Guide*, available at: <https://www.northwessexdowns.org.uk/our-work/planning/colour-study/>

10.11 Local character makes a unique and important contribution to the towns, villages and countryside that make up our districts. Character provides us with a sense of place, identity as well as an insight into history, and therefore it is crucial that new development responds sympathetically to existing character, as well as enhance it where appropriate.

10.12 When protecting local character, appropriate and sympathetic change or innovation may be acceptable, as this is often what makes future places and buildings distinctive and contributes to the continual developing character of local areas. Policy DE2 (Local character and identity) recognises this, whilst ensuring that new development in the districts responds positively to its surroundings. 'Standard' house types or the repetition of layouts and development densities should be avoided, as these most often do not reflect local character and therefore will seldom be acceptable.



10.13 Features such as tranquillity and very low levels of light pollution (also known as dark skies) can also contribute to the character of an area. Therefore, this policy should be read alongside Policy NH7 (Tranquillity) and Policy CE11 (Light pollution and dark skies), when considering features that contribute to local character and identity.

## Delivering well-designed new development

### Policy DE3 – Delivering well-designed new development

#### Masterplans

- 1) Proposals for sites allocated in the Development Plan, including sites allocated within neighbourhood plans, and major development must be accompanied by a masterplan. For outline applications, an illustrative masterplan should be submitted. In all cases, the masterplan should:

#### Land use

- a) identify the vision for the development, setting out a clear description of the type of place that could be created whilst building on the overall aims for the district;
- b) clearly set out the character areas and land uses proposed including the amount, scale, height and density of development, the movement and access arrangements and green infrastructure provision (including amount and position of open space), demonstrated with parameter plans;
- c) illustrate how the proposal integrates with the surrounding built, historic and natural environments, in particular maximising existing and potential movement connections and accessibility to prioritise walking, cycling and use of public transport;
- d) define a hierarchy of routes and the integration of suitable infrastructure, including for example sustainable drainage systems (SuDS), within the public realm;
- e) demonstrate a legible structure and identify key elements of townscape such as main frontages, edges, landmark buildings, key building groups and character areas;

- f) set out the landscape strategy, taking account of existing natural features of the site and wider area, and biodiversity;

### **Design**

- g) provide a framework plan for a design code;
- h) show how the design requirements of the scheme work within the masterplan vision and demonstrate how the masterplan vision will be achieved;
- i) demonstrates a clear link to the criteria set out in Policy DE1 (High quality design), the Design and Access Statement and the Joint Design Guide;
- j) be based on a full understanding of the significance or special interest of the related historic environment, including above and below ground archaeological remains and other heritage assets within the site or its setting, and the conservation and enhancement of those remains or assets of significance or special interest;
- k) be based on the principles of natural surveillance and active street frontages by demonstrating that streets and spaces are well overlooked and fronted by the main entrances of buildings, providing direct access to the street or space; and

### **Community Facilities**

- l) demonstrate as appropriate the careful siting of, and access to, community facilities and other amenities, to meet the needs of the existing and future community. Consideration should also be given to the potential colocation of these facilities and amenities.

### **Design Codes**

- 2) Proposals for sites allocated in the Development Plan, including sites allocated within neighbourhood plans, and large-scale major development<sup>a</sup> must be accompanied by a design code. The design code should:
  - a) set out specific, detailed parameters for the physical development of a site;

- b) avoid detailed policy wording, instead presenting information in a graphical format; and
- c) where relevant, build upon details set out in the masterplan providing more specific, detailed design requirements.

### **Design and Access Statements**

- 3) Where an application is required to be supported by a Design and Access Statement, it should be proportional to the scale and complexity of the proposal. It should include:
  - a) a constraints and opportunities plan that clearly informs the design process and final design;
  - b) a clear concept that shows how the design of the proposal and the rationale behind it has evolved, and clearly demonstrates that the criteria set out in Policy DE1 (High quality design), as well as the Joint Design Guide, have been considered; and
  - c) the delivery implementation phases and strategies to ensure the timely delivery of infrastructure and services.

### **Community Engagement**

- 4) Masterplans and design codes must demonstrate that they have been prepared with the involvement of the local community and other stakeholders (including neighbouring authorities and Design Review Panel where applicable) and in consultation with the Local Planning Authority.
- 5) Engagement and collaboration with the local community and other stakeholders on planning applications should take place at an early stage, and throughout the planning process.
- 6) Innovative engagement methods should be utilised where possible to engage the community in the planning process.

### **Design Review**

- 7) The following development proposals will likely be subject to assessment by a Design Review Panel prior to its determination by the council:

- a) major residential and non-residential development that have been nominated for Design Review by council officers or the applicant;
- b) the site is particularly sensitive in terms of heritage, landscape, design, public interest, or local impact, irrespective of their scale, size and use; and
- c) significant public realm schemes that involve creation of new or alterations to existing public spaces and streets such as pedestrianisation schemes or proposals to enhance public squares and civic open spaces.
- d) this design review should take place as early on in the planning application stage as possible, preferably prior to submission at the pre-application stage.

<sup>a</sup> as defined in Policy LS1 (Proposals for large scale major development).

- 10.14 There are a range of design processes and actions expected to be undertaken as part of a planning application. Some are legislative requirements, such as design and access statements, whilst others are only required for certain applications, such as masterplans, design codes, and design review. All of these mechanisms are included in Policy DE3 (Delivering well-designed new development) and are utilised, where relevant, to help to positively secure high quality design in the districts.
- 10.15 For large sites, the use of masterplans and design codes will ensure that well-designed development is realised and delivered on the ground by setting the vision and implementation strategy for a development. Masterplans should set the design vision of a site, including site specific information, and set out clear design intentions. Design codes should set more specific, detailed parameters for the physical development of a site or area, utilising illustrations and building upon and helping to implement design visions, such as masterplans.
- 10.16 Design codes can be a successful mechanism for neighbourhood plans to utilise to set locally specific design requirements. Many neighbourhood plans across the districts include design codes which should be considered by applicants when designing a scheme. Landowners and developers may also choose to prepare design codes in support of a planning application for sites they wish to develop.
- 10.17 Design review panel is a mechanism used by the councils to help ensure high quality design for both significant minor applications (where referred), and major planning application proposals. A design review panel comprises a group of multi-

disciplinary professionals who offer impartial advice on design proposals and key design issues. These panels are beneficial as they help to raise the quality of design, by identifying where it can be improved, as well as being able to recognise innovative design and help to resist poor design. They also provide an opportunity for additional independent and objective voices to be heard from a variety of expert professionals in the built environment industry, helping to identify any issues early on in the planning process and support urban design officers in their analysis and decision making.

- 10.18 It is also important that the community are involved in the creation of masterplans and codes, in order to shape future developments in their local areas. Therefore, this policy requires that they are made with the involvement of the community and other stakeholders, as well as the councils, utilising innovative engagement methods where possible.

## Optimising densities

### Policy DE4 – Optimising densities

- 1) Planning permission will only be granted where it can be demonstrated that the proposal optimises and makes an efficient use of land and potential of the site. Developments should accommodate and sustain an appropriate amount and mix of uses (including green space and other public space) and support local facilities and transport networks.
- 2) The density of development must be informed by:
  - a) the capacity of the site and the need to use land efficiently;
  - b) the need to achieve high quality sustainable design that respects local character;
  - c) local circumstances and site constraints, including the required housing mix, and the need to protect or enhance the local environment, National Landscapes (formerly AONBs), the significance of heritage assets (including their settings), and important landscapes, habitats and townscapes;
  - d) the site's current and future level of accessibility to local services and facilities by walking, cycling and public transport; and
  - e) the need to minimise detrimental impacts on the amenity of future and/or adjoining occupiers.

- 3) Sites well related to higher tier settlements (Tier 1 and 2) and served by public transport, or with good accessibility by foot or bicycle to town centres or a district centre within Oxford City, should be capable of accommodating development at higher densities. It is expected that these sites will accommodate densities of more than 45 dwellings per hectare (net) unless there is a clear conflict with delivering a high quality design or other clearly justified planning reasons for a lower density.
- 4) Applicants should demonstrate that a scheme makes the optimal use of the site, and clearly set out the density of development as part of the masterplan or Design and Access Statement, where these are required to support a planning application.

10.19 There is a finite amount of undeveloped and vacant land in the districts, so it is important that any land available and suitable for development is used effectively. Policy DE4 (Optimising densities) sets appropriate densities for new development, so that land can be used effectively and we reduce the amount of greenfield land that is built on.

10.20 Where higher densities are achieved in the districts, these should be built sensitively and don't have to result in high rise or out of character development. For example, traditional terraced development found in our market towns and villages throughout the districts is often high density, and the design of these traditional homes can be reflected in the design of new development.

10.21 However, it is important that when designing a development, careful attention is paid to the existing character of a local area and any local circumstances, taking account of a range of social and environmental constraints, accessibility and amenity issues.

10.22 Building at higher densities potentially helps to reduce the amount of land required for development. It also helps to support public services and transport systems, because a greater concentration of people in one place means a greater demand for these services and a lesser reliance on cars. Where homes are built smaller to more traditional dimensions, they can be more affordable for the local community too.

## Neighbouring amenity

### Policy DE5 – Neighbouring amenity

- 1) Development proposals must demonstrate that they will not result in significant adverse impacts on the amenity of neighbouring uses, when considering both individual and cumulative impacts, in relation to the following factors:
  - a) loss of privacy, daylight or sunlight;
  - b) dominance or visual intrusion;
  - c) noise or vibration;
  - d) smell, dust, heat, odour, gases or other emissions;
  - e) pollution, contamination or the use / storage of hazardous substances; and
  - f) external lighting.
- 2) Development should also have regard to the advice within the Joint Design Guide on neighbouring amenity.

10.23 Amenity can cover a variety of impacts, including a neighbour's privacy, sunlight / daylight and any noise and disruption likely to arise directly or indirectly from the development. It is important to check for impacts on neighbours, whether a development is a new building, an extension or a new use. Policy DE5 (Neighbouring amenity) will help to ensure that new development does not result in unacceptable adverse impacts to the amenity of both existing and future occupants of nearby buildings and land.

10.24 The careful siting of properties can achieve sufficient levels of privacy by ensuring that there are adequate distances between properties and through the erection of screen walls and fencing. Developments should also be designed to avoid overshadowing of any adjoining dwelling or dwellings, although it is recognised that in high density housing schemes overlooking distances may not be so readily achievable. Innovative design approaches will therefore be sought to provide acceptable standards of privacy. The Joint Design Guide contains further guidance on neighbouring amenity that should be taken into account when designing new developments.

## Outdoor amenity space

### Policy DE6 – Outdoor amenity space

- 1) A high quality, usable private outdoor garden or outdoor amenity space, or alternatively a shared outdoor amenity area should be provided for all new dwellings. The amount of land that should be provided for the garden or amenity space will be determined by the size of the dwelling proposed and by the character of surrounding development. Private outdoor sitting areas should not be subject to direct, harmful / adverse overlooking by adjacent habitable rooms. They should also not be compromised by significant shading from buildings or from existing established significant trees and hedges and their associated leaf litter, that would lead to future pressure to prune or remove these landscape features.
- 2) Proposals for new development should demonstrate that the size, location and character of gardens and outdoor amenity spaces have been considered as an integral part of the design and not as an afterthought. These spaces should not be compromised by parking areas or garages. They should also satisfy relevant requirements on outdoor amenity space set out in the Joint Design Guide.

10.25 Access to outdoor amenity spaces such as private and communal gardens have an important role in contributing positively to our health and wellbeing. These spaces play a functional role in providing opportunities for food / plant growing as well as clothes drying. They also have a recreational role by providing access to daylight and fresh air, and space to play in, socialise and enjoy wildlife.

10.26 Policy DE6 (Outdoor amenity space) as well as the Joint Design Guide, seek to ensure that reasonable standards of private or communal outdoor amenity space are provided in new developments. This policy requires the character of the site and the surrounding development to be considered in determining the appropriate garden area, as well as the type of dwelling that is being provided. It also requires that private garden and outdoor sitting areas are designed to provide a reasonable degree of privacy and sunlight. Importantly, it ensures that outdoor amenity space should be an integral part of the design of a development considered at the beginning of the design process and throughout, and not an afterthought.

10.27 The Joint Design Guide contains more detailed design principals on private amenity space that should also be reflected in new developments in the districts. It sets guidelines in respect of the recommended minimum size of private amenity space that



should be provided for different types of dwellings, and also sets out that awkwardly shaped or impractical garden areas should be avoided, amongst other detailed design requirements.

10.28 Outdoor amenity space can promote health and well-being and provide a high standard of amenity in accordance with national policy. This policy ensures that all new dwellings are provided with private or communal outdoor amenity space, which will result in a high standard of amenity for future residents and will also contribute to the quality of life of the users of the outdoor space.

## Waste collection and recycling

### Policy DE7 – Waste collection and recycling

- 1) Development proposals for residential use must ensure:
  - a) adequate facilities are provided for the sorting, storage and collection of recycling and waste;
  - b) sufficient space is provided for the storage and collection of individual or communal recycling and refuse containers;
  - c) access is provided that is safe for existing users / residents and for refuse and recycling collection vehicles;
  - d) the location and design of recycling and refuse provision should be integral to the design of the proposed development; and
  - e) all refuse and recycling storage and collection facilities comply with the councils' waste collection and recycling guidance for planning applications.
- 2) Development proposals for non-residential use must ensure:
  - a) sufficient space is provided for the storage of communal recycling and refuse containers;
  - b) provision is made that is adequate for the proposed use;

- c) the location and design of recycling and refuse provision should be integral to the design of the proposed development; and
  - d) all refuse and recycling storage and collection facilities comply with the councils' waste collection and recycling guidance for planning applications.
- 3) The following factors will be material in assessing whether adequate recycling and refuse provision has been provided:
- a) the level and type of provision, having regard to the above requirements and relevant space standards;
  - b) the location of the provision, having regard to the need to provide and maintain safe and convenient access for occupants, while also providing satisfactory access for collection vehicles;
  - c) the impact of the provision on visual amenity, having regard to the need to minimise the prominence of the facilities and screen any external provision;
  - d) the impact of the provision on health and amenity of neighbouring development and the proposed development; and
  - e) the security of the provision against scavenging pests, vandalism and unauthorised use.
- 4) Recycling and refuse storage should be separate from cycle storage, car parking and key circulation areas.
- 5) Innovative new ways to collect and manage household recycling and waste are encouraged. Any innovative recycling and waste collection and management proposals must be agreed in consultation with the councils' waste team and Oxfordshire County Council's waste and circular economy team at an early stage.
- 6) Development will not be permitted if recycling and refuse provision that meets the above requirements cannot feasibly or practicably be provided.

10.29 The councils have a duty to collect waste and recycling from all households, and to fulfil this duty there must be space to sort and store waste in new developments, with appropriate access to ensure that waste and recycling can be safely collected. However, waste and recycling facilities in new developments are sometimes an "afterthought" in new development proposals.

This can lead to inadequate waste provision in new development and our streets and spaces being cluttered or made unattractive by bins. This can also have health and safety implications. Policy DE7 (Waste collection and recycling) will ensure that on all new developments there are adequate facilities for the sorting, storage and collection of waste and recycling.

- 10.30 These facilities serve an important role, and when thoroughly considered as an important element of the design of new buildings and spaces they can blend in with their surroundings, or even become a complementary design feature. There are some innovative solutions such as underground refuse systems (URS) which offer an alternative to the normal mode of waste storage on housing developments.
- 10.31 Therefore, in promoting good design and encouraging sustainable waste management initiatives, it is important to ensure that proper provision is made for waste and recycling, storage and collection, and that opportunities are taken for incorporating re-use and recycling facilities in all new developments. When designing provision for sustainable refuse and recycling storage and collection facilities, proposals must be compliant with the councils' waste collection and recycling guidance for planning applications (or future updated document).

## Chapter 11 – Healthy places

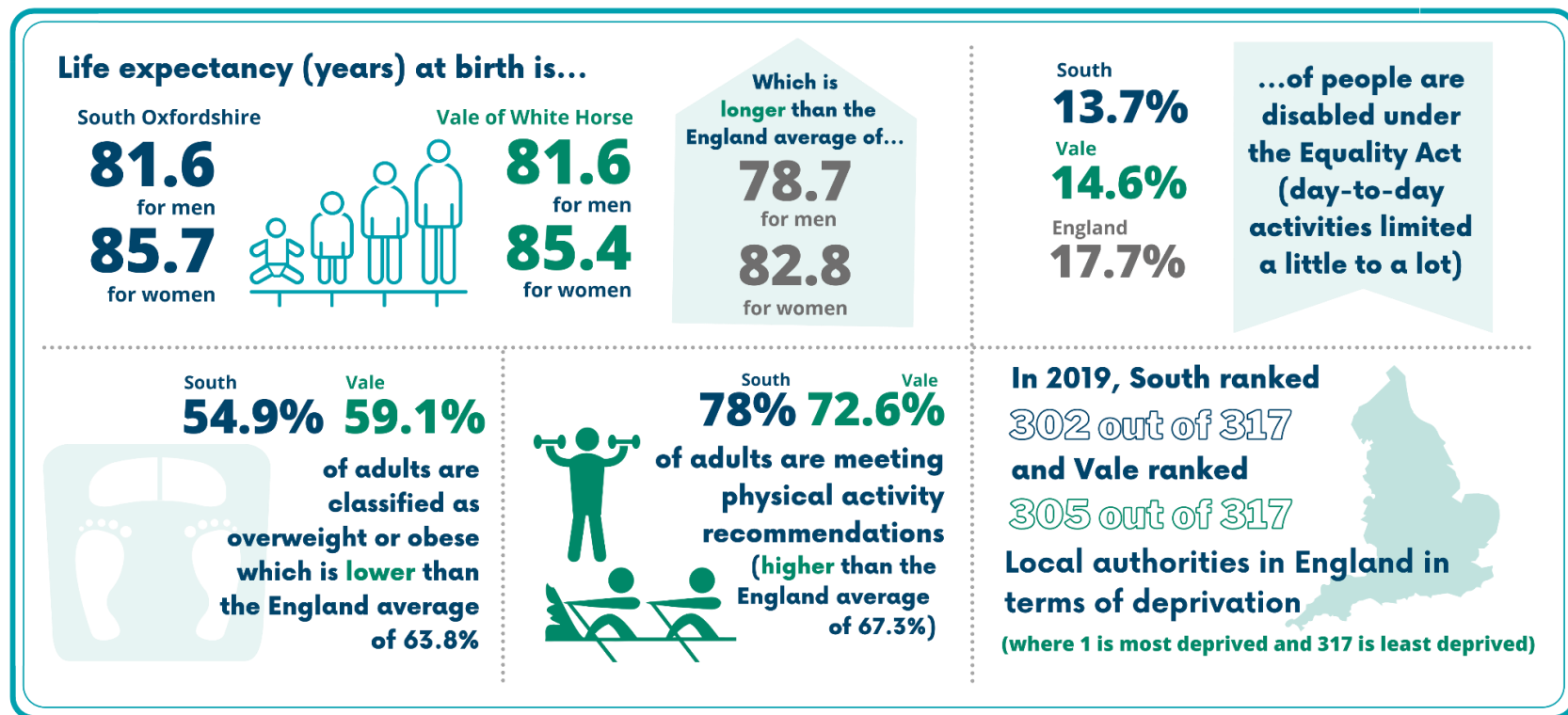


# 11. Healthy Places

## Introduction

- 11.1 This chapter sets out our ambition for creating healthy places.
- 11.2 The built and natural environment has an impact on the physical health and wellbeing of our residents. Healthy, inclusive and safe places promote social inclusion, safety and accessibility, enabling people to live healthy lifestyles.
- 11.3 Our districts rank well in terms of health deprivation nationally, with our residents living longer, more adults meeting their physical activity recommendations, fewer adults classified as overweight or obese and fewer people whose disability limits their day-to-day activities compared to the national average. We want to make sure our residents remain healthy and happy, and are supported by the environments that they live in.
- 11.4 It is therefore important to ensure that we plan in a way that benefits the health of our residents. We want to understand how new major development will assess and mitigate health impacts and ensure that applicants are considering the impact of the development on health, safety and inclusivity through the requirement to undertake a health impact assessment.
- 11.5 We know that access to community facilities and services, such as schools, village halls, public houses, sports venues, cultural buildings, places of worship and local shops, helps our residents meet their day-to-day needs. These facilities and services improve quality of life and promote social interaction and cohesive communities. This chapter contains policies that protect existing community facilities and spaces such as healthcare, halls and meeting places, outdoor sport and recreation locations, swimming pools, cemeteries, drinking establishments, cinemas, concert halls, dance halls, bingo halls, and theatres. The plan will only permit their conversion to other uses in special circumstances. It also sets requirements for the provision of new facilities.
- 11.6 Access to healthcare facilities is a key element of creating healthy places. We support improvements and upgrades to existing facilities to ensure they can continue to support our residents. This chapter also outlines the requirements for new health care provision in areas that minimise the need for travel and maximise the ability to access them by more healthy and sustainable modes of transport.

- 11.7 This chapter outlines our requirements for protecting, maintaining and enhancing existing open space, sport and recreation facilities to ensure they continue the important role they play in the lives of residents. It also sets our standards for green infrastructure, sport and open space, allotments, and play provision on new developments. It is important that development provides an appropriately informed mix of these essential facilities and spaces to meet local requirements and support the physical and mental health of people of all ages and abilities.
- 11.8 Protecting rivers, streams and other watercourses from harm and pollution is important for health of communities as well as for nature. This chapter includes a policy to protect and, where possible, enhance the function of watercourses and their biodiversity. This includes the creation of a buffer zone along both sides of watercourses to create a biodiversity corridor and other requirements to protect the watercourse environments in our districts.
- 11.9 Here are some facts and figures that help set the scene for this chapter.



## List of policies in this chapter

- Policy HP1: Healthy place shaping
- Policy HP2: Community facilities and services
- Policy HP3: Health care provision
- Policy HP4: Existing open space, sport and recreation facilities
- Policy HP5: New facilities for sport, physical activity and recreation
- Policy HP6: Green infrastructure on new developments
- Policy HP7: Open space on new developments
- Policy HP8: Provision for children's play and spaces for young people
- Policy HP9: Provision of community food growing opportunities
- Policy HP10: Watercourses

## Healthy place shaping

### Policy HP1 – Healthy place shaping

- 1) Major development proposals will be required to submit a health impact assessment (HIA) demonstrating how the health and wellbeing impacts (benefits and harm) of new major development will be assessed and mitigated, and how the conclusions of the HIA have been taken into account in the design of the scheme. Development proposals should explicitly address the existing and projected local health and wellbeing needs identified by the HIA, including the needs of an ageing population. The HIA must follow the methodology set out in the Oxfordshire Health Impact Assessment Toolkit<sup>a</sup> (or equivalent future document) and should be undertaken at a scale that is proportionate to a proposed development.

<sup>a</sup> Oxfordshire Health Impact Assessment Toolkit, available at: <https://www.futureoxfordshirepartnership.org/partner-projects/oxfordshire-health-impact-assessment-toolkit>

11.10 An important relationship exists between planning and health. The built and natural environment are key determinants of both our physical health and mental wellbeing, and therefore it is important to recognise the role that planning plays in influencing our health.

- 11.11 The way in which we plan for and design new developments has an influence not only on our physical health and mental wellbeing, but on the day-to-day choices we make, as well as our sense of safety, community and identity.
- 11.12 National policy requires local plans to achieve healthy, inclusive and safe places which promote social inclusion, are safe and accessible, and enable and support healthy lifestyles. Reflecting this, it is important that the Joint Local Plan includes Policy HP1 (Healthy place shaping) to ensure health and wellbeing is considered in planning and design decisions, encouraging the creation of well-designed, healthy, safe and inclusive places.
- 11.13 To fulfil this aim, the plan requires health impact assessments (HIAs) to be submitted for all new major development proposals in the districts, using the Oxfordshire Health Impact Assessment Toolkit (or equivalent future document) methodology to do so. Through carefully evaluating the design of new developments, we can help to deliver a high quality of life in our districts, address health inequalities, improve accessibility, and maximise the health and wellbeing of residents.
- 11.14 The scope and detail of the HIA undertaken will need to be proportionate to the scale of the proposed development. The larger the scheme, the more comprehensive and detailed the HIA will be required to be.

## Community facilities and services

### Policy HP2 – Community facilities and services

#### Existing facilities

- 1) Proposals that result in the loss, or partial loss, of an essential community facility or service<sup>a</sup> through change of use or redevelopment will not be permitted unless either:
  - a) it would lead to the significant improvement of community services (within the existing site or premises), or where the development proposals include a replacement facility, or reconfigured facility, that is equally convenient to the local community it serves and gives access to an equivalent or improved level of service provision; or
  - b) it has been determined to the satisfaction of the Local Planning Authority that the community facility (or part of the facility) is no longer needed; or



c) it is not economically viable.

Appropriate, detailed and robust evidence will be required to satisfy the above criteria.

- 2) Planning conditions or legal obligations may be necessary to ensure that any replacement facility and its ongoing maintenance is provided. Any replacement facility should normally be available before the original facility is lost.
- 3) If the facility is registered as an Asset of Community Value, then the council will regard this as a material consideration in the determination of any planning application affecting the facility. The council will also expect to see evidence of discussion with the local community of the potential for a community enterprise.
- 4) A community facility or service may be essential, either because it is one of a limited number of that nature in a settlement or area or is fundamental to the quality and convenience of everyday life in a settlement. This includes the protection of Public Rights of Way, including bridleways and by-ways.
- 5) Development proposals to extend or improve existing community facilities will be supported where:
  - a) there are appropriate safe, active and sustainable travel routes to the community facility;
  - b) opportunities are taken to ensure they are accessible and inclusive for a range of users, including those who are disabled;
  - c) they have considered the opportunities for multiple use by local community or sports groups at different times of the day or week, through appropriate design and management measures; and
  - d) they deliver opportunities for new green infrastructure or food growing within the site, where it is feasible.

### **New facilities**

- 6) Development proposals for the provision of new community facilities<sup>a</sup> will be supported where they:
  - a) are for new facilities, and are located within or adjacent to the built-up area of a Tier 1-4 settlement;
  - b) would clearly meet an identified local need;

- c) provide high quality, safe active travel routes between the facility and the surrounding area;
  - d) include provision for cycle and scooter parking;
  - e) are accessible and inclusive for a range of users, including those who are disabled, and promote social inclusion;
  - f) deliver the potential, through appropriate design and management measures, for multiple use by local community or sports groups at different times of the day or week; and
  - g) deliver opportunities for new green infrastructure or food growing within the site, where it is feasible.
- 7) Where appropriate, the co-location of community, leisure, cultural or other local facilities (such as community workspace) will be supported.
- 8) Financial contributions will be sought towards the ongoing maintenance of community facilities where appropriate.

<sup>a</sup> *Facilities falling within: Use Class F2 - Local Community Uses (shops smaller than 280 sqm and without another shop in 1,000 metres, a hall or meeting place for the principal use of the local community, outdoor sport or recreation locations, and swimming pools or skating rinks); Use Class F1 - Learning and Non-Residential Institutions; and Sui Generis Uses (such as: cemeteries, drinking establishments, cinemas, concert / dance / bingo halls, theatres).*

11.15 Policy HP2 (Community facilities and services) safeguards essential community facilities or services (including schools, village halls, public houses, local shops, sports facilities, swimming pools, theatres etc.) from change of use or redevelopment. It also supports the provision of new community facilities in accessible locations to meet local needs. The ability to access schools, local shops, meeting places, sports venues, cultural buildings, public houses and places of worship forms an essential part of the quality of life for residents of the districts. We recognise the importance of these community facilities in promoting social interaction and cohesive communities and the plan promotes the retention and development of local services and community facilities in our towns and villages.

11.16 This policy resists the loss, either in full or partially, of such community facilities in our districts. It makes three exemptions to this as set out in criteria 11.16(a) to 11.16(c). The type of evidence the councils would require for these exemptions would be as follows:

- a) **alternative, improved or reconfigured facilities.** The councils would expect the applicant to demonstrate how the new facility would still provide a service to the community that the existing facilities currently serves. This would include information on accessibility and transportation for how residents would access the new facility, as well as an explanation of how the new facility would be of equivalent or better provision. The applicant should supplement this with pre-application engagement with the local community. In the case of some facilities, the councils acknowledge they can serve more than one community (such as schools or leisure centres), and the applicant would need to demonstrate that the relocation from one location to another would not lead to the existing community losing access to the service or facility. Legal agreements may be used to ensure that the relocation of community facilities does take place.
- b) **the need for the facility.** The councils will only support applications for the loss of community facilities under criterion (b) where an applicant can provide a robust assessment demonstrating surplus provision which meets local needs. To demonstrate that the loss / partial loss of a community facility is justified, the applicant will need to demonstrate that there is an alternative facility. Where such losses involve swimming pools, leisure centres, playing pitches, or open space, the councils will take into account the provision and needs as set out in relevant strategies, including the Leisure Facilities Assessment and Strategy<sup>69</sup> and Playing Pitch Strategy<sup>70</sup>, the Green Infrastructure Strategy and Open Space Study<sup>71</sup> and Infrastructure Delivery Plan<sup>72</sup>.
- c) **economic viability.** To demonstrate viability issues with an existing facility or service, the applicant would need to provide an open-book financial assessment of the service or facility. The councils may subject this to external scrutiny to verify any claims. When pursuing this route, the applicant is encouraged to pursue alternative community uses of the facility over other uses.

11.17 When dealing with applications for new or reconfigured facilities, this policy also requires applicants to consider how they can be used by multiple groups in the community. This is particularly relevant for schools, where sports halls, courts and playing fields could be used to provide leisure and recreation use to the wider community. This is normally achieved through a community use agreement. When designing such facilities, it is important that applicants consider shared community use through creating halls, courts and fields that can be accessed independently from the rest of the school building. Community

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<sup>69</sup> South Oxfordshire and Vale of White Horse (2024) Leisure Facilities Assessment and Strategy (prepared by Stuart Todd Associates) – note separate documents for each council, available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

<sup>70</sup> South Oxfordshire and Vale of White Horse (2024) Playing Pitch Strategy (prepared by Stuart Todd Associates) – note separate documents for each council, available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

<sup>71</sup> South Oxfordshire and Vale of White Horse (2024) Green Infrastructure Strategy and Open Space Study (prepared by Land Use Consultants), available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

<sup>72</sup> South Oxfordshire and Vale of White Horse (2024) Infrastructure Delivery Plan, available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

agreements for schools will be pursued at a later stage through a separate legal agreement, as these cannot normally be agreed at the planning application stage for a new school, since the school will subsequently be taken on by an academy trust.

- 11.18 The councils will work positively with Oxfordshire County Council, town and parish councils, local voluntary organisations and others to support the protection and improvement of our existing community facilities. Town and parish councils can seek to do this through the preparation of neighbourhood plans, Neighbourhood Development Orders or they may construct or rebuild community buildings subject to a Community Right to Build Order. Local communities are also able to identify buildings or parcels of land that are of value to them so that they can be listed as Assets of Community Value. This allows the community to bid for the assets if they are put up for sale.

## Health care provision

### Policy HP3 – Health care provision

- 1) Improvements and expansions of, and upgrades to, existing GP surgeries, dentists and hospital facilities will be supported.
- 2) New GP surgeries, dentist or hospital facilities will be supported within Tier 1 to 4 settlements, and as part of the large scale residential-led allocations<sup>a</sup>, in locations with good accessibility by walking, cycling, wheeling or public transport.
- 3) Where planning permission is required, the loss or change of use of existing health care floorspace will not be permitted unless:
  - a) it would lead to the significant improvement of services (within the existing site or premises), or where the development proposals include a replacement facility which is equally convenient to the local community it serves and gives access to an equivalent or improved level of service provision;
  - b) it has been determined to the satisfaction of the Local Planning Authority<sup>b</sup> that the facility is no longer needed; or
  - c) in the case of commercial services, it is no longer economically viable.

Appropriate, detailed and robust evidence will be required to satisfy the above criteria. The council will require the independent assessment of this evidence.

- 4) All planning applications resulting in the loss of, or provision of new healthcare facilities should demonstrate engagement with the relevant Integrated Care Board (or their replacement bodies) and the Public Health Team at Oxfordshire County Council.

<sup>a</sup> See policies LS1 (Proposals for large scale major development) and AS1 to AS10 and AS16.

<sup>b</sup> In consultation with Public Health, the Integrated Care Board and other relevant health care partners.

11.19 Policy HP3 (Health care provision) sets out the councils' commitment to supporting the provision of facilities such as GP surgeries, dentists and hospitals to meet the health care needs within our districts.

11.20 Across the districts, the councils will support improvements and upgrades to, and expansions of existing healthcare facilities to ensure these continue to provide essential services for our residents. For new health care provision, this policy only supports provision in Tier 1 to 4 settlements and as part of large-scale residential developments. This is to ensure that healthcare provision is located nearby larger scale population centres, and to minimise the need for residents to travel to access these. Planning applications for new facilities will need to demonstrate how they have maximised access for walking, cycling, wheeling or public transport. This should include well-designed, inclusive accesses, and convenient and safe cycle parking.

11.21 In some instances, planning permission is not needed to change from healthcare uses to other uses (through permitted development rights). However, where planning permission is needed to change the use, the councils will resist planning applications that result in a loss of health care floor space in the districts except in certain circumstances. The evidence the councils would require to justify this exemption would be as follows:

- a) **alternative, improved or replacement facilities.** The councils would expect the applicant to demonstrate how the new facility would still provide a service to the community that the existing facilities currently serves. This would include information on accessibility and transportation to demonstrate how users would access the new facility, as well as an explanation of how the new facility would be of equivalent or better provision. The applicant should supplement this with pre-application engagement with the local community, Integrated Care Board, and Public Health Team at Oxfordshire County Council. Some facilities can serve more than one community, and the applicant would need to demonstrate that

the relocation from one location to another would not lead to the existing community losing access to the service or facility. Legal agreements may be used to ensure that the relocation of healthcare facilities is secured.

- b) **the need for the facility.** The councils will only support applications for the loss of healthcare facilities under criterion (b) where an applicant can provide a robust assessment demonstrating surplus provision which meets local needs. To demonstrate that the loss or partial loss of a healthcare facility is justified, the applicant will need to demonstrate that there is an alternative facility.
- c) **economic viability.** To demonstrate that there are viability issues with an existing facility or service, the applicant would need to provide an open-book financial assessment of the service or facility. The councils may subject this to external scrutiny to verify any detailed viability claims. When evidencing viability issues, the applicant is encouraged to pursue alternative healthcare uses on the site over other uses.

## Existing open space, sport and recreation facilities

### Policy HP4 – Existing open space, sport and recreation facilities

- 1) The council will protect, maintain and where possible enhance existing open space, sport and recreation, play facilities and land including playing fields and allotments to ensure their continued contribution to the health and wellbeing of visitors and residents.
- 2) Development proposals that result in the loss of open space, sport and recreation facilities will only be permitted where:
  - a) it can be demonstrated that alternative facilities of equal or better quantity and quality will be provided in an equally accessible location as part of the development;
  - b) the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss;  
or
  - c) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements.

- 3) Any replacement provision should be subject to equivalent or better accessibility and management arrangements and where possible made available before the existing provision is lost.
- 4) Proposals that improve access to the districts' open spaces by public transport and active travel means will be supported.
- 5) The councils' Joint Local Plan evidence base should be used to inform any assessment against this policy including the Green Infrastructure Strategy and Open Space Study, Leisure Facilities Assessment and Strategy and Playing Pitch Strategy.
- 6) Proposals for open space, sport, and recreation facilities should include details for their long-term ownership, management and stewardship.

11.22 Policy HP4 (Existing open space, sport and recreation facilities) will protect existing open space, sport and recreation facilities from development. This includes all existing recreation facilities whether formal or informal or publicly owned, and whether buildings or open land.

11.23 Across the districts, the councils will not normally grant planning permissions that result in the loss of such spaces or facilities except in certain circumstances. The councils will permit such applications where the development would provide alternative facilities that are of better or equal quantity and quality, or if it provides an alternative sport or recreation provision that outweighs the loss of the existing facility. The councils will only grant planning permission for the loss of open space, sport, and recreation facilities where the applicant can demonstrate that the existing site is surplus to requirements. In doing so, the applicant will need to demonstrate how they have engaged with the local community, Sports England, and the relevant national governing sports body and considered any other local evidence including the latest open space study.

11.24 Any planning application involving the provision of open space, sport, and recreation facilities will also need to include details of how they will be owned and maintained in the long-term. In some instances, this will be secured through a Section 106 legal agreement. Applicants will need to demonstrate how they have engaged with local sports groups, clubs, and town and parish councils about long-term ownership and management.

## New facilities for sport, physical activity and recreation

### Policy HP5 – New facilities for sport, physical activity and recreation

- 1) The provision of new or expanded facilities for sport, physical activity and recreation will be encouraged where they are well related to the settlements they serve, being sited within or adjacent to settlements, particularly where they:
  - a) include details for their long-term ownership, management and stewardship;
  - b) are co-located with other community uses;
  - c) offer greatest accessibility to the public;
  - d) involve the use of brownfield land;
  - e) provide alternative or specialist sports and recreational provision;
  - f) are of a scale appropriate to the type and size of settlement; and
  - g) are accessible by walking, cycling, wheeling and public transport.
- 2) New residential developments will be expected to provide on site provision where possible, or where appropriate, a financial contribution towards either off site provision, or the enhancement of existing off site facilities. This will be determined on a site-by-site basis, informed by the councils' leisure studies and in accordance with the requirements set out in the Infrastructure Delivery Plan. Provision for the future long-term maintenance and management of new or expanded facilities must be agreed as part of the planning application.
- 3) Where small scale recreational facilities<sup>a</sup> are provided in the countryside these will be supported provided that:
  - a) it does not harm the North Wessex Downs / Chilterns National Landscapes (formerly AONBs) and/or their settings;
  - b) it does not adversely impact on heritage assets (including their significance and setting);



- c) it will not impact negatively on the existing Public Rights of Way Network;
- d) it respects the settlement character, locality and intrinsic beauty; and
- e) it does not harm the ecology of the area and is consistent with the policies in chapter 12.

<sup>a</sup> *Small scale recreational facilities in the countryside may include the provision of small picnic sites, roadside parking areas, viewing points or interpretation facilities.*

11.25 Policy HP5 (New facilities for sport, physical activity and recreation) sets out where the councils will support the creation of new open space, sports, and recreation facilities. It also sets out the requirements for new housing developments to provide new facilities for sport, physical activity and recreation to meet the needs of the new residents.

11.26 The councils will support the creation of new facilities provided they meet the design and location-based criteria in this policy.

11.27 New residential developments will need to provide new open space, recreation and sports facilities in accordance with the councils' latest Leisure Facilities Assessment and Strategy and Playing Pitch Strategy, and Green Infrastructure and Open Space Studies. These facilities should be provided within the development site itself and in perpetuity. Where it is demonstrated that on site provision is wholly or partially infeasible, a financial contribution will be required and collected through our adopted Community Infrastructure Levies.

11.28 Any planning application involving the provision of open space, sport, and recreation facilities will also need to include details of how they will be owned and maintained in the long-term. In some instances, this will be secured through a Section 106 legal agreement. Applicants will need to demonstrate how they have engaged with local sports groups, clubs, and town and parish councils about long-term ownership and management.

## Green infrastructure on new developments

### Policy HP6 – Green infrastructure on new developments

- 1) Development will be expected to contribute towards the provision of additional green infrastructure and protect or enhance existing green infrastructure, in accordance with the councils' latest published evidence.
- 2) Development proposals should ensure that existing and new green infrastructure is considered and integrated into the scheme design from the outset.
- 3) Proposals should protect existing green infrastructure by:
  - a) avoiding the loss, fragmentation, severance or other negative impact on the function of green infrastructure;
  - b) providing appropriate mitigation where there would be an adverse impact on green infrastructure; and
  - c) providing an appropriate replacement where it is necessary for development to take place on areas of green infrastructure.
- 4) Existing green infrastructure should be enhanced where appropriate and practicable, through measure such as the greening of Public Rights of Way and other active travel routes and the protection and strengthening of existing hedgerows and tree belts.
- 5) All new green infrastructure should:
  - a) meet needs identified in relevant council plans and strategies including the Green Infrastructure Strategy and Open Space Study, Didcot Garden Town Delivery Plan<sup>a</sup>, AONB Management Plan, Habitats Regulations Assessment<sup>b</sup>, the leisure studies and neighbourhood plans;
  - b) maximise opportunities to create a network of new and existing multifunctional green spaces which are capable of delivering a wide range of environmental and quality of life benefits for local communities;

- c) incorporate multifunctional, landscape-led sustainable drainage systems (SuDS) to deliver wider benefits including biodiversity improvements and amenity use and manage surface water, flood risks and significant changes in rainfall;
  - d) be provided on site where possible;
  - e) be of an appropriate scale to support its functions;
  - f) be of high quality design;
  - g) maximise biodiversity benefits;
  - h) adequately take account of and address site specific constraints, particularly flood risk; and
  - i) be publicly accessible and usable, where possible.
- 6) Where green infrastructure is provided, applicants should ensure that appropriate arrangements are in place to ensure its ongoing management and maintenance.
- 7) All major applications must be accompanied by a green infrastructure statement (can be part of the design and access statement) demonstrating that the proposal meets the above criteria, taking into account the relationship of the proposed development to existing green infrastructure and how this will be retained and enhanced.

<sup>a</sup> *South Oxfordshire and Vale of White Horse (2022) Revised Didcot Garden Town Delivery Plan*, available at: <https://www.southoxon.gov.uk/south-oxfordshire-district-council/business-and-economy/garden-communities/didcot-garden-town/>

<sup>b</sup> *South Oxfordshire and Vale of White Horse (2024) Habitats Regulations Assessment (prepared by Urban Edge Environmental)*, available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

11.29 Policy HP6 (Green infrastructure on new developments) supports the provision, protection and enhancement of green infrastructure across both districts.

11.30 Green infrastructure is a network of multi-functional green and blue space which can provide a wide range of benefits for nature and local communities. Features such as parks and gardens, woodlands, fields, hedges, ponds, reservoirs, streams and rivers

are all elements of the green infrastructure network. At the street level, this might include green walls, green roofs, soft verges, trees / canopies and sustainable drainage systems (SuDS), which are important parts to this network.

11.31 The National Planning Policy Framework (NPPF) defines green infrastructure as “a network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity<sup>73</sup>”. Natural England’s Green Infrastructure Framework<sup>74</sup> identifies five of these wide-reaching benefits:

- Nature rich beautiful places
- Active and healthy places
- Thriving and prospering communities
- Improved water management
- Resilient and climate positive places

11.32 The NPPF requires that planning policies and decisions should contribute to and enhance the natural and local environment and that plans should take a strategic approach to maintaining and enhancing networks of habitats and green infrastructure and plan for the enhancement of natural capital at a catchment or landscape scale across local authority boundaries.

11.33 The councils have prepared a Green Infrastructure Strategy and Open Space Study to support the Joint Local Plan, which reflects Natural England’s Green Infrastructure Framework for England. The strategy includes a number of different elements, including action plans for priority areas across the districts and green infrastructure standards.

11.34 Larger scale green infrastructure is valuable for both nature's recovery and people's health and wellbeing. As rural areas, with two National Landscapes, we recognise that our districts play an important role in providing outdoor opportunities for those in nearby cities and larger settlements. Further large scale green infrastructure and open space could be achieved as strategic scale sub-regional or country parks which may cross district boundaries. Work is progressing with neighbouring authorities via joint strategic work like the Oxfordshire Local Nature Recovery Strategy<sup>75</sup> and also emerging projects like the Reconnecting

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<sup>73</sup> NPPF Green Infrastructure definition, page 70

<sup>74</sup> Natural England (2023) Green Infrastructure Framework - Principles and Standards for England, available at: <https://designatedsites.naturalengland.org.uk/GreenInfrastructure/Home.aspx>

<sup>75</sup> Oxfordshire County Council, Oxfordshire’s Local Nature Recovery Strategy (LNRS), available at: <https://www.oxfordshire.gov.uk/residents/environment-and-planning/local-nature-recovery-strategy>

communities in the Bernwood, Otmoor & Ray (RBOR) project, which covers parts of South Oxfordshire bordering Buckinghamshire and Cherwell. Around Didcot, Policy SP3 (The strategy for Didcot Garden Town) recognises the role for the Area of Influence as a green resource for Didcot, encompassing parts of both South Oxfordshire and the Vale.

11.35 This policy plays a role by setting out that new development should seek opportunities to increase access to the green infrastructure network and projects that do so will be supported in principle. This includes improvements at a local scale, such as woodland management initiatives and larger district wide schemes. The councils will continue to work with partners to promote the delivery of green infrastructure across South Oxfordshire and Vale of White Horse and beyond through larger scale initiatives.

### Open space on new developments

#### Policy HP7 – Open space on new developments

- 1) All development proposals should provide at least 3 hectares of inclusive and accessible open space per 1,000 of the population, having regard to the latest Green Infrastructure Strategy and Open Space Study. In the first instance, provision should be maximised on site.
- 2) In exceptional circumstances, where on site provision cannot be fully achieved, developments should either:
  - a) provide suitable new off site open space provision; or
  - b) make financial contributions towards the enhancement of existing public open space or other green infrastructure in the locality.
- 3) All major applications must be accompanied by a green infrastructure statement (can be part of the design and access statement) demonstrating that the proposal meets the above criteria, taking into account the relationship of the proposed development to existing open space and how this will be retained and enhanced.
- 4) Provision for the future long-term maintenance and management of the open space will be sought and must be secured as part of the planning application.

11.36 Inclusive and accessible open space includes parks and gardens, amenity greenspace, recreation grounds and natural greenspace. The Green Infrastructure Strategy and Open Space Study also defines outdoor sport, provision for children and

teenagers as open space and standards of provision for these typologies are contained elsewhere in this plan. Best practice guidance on accessibility and inclusivity can be found in Natural England's Green Infrastructure Framework – Principles and Standards for England.

- 11.37 As an essential part of the environment, the presence of high-quality open space plays an important role in maintaining the health and wellbeing of residents. Policy HP7 (Open space on new developments) seeks to ensure the delivery of sufficient open space to meet the needs arising from new development across the districts over the plan period.
- 11.38 The latest Green Infrastructure Strategy and Open Space Study identifies areas of open space deficiency and standards of provision for new open space. Regard should be had to this, or any successor document. Some settlements fall below the 3 hectares standard per 1,000 population and the councils will seek to maintain a position of no net loss across the districts over the plan period. Development proposals should therefore seek to meet this standard in full.
- 11.39 Proposals for new development should, in the first instance, seek to provide open space on site. Alternative approaches to meeting needs will be considered as an exception, including circumstances where evidence demonstrates that the size of the site is not sufficient to deliver useable open spaces and the needs of residents can be better met through other means, such as appropriate off site provision or improvements to the quality of nearby open spaces. The proposed approach should be considered at the pre-application stage.
- 11.40 Whilst the provision of multi-use open space is generally supported, care should be taken to avoid uses that conflict. Recreational uses may not be appropriate for co-location on land used for flood storage or sustainable drainage systems (SuDS) if the area is subject to a high level of flood risk and regularly becomes inundated by flood water.
- 11.41 The proposed approach to provision and the long-term management of new open space should be explained in a green infrastructure statement. This information can be incorporated into the design and access statement or presented as a stand-alone document.
- 11.42 Any planning application involving the provision of open space, sport, and recreation facilities will also need to include details of how they will be owned and maintained in the long-term. In some instances, this will be secured through a Section 106 legal agreement. Applicants will need to demonstrate how they have engaged with local sports groups, clubs, and town and parish councils about long-term ownership and management.

## Provision for children's play and spaces for young people

### Policy HP8 – Provision for children's play and spaces for young people

- 1) All new residential developments should incorporate good quality publicly accessible play provision for all ages and abilities.
- 2) New residential development should provide 0.55 hectares of on site provision for children and teenagers per 1,000 population, in line with the Green Infrastructure Strategy and Open Space Study.
- 3) Where provision cannot be practically achieved on site due to site specific circumstances, applicants should either make improvements to nearby existing facilities or financial contributions.
- 4) New or improved provision should be of a high quality and provided in line with the Green Infrastructure Strategy and Open Space Study, and the most up to date standards informed by the Joint Design Guide<sup>a</sup> and guidance from Fields in Trust<sup>p</sup>.
- 5) Where new or improved play provision is made it should:
  - a) provide a stimulating environment;
  - b) be safely accessible from the street by children and young people independently;
  - c) form an integral part of the surrounding development;
  - d) incorporate trees and/or other forms of greenery;
  - e) be overlooked to enable passive surveillance; and
  - f) not be segregated by tenure of the surrounding development.
- 6) Provision for young people is in addition to any need identified for new sports facilities arising from a development.
- 7) Developers of large-scale major development sites should undertake an assessment of existing play facilities within the surrounding area to ensure that the new provision offers complementary provision to nearby sites.

8) Provision for the future long-term maintenance and management of play provision must be agreed as part of the planning application.

<sup>a</sup> *South Oxfordshire and Vale of White Horse (2022) Joint Design Guide*, available at: <https://data.southoxon.gov.uk/SAV/JDG.html#gsc.tab=0>

<sup>b</sup> *Fields in Trust (2020) Guidance for Outdoor Spot and Play: Beyond the Six Acre Standard*, available at: <https://fieldsintrust.org/insights/policy-hub/guidance-for-outdoor-sport-play>

- 11.43 Policy HP8 (Provision for children’s play and spaces for young people) ensures that developments provide high quality new provision for children’s play and spaces for young people. The loss of existing facilities is safeguarded against in Policy HP4 (Existing open space, sport and recreation facilities), which seeks to protect, maintain and enhance existing places for play.
- 11.44 The UN Convention on the Rights of the Child<sup>76</sup> states that all children have the right to “engage in play and recreational activities appropriate to the age of the child”. This policy requires provision for children and young people between the ages of 0 and 18. Spaces for children’s play and young people can take a variety of forms, and provision should be appropriate to the scale and context of the site. The quantity standard for provision for children and young people described in this policy should be in addition to other requirements for open space and recreational facilities. The Green Infrastructure Strategy and Open Space Study suggests the 0.55 hectares provision standard is split into 0.25 hectares of equipped play and playable spaces and 0.3 hectares of provision for teenagers. Proportional provision (to the population arising from the development) will be sought on this basis unless site specific circumstances suggest a different split would be more appropriate.
- 11.45 Play areas should be safely accessible, and the design and layout of a proposal should consider how children and young people will access the area from the street. Play areas and spaces for young people should be well integrated into the context of the site and take advantage of natural elements, including the provision of natural or incidental play. Provision should be accessible for all children of all sexes and abilities and follow best practice guidance on inclusive play.
- 11.46 Provision for young people (aged 12-18) should provide an informal recreational offer, and therefore be provided in addition to any identified need for new sports facilities. The form of this provision could include skate parks, BMX tracks, multi-use games areas (MUGAs), or less traditional forms of provision for young people such as outdoor gyms, performance spaces and social seating. The Joint Design Guide provides a further range of examples.

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<sup>76</sup> United Nations General Assembly (1989) Convention on the Rights of the child, available at: <https://www.ohchr.org/en/instruments-mechanisms/instruments/convention-rights-child>



- 11.47 Applications for large-scale major development should consider the provision of existing play facilities within the area surrounding the site to ensure their provision is complementary and to avoid the oversaturation of any particular types of play equipment or provision for young people. This will create a more enriching environment for children and young people living in the locality. Opportunities for incidental play on routes through sites are encouraged, alongside experiences of green infrastructure and inspiring public art.
- 11.48 Any planning application involving the provision of open space, sport, and recreation facilities (including play and teenage provision) will also need to include details of how they will be owned and maintained in the long-term. In some instances, this will be secured through a Section 106 legal agreement. Applicants will need to demonstrate how they have engaged with local sports groups, clubs, and town and parish councils about long-term ownership and management.

### Provision of community food growing opportunities

#### **Policy HP9 – Provision of community food growing opportunities**

- 1) The council will support proposals for the provision of community food growing opportunities<sup>a</sup> as part of new housing developments and in other appropriate locations, such as employment sites, new schools and community centres.
- 2) Proposals for major residential development must include provision of, or a contribution towards, 0.4 hectares of community food growing opportunities<sup>a</sup> per 1,000 population, in line with the Green Infrastructure Strategy and Open Space Study.
- 3) Residential developments of over 200 dwellings should provide on site community food growing opportunities.
- 4) New community food growing opportunities should be of high quality to meet the guidelines set out in the Green Infrastructure Strategy and Open Space Study.
- 5) Provision for the future long-term maintenance and management of community food growing opportunities must be agreed as part of the planning application.

<sup>a</sup> Such as allotments, orchards, roof gardens and edible landscaping

- 11.49 Policy HP9 (Provision of community food growing opportunities) outlines the provision that new developments should make for community food growing opportunities. Community food growing opportunities may include, but are not limited to, allotments, orchards, roof gardens and edible landscaping. These provide a range of benefits for both natural environment and social cohesion. The Oxfordshire Food Strategy<sup>77</sup> aims to build vibrant communities with the capacity and skills to grow, cook, learn and enjoy food together.
- 11.50 Through providing new community food growing opportunities, new developments will contribute towards creating healthy lifestyles, where people can learn about horticulture, healthier eating, and gain access to affordable fruit and vegetables.
- 11.51 The Green Infrastructure Strategy and Open Space Study sets standards for the quality and quantity new provision should meet. The quantity standard for community growing opportunities described in this policy should generally be in addition to other requirements for open space and recreational facilities. Where community growing opportunities are freely accessible to all, rather than accessible membership only, they may be counted towards the 3 hectares per 1,000 population of open space required by Policy HP7 (Open space on new developments). Proposals should be designed to encourage communities to be able to grow food together, which may include social seating and other facilities.
- 11.52 Any planning application involving the provision of open space, sport, and recreation facilities (including community food growing opportunities) will also need to include details of how they will be owned and maintained in the long-term. In some instances, this will be secured through a Section 106 legal agreement. Applicants will need to demonstrate how they have engaged with local sports groups, clubs, and town and parish councils about long-term ownership and management.
- 11.53 The loss of existing facilities is safeguarded against in Policy HP4 (Existing open space, sport and recreation facilities), which seeks to protect, maintain and enhance existing allotments and community food growing spaces.

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<sup>77</sup> Good Food Oxfordshire (2022) Oxfordshire Food Strategy, available at: <https://goodfoodoxford.org/food-strategy/>

## Watercourses

### Policy HP10 – Watercourses

- 1) Development of land that contains, is adjacent to, or has hydrological links with, a watercourse must protect and, where possible, enhance the function and setting of the watercourse and its biodiversity. As a last resort development should provide mitigation for any unavoidable impacts.
- 2) Development should include a minimum 10m buffer zone along both sides of the watercourse to create a corridor favourable to the enhancement of biodiversity. Where a 10m 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 used to promote biodiversity and how maintenance access to the watercourse will be created. Wherever possible within settlements a minimum 10m buffer should be maintained.
- 3) Proposals should avoid the culverting of any watercourse. Opportunities taken to remove culverts will be supported.
- 4) Outside settlements, proposals for mooring stages will not be permitted. Proposals for posts, earthworks or facing riverbanks with piles and planking will not be permitted except under exceptional circumstances and in agreement with the Environment Agency. Where it is necessary to protect a riverbank from erosion, the protective measures must be designed to maintain and enhance the special character of the river and its environment, including its biodiversity.
- 5) Major development proposals which are located within 20m of a watercourse will require a Construction Management Plan to be agreed with the council before commencement of work to ensure that the watercourse will be satisfactorily protected from damage, disturbance or pollution.
- 6) Sites for new development with existing culverts will be expected to investigate the feasibility of de-culverting the watercourse. Where bridges are proposed as an alternative to culverting, the construction method should take into account the importance of maintaining an obstruction-free bank for wildlife.

11.54 Watercourses are a key component of landscape character across the districts, make an important contribution to the protection and enhancement of biodiversity and provide a recreational focus for residents. They provide vital ecosystem services,

including drainage, flood management and green space. The health of watercourses across the districts is under pressure from issues including abstraction, pollution and increased disturbance.

- 11.55 The term watercourse refers to main rivers (larger rivers, brooks and streams), defined as those present on the main river map for England, together with ordinary watercourses (headwaters, smaller brooks, streams and ditches). All types of watercourses contribute to an important network of green infrastructure and their corridors have a part to play in enhancing biodiversity across the districts. The corridor of a watercourse can be defined as the width of the channel in which water flows, plus its extensive influence on the surrounding landscape, including the structure and vegetation of banks and supporting features such as fringing marshes.
- 11.56 Of specific note are chalk streams, which are concentrated in Vale of White Horse, rising from the aquifers of the North Wessex Downs. Chalk streams are globally rare: the approximately 224 known examples across England constitute over 85% of the total world resource. As a result, they have been specifically identified as a Priority Habitat. The geology of chalk streams produces characteristic clear, clean water that supports special wildlife habitats and rare species of plants and animals. It is estimated that only around a quarter of Britain's chalk streams are achieving good ecological status under the Water Framework Directive.
- 11.57 Policy HP10 (Watercourses) aims to ensure that watercourses are positively integrated in the design of new development from the outset and that the ecological importance of the watercourse is not compromised. By considering watercourses from the start of the design process, it is possible to make the most of attractive riverside settings and form natural areas of green infrastructure that are useful for informal, safe recreation and enhanced biodiversity and other ecosystem services.
- 11.58 Any development which could impact upon a watercourse (through physical alteration, pollution, abstraction, visual impact, etc.) must ensure that the watercourse and its corridor are protected. Proposals should respond positively to the natural and historical character and appearance of the watercourse and its setting and functions, making the most of opportunities to enhance the watercourse environment. Appropriate enhancements could include habitat creation, other biodiversity improvements and the addition of tree canopy cover to enhance shading.
- 11.59 Culverting a watercourse has adverse impacts on ecology by removing bankside habitat, altering channel dynamics, increasing flooding risk and maintenance costs, and fragmenting the channel and its river corridor. Development with existing culverts will be expected to investigate the feasibility of de-culverting the watercourse and new culverts will only be approved if it is demonstrated that there is no reasonable alternative.

- 11.60 New development alongside watercourses should maximise opportunities to enhance recreational public access, where it can be demonstrated this does not conflict with maintaining biodiversity value. Proposals for new moorings within settlements should demonstrate provision for adequate servicing and be located so they do not impede other canal and waterside uses, paths or access to the waterway. The number and density of moorings in any one location should be appropriate to their location and should not separate people from the waterway or interfere with navigation. The provision for service vehicles and car parking must be made in a form which will not adversely affect the amenity of the watercourse.
- 11.61 Watercourse buffer zones are important to protect species and habitats from increased disturbance associated with development, to maintain dispersal corridors for wildlife and to accommodate the natural processes and physical behaviour of the watercourse, thus avoiding intrusive bank engineering. The extent of the buffer is dependent on the size and nature of the development, but it should be a minimum of 10 metres wide, measured from the top of each bank on both sides of the watercourse. Larger developments (particularly those outside the boundaries of existing settlements) should provide further buffering. These additional areas can be used for informal recreation, contributing to the green infrastructure of the development.
- 11.62 Proposals should seek to reinstate buffer zones where previous land uses or development have not provided this. Buffer zones should be reserved as a natural or semi-natural habitat, free from built development and formal landscaping and should be planted with native species typical of local riversides. Proposals should include long-term management plans for the buffer zone, which retain and enhance its biodiversity value.

## Chapter 12 – Nature recovery, heritage and landscape



## 12. Nature recovery, heritage and landscape

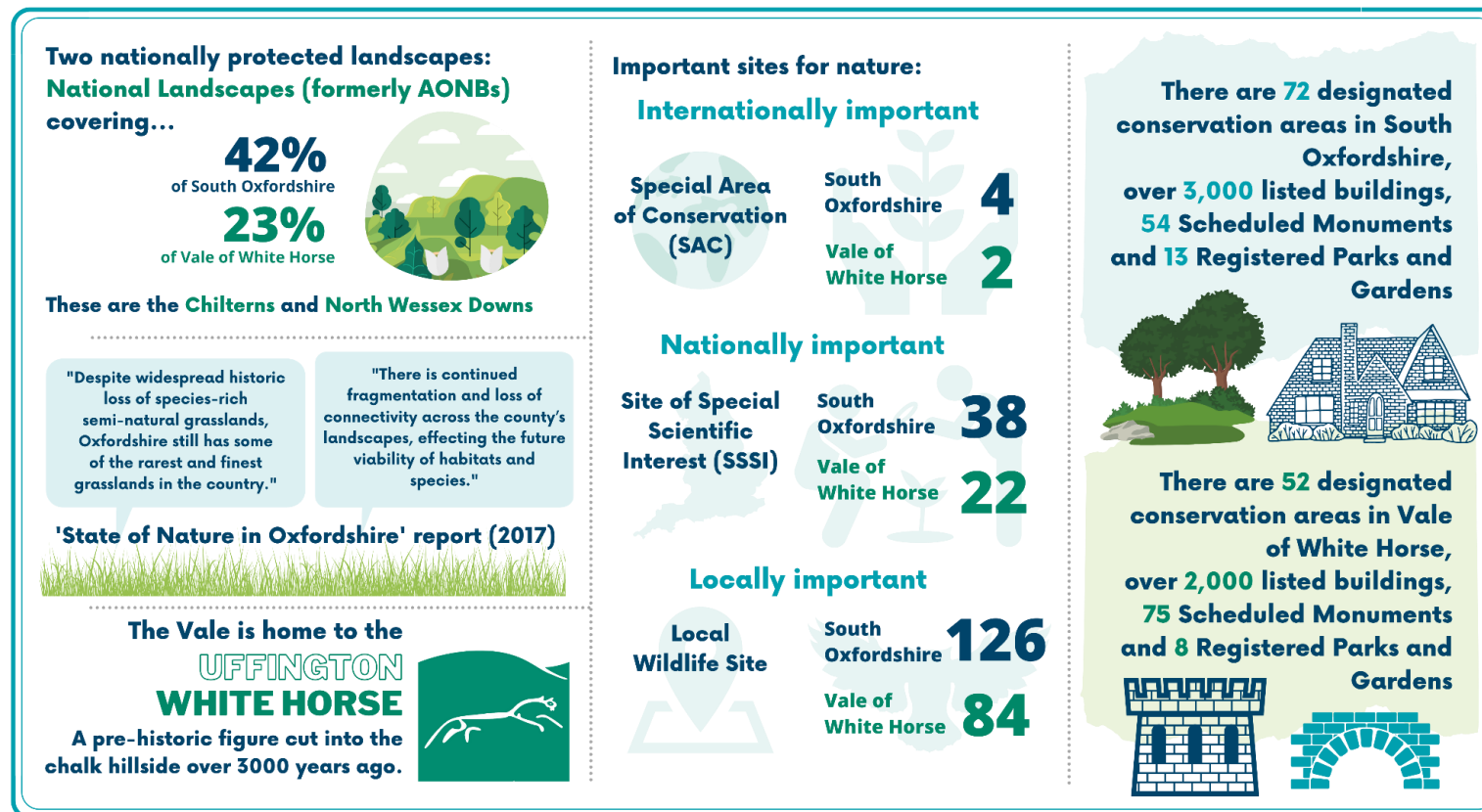
### Introduction

- 12.1 This chapter sets out our ambition to maintain and achieve a high-quality environment across the districts. The policies will help protect and enhance our area's historic and natural environment, which is key to meeting our vision and objectives set out in chapter 3.
- 12.2 Our districts are home to diverse biodiversity, beautiful landscapes and a rich history. We have international, national and locally protected sites and habitats, which form a part of a wider ecological network across Oxfordshire. This chapter supports the restoration and enhancement of biodiversity, protecting the districts most important habitats and species, including trees and hedgerows.
- 12.3 We have a diverse range of landscapes, with two national landscapes, as well as rolling farmland, wooded hills, tranquil valleys, gently undulating chalk slopes and a rich mosaic of woodland, pasture, heath and commons. Our landscape policies will help to ensure that we protect and where possible seek to enhance the districts' landscapes, countryside and rural areas; especially the landscape and scenic beauty of our National Landscapes. We have also introduced some innovative policies which seek to designate and protect areas of particular district landscape value, as well as introduce consideration of tranquillity across the district to protect those areas most prized for tranquillity.
- 12.4 The districts have an abundant cultural history that has provided listed buildings, scheduled monuments, registered parks and gardens and conservation areas. These heritage assets<sup>78</sup> help establish the distinctive character our area. We seek to ensure the conservation, enhancement, enjoyment and understanding of all our heritage assets as they make a positive contribution to sustainable communities, including their economic vitality. The final policies in this chapter set out a positive strategy for the conservation and enjoyment of the districts' historic environment; safeguard the heritage significance of our listed buildings, conservation areas and their settings; and support the conservation and enhancement of nationally important archaeological remains, scheduled monuments, historic battlefields, registered parks and gardens and historic landscapes. We have also included a policy to establish how the protection and enhancement of historic buildings should be balanced with the need to respond to climate change.

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<sup>78</sup> Further information on nationally protected historic buildings is available on the Historic England website as: [www.historicengland.org.uk/listing/the-list/](http://www.historicengland.org.uk/listing/the-list/). Further information on Heritage at Risk is also available at: <https://historicengland.org.uk/advice/heritage-at-risk/search-register/>. The lists are updated periodically.

12.5 Here are some facts and figures that help set the scene for this chapter.



### List of policies in this chapter

- Policy NH1: Biodiversity designations
- Policy NH2: Nature recovery
- Policy NH3: Trees and hedgerows in the landscape
- Policy NH4: Chilterns and North Wessex Downs National Landscapes
- Policy NH5: District-valued landscapes
- Policy NH6: Landscape
- Policy NH7: Tranquillity
- Policy NH8: The historic environment



- Policy NH9: Listed Buildings
- Policy NH10: Conservation Areas
- Policy NH11: Archaeology and Scheduled Monuments
- Policy NH12: Historic Battlefields, Registered Parks and Gardens and Historic Landscapes
- Policy NH13: Historic environment and climate change

## Biodiversity designations

### Policy NH1 – Biodiversity designations

- 1) The highest level of protection will be given to sites of international nature conservation importance (Special Areas of Conservation (SAC)). Development that is likely to result in a significant effect, either alone or in combination, on such sites will need to satisfy the requirements of the Conservation of Habitats and Species Regulations 2017 (as amended)<sup>a</sup>.
- 2) Development within the River Lambourn SAC nutrient neutrality catchment area that would result in additional overnight accommodation<sup>b</sup>, and any other development that could result in the input of additional nutrients within the identified catchment, must demonstrate nutrient neutrality in relation to phosphorus.
- 3) Sites of Special Scientific Interest (SSSI) are of national importance. Development that is likely to have an adverse effect on a SSSI (either on its own or in combination with other developments) will not normally be permitted. The only exception is where the benefits of the development in the location proposed clearly outweigh both its likely impact on the features of the site that make it of special scientific interest, and any broader impacts on the national network of SSSI. In such circumstances, measures must be provided (and secured through planning conditions or legal agreements) that would fully mitigate or, as a last resort, fully compensate for the adverse effects resulting from development.
- 4) The approach to sites of international and/or national importance should be applied in line with any future changes to those designations that may be introduced.
- 5) Development likely to result directly or indirectly in the loss, deterioration or harm of Important or Ancient Hedgerows, Legally Protected Species, Local Geological Sites, Local Nature Reserves, Local Wildlife Sites, or Priority Habitats and Species will only be permitted if:

- a) the need for and benefits of the development in the proposed location outweigh the adverse effect on the interests;
  - b) the applicant effectively demonstrates that the development could not reasonably be located on an alternative site that would result in less or no harm to the interests;
  - c) the applicant effectively demonstrates that there is no alternative design that would result in less or no harm to the interests; and
  - d) measures will be provided (and secured through planning conditions or legal agreements) that would avoid, mitigate or, as a last resort, compensate for the adverse effects resulting from development.
- 6) Development resulting in the loss or deterioration of Irreplaceable Habitats (such as ancient woodland, ancient or veteran trees and lowland fen) will be refused planning permission unless there are wholly exceptional reasons justifying the granting of planning permission and a suitable compensation strategy exists. Where development is proposed within the mapped hydrological catchment of a lowland fen (as identified in the Joint Local Plan Lowland Fen Evidence) the applicant must effectively demonstrate that it will not result in harmful changes to the water quality, water chemistry or supporting hydrological regime.
- 7) Where development has the potential to affect a proposed Local Wildlife Site<sup>c</sup>, the developer must undertake surveys and assessments to determine whether the site likely meets the criteria for Local Wildlife Site status. Where likely, the development shall be determined on the basis that the site is a designated Local Wildlife Site.
- 8) Measures proposed to mitigate adverse ecological affects (to meet requirements 1 - 7 above) will be given weight proportionate to their likelihood of success. Where reasonable doubt exists as to the effectiveness of any such measures, weight afforded to those measures must be significantly reduced.

<sup>a</sup> *The Conservation of Habitats and Species Regulations 2017*, available at: [www.legislation.gov.uk/ukxi/2017/1012/contents](http://www.legislation.gov.uk/ukxi/2017/1012/contents)

<sup>b</sup> *This includes, but is not limited to, new homes, student accommodation, care homes, hotels, guest houses, bed and breakfasts, self-catering holiday chalets, static caravan sites, tourism attractions and tourism accommodation and permitted development which gives rise to new overnight accommodation.*

<sup>c</sup> *Thames Valley Environmental Records Centre maintains a live list of Local Wildlife Sites, proposed Local Wildlife Sites and proposed extensions to existing Local Wildlife Sites in South Oxfordshire and Vale of White Horse, which are available at: ([www.tverc.org/cms/LWSLivingLists](http://www.tverc.org/cms/LWSLivingLists))*

12.6 Policy NH1 (Biodiversity designations) protects the districts' most important habitats and species, applying a hierarchy so that the level of protection and mitigation in planning decisions is commensurate to their status and importance. This includes both their individual importance and importance as part of a wider network.

12.7 The districts are home to a rich variety of habitats and species, many of which are identified as being of not just local significance but of national or international importance as well:

	<b>South Oxfordshire</b>	<b>Vale of White Horse</b>
International significance	4 Special Areas of Conservation	2 Special Areas of Conservation
National significance	38 Sites of Special Scientific Interest 1 National Nature Reserve	22 Sites of Special Scientific Interest 1 National Nature Reserve
Local significance	126 Local Wildlife Sites 4 Local Nature Reserves 5 Local Geological Sites	84 Local Wildlife Sites 2 Local Nature Reserves 6 Local Geological Sites

12.8 All National Nature Reserves (NNRs) in the districts are legally protected as Special Areas of Conservation (SAC) or Sites of Special Scientific Interest (SSSI). The districts also support numerous other important habitats and species, including Priority Habitats and Species, Irreplaceable Habitats, Legally Protected Species, Important or Ancient Hedgerows, Ancient Woodland and Veteran Trees. Many of these habitats and species have specific legal protections.

12.9 Development in the districts may also have impacts on designated sites, habitats and species outside the districts in adjoining local authority areas, and these impacts need to be appropriately considered. Part of Vale of White Horse falls within the hydrological catchment of the River Lambourn SAC. This is one of Southern England's longest and finest examples of a chalk river, supporting rich aquatic plant and invertebrate diversity. However, the River Lambourn is under significant stress due to excess inflow of dissolved nutrients from agriculture and domestic sewage. In 2022, Natural England issued advice that confirmed the River Lambourn is in an unfavourable condition (specifically due to levels of phosphorus pollution). Natural England set out that any development delivering a net increase in overnight accommodation, plus certain other types of development, will contribute to an in-combination effect on the SAC and will require assessment under the Habitats Regulations Assessment process. Proposals which generate and discharge phosphorus into the River Lambourn SAC nutrient catchment

must demonstrate that, as a minimum, the same amount of phosphorus can be removed from the catchment through mitigation<sup>79</sup>.

- 12.10 Local authorities are required to identify, designate and protect Local Wildlife Sites (LWS) through the planning system. In Oxfordshire, the identification and designation of LWS is administered by the Thames Valley Environmental Record Centre (TVERC). A selection panel meets each year and includes representatives from TVERC, local authorities, Natural England, the Berkshire, Buckinghamshire and Oxfordshire Wildlife Trust (BBOWT), and local wildlife recorders. TVERC maintain a living list of LWS<sup>80</sup> in South Oxfordshire and Vale of White Horse, which is updated every year in May.
- 12.11 Where there is Ancient Woodland, Ancient Trees or Veteran Trees on or near a proposed development site, regard will be had to Natural England and the Forestry Commission's guidance 'Ancient woodland, ancient trees and veteran trees: advice for making planning decisions'<sup>81</sup>.
- 12.12 All development will be expected to manage impacts on biodiversity designations (designated sites, habitats and species) in line with the mitigation hierarchy as set out in the National Planning Policy Framework (NPPF). In reducing order of preference:
- 1) impacts on biodiversity designations should be avoided (e.g. by selecting sites which do not cause impacts, or by designing developments to avoid impacts);
  - 2) where it is not possible to entirely avoid impacts, impacts should be mitigated (e.g. by designing developments in ways that reduce the impacts); and
  - 3) as a last resort, any remaining impacts that cannot be entirely avoided or mitigated should be compensated (e.g. designing measures on site or off site to replace lost habitats populations of species).

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<sup>79</sup> The River Lambourn SAC and nutrient neutrality, available at: <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/wildlife-trees-and-landscape/protecting-wildlife-in-planning-applications/nutrient-neutrality/>

<sup>80</sup> Thames Valley Environmental Records Centre maintains a "living list" of the Local Wildlife Sites in each local authority area in Berkshire and Oxfordshire, which is updated annually each May for the previous year, available at: [www.tverc.org/cms/LWSLivingLists](http://www.tverc.org/cms/LWSLivingLists).

<sup>81</sup> Guidance on Ancient Woodland, Ancient Trees and Veteran Trees, available at: <https://www.gov.uk/guidance/ancient-woodland-ancient-trees-and-veteran-trees-advice-for-making-planning-decisions>

## Nature recovery

### Policy NH2 – Nature recovery

#### Biodiversity net gain

- 1) Development in South Oxfordshire and Vale of White Horse must deliver at least a 20% biodiversity net gain, unless the development is not subject to the statutory framework for biodiversity net gain.
- 2) Where development is not subject to the statutory framework, a net loss of biodiversity must be avoided and opportunities to achieve biodiversity gains are encouraged.
- 3) Biodiversity net gains should be delivered on site where possible. Where the full biodiversity net gain requirement cannot be delivered on site, the following sequential approach must be used to direct the creation and enhancement of habitats off site:
  - a) deliver off site biodiversity net gains where it would enhance habitat connectivity within ecological networks within the same district as development.
  - b) if (a) is not possible, deliver off site biodiversity net gains within the same district as development, outside of ecological networks.
  - c) if (b) is not possible, deliver off site biodiversity net gains where it would enhance habitat connectivity within ecological networks within the Joint Local Plan area.
  - d) if (c) is not possible, deliver off site biodiversity net gains within the Joint Local Plan area, outside of ecological networks.
  - e) if (d) is not possible, deliver biodiversity gains elsewhere.
  - f) as a last resort, purchase statutory biodiversity credits.

## Ecological Networks

- 4) Development must conserve and protect habitat connectivity within the districts' ecological networks and, where possible, restore or enhance it. These include:
  - a) Conservation Target Areas;
  - b) areas identified in the Local Nature Recovery Strategy<sup>a</sup> as being, or having potential to become, important for biodiversity;
  - c) local ecological networks identified in made neighbourhood plans; and
  - d) other areas that contribute to wider ecological networks (including networks that extend beyond the districts' boundaries) or which are likely to be of value for ecological connectivity.
- 5) Where development may result in harm to an ecological network, the mitigation hierarchy must be followed.
- 6) Development likely to result in significant harm to an ecological network, that cannot be effectively mitigated, will not be supported.

## Features to support wildlife

- 7) Development must include appropriately designed and located features to support wildlife<sup>b</sup> in accordance with the requirements below:

Development Type	Requirement
Householder development	The inclusion of features to support wildlife is encouraged.
Residential development	Developments of two or more units must deliver features to support wildlife at a ratio of one feature per two units (i.e. 50%).
Non-residential development	Minor non-residential development – the inclusion of features to support wildlife is encouraged, where appropriate. Major non-residential development – proportionate and appropriate features to support wildlife must be provided.

Features should be integrated into the fabric of buildings wherever possible and should be suitable for species of conservation concern.

- 8) Development proposing new boundary treatments (such as fencing and walls) must include appropriately designed access holes for wildlife, positioned to help facilitate connectivity (for example hedgehog highways).

<sup>a</sup> Oxfordshire County Council, *Oxfordshire's Local Nature Recovery Strategy (LNRS)*, available at: <https://www.oxfordshire.gov.uk/residents/environment-and-planning/local-nature-recovery-strategy>

<sup>b</sup> *Features to support wildlife include, but are not limited to, features such as bird boxes, water sources, swift bricks, bat boxes, bee bricks, and insect hotels.*

12.13 The districts are home to a rich variety of habitats and species. The natural history of the districts has developed over centuries of farming and land management. From the beech woods of the Chilterns to the chalk grasslands of the North Wessex Downs and the floodplain meadows of the River Thames, nature is essential for the local distinctiveness, character and heritage of the area. However, continued fragmentation and loss of connectivity across the districts' landscapes, caused by issues such as agricultural intensification, built development, hydrological changes and insufficient management, is affecting the future viability of habitats and species<sup>82</sup>.

12.14 A June 2023 study carried out by the Thames Valley Environmental Record Centre (TVERC)<sup>83</sup> for the councils emphasised the decline of nature in the districts. For instance, proportionally more grassland has been lost to built-up areas here than across Oxfordshire and England as a whole. This is concerning because grassland is an important habitat for many species that inhabit our districts and is an important tool to tackle climate change. Grassland butterflies and farmland bird species have declined accordingly. There has been a slight increase in woodland land cover, however the districts only contain a fraction of the woodland we used to have historically, and woodland species are not doing as well as these gains might suggest. The increase in woodland has not benefited populations of bird and butterfly species. It takes time for newly planted woodland to reach high levels of biodiversity, and if the right trees are not planted in suitable locations, they will not benefit many species.

12.15 At a national level, the Environment Act 2021 introduced a mandatory requirement for development to deliver at least 10% biodiversity net gain. Setting a higher biodiversity net gain requirement through the Joint Local Plan is an important way we can

<sup>82</sup> Wild Oxfordshire (2017) *State of Nature in Oxfordshire*, available at: [www.wildoxfordshire.org.uk/oxfordshires-nature/oxfordshires-state-of-nature](http://www.wildoxfordshire.org.uk/oxfordshires-nature/oxfordshires-state-of-nature)

<sup>83</sup> Thames Valley Environmental Records Centre (June 2023) *South Oxfordshire and Vale of White Horse Joint Local Plan 2041 Habitat and Species Trends*, available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

do more to support nature recovery. Government reports state that 10% biodiversity net gain is the bare minimum necessary to ensure that biodiversity is still not being lost through the planning system, rather than resulting in a positive gain. Our policy requirement for 20% biodiversity net gain will help to reverse the decline and make up for past losses, as well as delivering multiple benefits for people and nature. Focussing biodiversity net gain on site on developments will bring direct benefits, while our sequential approach to focussing any off site net gains helps focus these gains in coherent local ecological networks.

- 12.16 Protecting and planning for stronger ecological networks is an important element of strategic planning. A series of Conservation Target Areas (CTA) have been identified across Oxfordshire, which form the current ecological network for the county. The CTAs provide the best opportunities for targeted conservation action. They protect and buffer important habitats and species and have been designed to provide resilience to climate change. The CTA are well established and have been used to inform our previous local plans, as well as other local plans in Oxfordshire, providing consistency across the county and over time. The CTAs are informing the forthcoming Oxfordshire Local Nature Recovery Strategy (LNRS) which will expand upon them and supplant them. The Oxfordshire LNRS will set out biodiversity priorities for an area and will map designated sites, areas that are or could become important for biodiversity and areas where biodiversity recovery / enhancement could make a particular contribution to other environmental benefits. This work is well underway, with the strategy and map expected to be finalised in 2025.
- 12.17 Designing wildlife features like bird boxes, garden ponds and swift bricks into developments can help better integrate nature into built environments and contribute to nature recovery. For example, insect hotels can provide a safe space for insects to shelter, lay eggs, raise their young and seek refuge from predators. Hedgehog highways increase hedgehogs' access to private gardens, which increases their access to food and provides a safer alternative to crossing roads. Features can (and often should) be clustered: multiple features such as swift boxes and bat boxes can be aggregated to create colonies within a building. The specific policy requirement on wildlife features is included because these features to help species are not considered in the metric used to calculate biodiversity net gain (which relates to habitats) and otherwise may not be provided in development. The Joint Design Guide<sup>84</sup> provides further advice on incorporating features to support wildlife.
- 12.18 Most smaller developments are exempt from mandatory biodiversity net gain (e.g. householder developments and those under the minimum impact threshold), however these planning applications are often the most numerous processed by Local Planning Authorities and in combination, could have a notable role to play in achieving nature recovery. This policy requires schemes to make proportionate and appropriate contributions to nature recovery. In many cases, there will be limited scope for Local Planning Authorities to secure the delivery and long-term management of habitats within smaller development sites (private

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<sup>84</sup> South Oxfordshire and Vale of White Horse (2022) Joint Design Guide, available at: <https://data.southoxon.gov.uk/SAV/JDG.html#gsc.tab=0>



gardens). As such, the provision of wildlife features into the built environment (e.g. integrated bat and bird boxes) is an appropriate way to achieve ecological benefit on smaller development sites. These features could be delivered at a prescribed ratio, but have flexibility to respond to the context of the site and relevant formal strategies (e.g. local nature recovery strategies, species conservation strategies, etc). It is important that we harness the potential for smaller developments to contribute positively to nature recovery, in a piecemeal but cumulative way.

## Trees and hedgerows in the landscape

### Policy NH3 – Trees and hedgerows in the landscape

- 1) Development should make every effort to retain, protect and enhance existing trees, woodlands and hedgerows. Where retention is not possible, and a proposal seeks their removal; compensatory planting should provide a net gain in canopy cover. The planting must include a wide variety of tree species, suited to the sites growing conditions and include long lived, large canopied species. New hedgerow planting must be suited to the sites growing conditions and include a mixture of locally native hedgerow species when suitable.
- 2) Developments must secure the long-term maintenance of landscaping elements on site, including trees and hedgerows, through a management and maintenance plan.
- 3) The design of developments must allow sufficient space for the future growth of all proposed trees and all retained existing trees, taking into consideration the tree species growth habits and characteristics. Developments must prevent poor relationships with retained or new trees by allowing sufficient space for their long-term retention without residents finding the tree overbearing, or a cause of nuisance, such as shading or leaf litter.

12.19 Trees and hedgerows, individually and collectively, play an invaluable role in terms of the natural environment, biodiversity, air quality, adapting to and mitigating climate change, and contributing to the landscape and heritage quality and character of the districts.

12.20 The National Planning Policy Framework (NPPF) states that: “Trees make an important contribution to the character and quality of urban environments, and can also help mitigate and adapt to climate change. Planning policies and decisions should ensure that new streets are tree-lined, that opportunities are taken to incorporate trees elsewhere in developments (such as parks and

community orchards), that appropriate measures are in place to secure the long-term maintenance of newly-planted trees, and that existing trees are retained wherever possible. Applicants and local planning authorities should work with highways officers and tree officers to ensure that the right trees are planted in the right places, and solutions are found that are compatible with highways standards and the needs of different users”<sup>85</sup>.

- 12.21 Opportunities for introducing treescapes<sup>86</sup> have been identified in the Oxfordshire Treescape project<sup>87</sup>, and consideration can be given to this mapping to help guide what type of treescape might be appropriate to maximise the multifunctional benefits of trees and hedgerows.
- 12.22 The Hedgerows Regulations 1997 prohibit the removal of countryside hedgerows, or parts of them, without first seeking approval from the Local Planning Authority. The Wildlife and Countryside Act 1981 prohibits the killing, injuring or taking of wild birds, or taking or damaging their eggs and nests. In addition, the Management of Hedgerows (England) Regulations 2024 have been laid in both Houses of Parliament. If approved by Parliament, the Management of Hedgerows (England) Regulations 2024 will put baseline hedgerow management practices into law, providing a consistent approach across all people operating on agricultural land. The proposed regulations will include a two metre ‘buffer strip’ from the centre of hedgerows with no cultivation or application of pesticides or fertilisers, and a hedge cutting ban between 1 March and 31 August to protect nesting birds.
- 12.23 Where possible, existing trees and hedgerows should be retained in new development. All tree data should be collected in accordance with the current edition of BS5837 – Trees in Relation to Design, Demolition and Construction<sup>88</sup>, at the beginning of the development design. Development should plan the site design and the placement of hedges and trees using a holistic approach, with consideration given to how the trees and hedgerows will interact with other spaces and functions. Site designs should consider the species growth habits and characteristics (for both existing and new) so that a wide range of species can be incorporated, to maintain resilience to climate change and ensure that the trees and hedges are retained in the long-term. There is a need for both native and non-native planting to ensure we have a climate resilient and robust tree population resistant to pests and disease. Designs should allow for enough space to facilitate the future growth of both tree roots and crown, but not shade out wildflowers in species rich grassland. Layouts should be planned so that new and existing trees are

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<sup>85</sup> NPPF, Paragraph 136

<sup>86</sup> Woodlands, hedgerows, agroforestry, community orchards, street trees and natural grassland which can have some woody elements

<sup>87</sup> Oxfordshire Treescape Opportunity Map, available at: <https://storymaps.arcgis.com/stories/4cc798aefd5a4a4e976806ea92812d87>

<sup>88</sup> Full copies of BS 5837 are available to purchase from the British Standards Institution at: <https://www.bsigroup.com/>

not only a significant feature of open spaces, but they are also incorporated into streets, gardens, parking courts and other publicly accessible areas.

- 12.24 Wooded areas<sup>89</sup> amount to some 9,392ha in South Oxfordshire and 4,723ha in Vale of White Horse<sup>90</sup>. Canopy cover within urban areas provides a range of ecosystem services, including biodiversity and climate change benefits such as more wildlife habitat, increased rainwater control, and improved air quality. Trees also improve the quality, amenity value, and sense of place of an area. In most cases trees will be the optimum solution for increasing canopy cover, but alternatives such as green roofs and green walls will have an important role to play in more constrained sites, especially in town centre locations. Development proposals should provide a net increase in tree canopy cover where this is possible, having regard to other considerations including site size, heritage protection, landscape character, habitat protection, residential amenity, and the need to make the best use of land.
- 12.25 The councils will protect trees of significant amenity value which are worthy of retention and considered to be at risk, through Tree Preservation Orders, Conservation Areas and planning conditions as appropriate, except in woodland subject to a Forestry Commission management agreement. When considering applications to carry out work to trees protected by an Order or Conservation Area, the councils will take account of good arboricultural practice, the effect of the trees on nearby properties, and the contribution they make to the visual quality of the area.

## Chilterns and North Wessex Downs National Landscapes (formerly AONBs)

### Policy NH4 – Chilterns and North Wessex Downs National Landscapes

- 1) Great weight will be given to conserving and enhancing the landscape and scenic beauty of the Chilterns and North Wessex Downs National Landscapes.
- 2) Major development<sup>a</sup> will only be permitted in the National Landscapes in exceptional circumstances, and where it can be demonstrated that the development is in the public interest, that alternative locations (outside of the National

<sup>89</sup> Areas of woodland of over 0.5ha with a minimum 20% canopy cover in 2020 based on National Forest Inventory (NFI) Woodland maps

<sup>90</sup> TVERC (2023) Habitats and Species trends

Landscape) have been considered and excluded, and that any detrimental effect on the environment, the landscape and recreational opportunities will be minimised and mitigated.

- 3) Development within the Chilterns and North Wessex Downs National Landscapes will only be permitted where it meets all of the following criteria:
  - a) conserves and enhances the National Landscape's natural beauty, special qualities, distinctive character, cultural heritage, tranquillity and remoteness;
  - b) is appropriate to the economic, social and environmental wellbeing of the area and/or supports the public understanding and enjoyment of the area;
  - c) meets the aims of the relevant National Landscape Management Plan;
  - d) is of high-quality design and scale which conforms with relevant National Landscape design guides and technical notes, respects the natural beauty of the National Landscapes, their traditional built character, sense of place and local character; and
  - e) avoids adverse impacts (including cumulative impacts) unless these can be satisfactorily mitigated.
- 4) Development within the setting of a National Landscape must be sensitively located and designed to avoid or minimise adverse impacts on the National Landscape.
- 5) Development proposals that could affect the natural beauty of a National Landscape (including the setting of a National Landscape) either individually or in combination with other developments, should be accompanied by a proportionate Landscape and Visual Impact Assessment.

<sup>a</sup> *Whether a development constitutes "major development" will be assessed on a case-by-case basis taking account of the nature, scale and setting of the proposal and whether it could have a significant adverse impact on the purposes of the National Landscape designation.*

12.26 On 22 November 2023 all designated Areas of Outstanding Natural Beauty (AONBs) in England and Wales were renamed National Landscapes. Accordingly, the Joint Local Plan refers to the Chilterns National Landscape (formerly the Chilterns AONB) and the North Wessex Downs National Landscape (formerly the North Wessex Downs AONB).

- 12.27 National Landscapes are designated at a national level due to their natural beauty and are subject to the highest level of protection. It is essential that any development in or affecting a National Landscape conserves and enhances its landscape and scenic beauty; with the National Planning Policy Framework (NPPF) stating that great weight should be given to conserving and enhancing their landscape and scenic beauty, and that the scale and extent of development within National Landscapes should be limited, while development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas<sup>91</sup>.
- 12.28 42% of South Oxfordshire and 23% of Vale of White Horse fall within National Landscapes. These are the Chilterns National Landscape and North Wessex Downs National Landscape. However, these percentages could change, as the Chilterns National Landscape is currently undergoing a boundary review under a process led by Natural England.
- 12.29 Along with other public bodies, the councils are under a legal duty to seek to further the purpose of conserving and enhancing the natural beauty of the National Landscape. This was strengthened in 2023 from a simpler requirement to have regard to it. The duty applies when carrying out functions like plan-making or making decisions on planning applications, and also applies to parish and town councils developing neighbouring plans.
- 12.30 Every National Landscape is required to have a management plan, which is reviewed every five years<sup>92</sup>. Due to the recent name change, the current management plans are called ‘AONB management plans’ although any future revisions are likely to be referred to as ‘National Landscape management plans’. For our two National Landscapes, which cross several counties, these management plans are produced by a partnership, so that the future of the protected landscape is considered across local authority boundaries. National Landscape management plans provide further detail on the special qualities of a National Landscape, its current condition and vulnerability to change. They also provide a strategy for managing change affecting a National Landscape. The government’s planning practice guidance tells us that they may contain information which is relevant when preparing plan policies, or which is a material consideration when assessing planning applications. National Landscape Partnerships or Conservation Boards may also produce a range of other documents relevant to planning decisions such as design guides, position statements and technical notes on complex or contentious planning issues.

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<sup>91</sup> NPPF, Paragraph 182

<sup>92</sup> Natural England (2018) Guidance: Areas of outstanding natural beauty (AONBs): designation and management, available at: <https://www.gov.uk/guidance/areas-of-outstanding-natural-beauty-aonbs-designation-and-management>

## District-valued landscapes

### Policy NH5 – District-valued landscapes

- 1) South Oxfordshire and Vale of White Horse's district-valued landscapes (as shown on the Policies Map<sup>a</sup>) are:
  - Chilterns Chalk Escarpment Footslopes
  - Chilterns Dipslope
  - Appleford to Long Wittenham
  - East Oxford Hills
  - Faringdon and Buscot
  - Henley to Sonning Eye Thames Floodplain
  - Northern Thames Valley
  - West Oxford Hills
  - West of Wantage
- 2) Development within or affecting a district-valued landscape will be assessed based on its specific landscape and visual impact.
- 3) Development which protects and enhances the districts' valued landscapes will be supported.
- 4) Development within a district-valued landscape must have regard to the Joint Local Plan Valued Landscapes Assessment (or subsequent update) and:
  - a) appropriately respond to the special characteristics and significance of the district-valued landscape;
  - b) avoid loss of or harm to the special characteristics and features that underpin the scenic quality and significance of the district-valued landscape; and
  - c) appropriately respond to the recommendations for managing the district-valued landscape.

<sup>a</sup> South Oxfordshire and Vale of White Horse (2024) Joint Local Plan Policies Map, available at: <https://www.southandvale.gov.uk/policies-map>

12.31 Valued landscapes are those that are valued by, or important to, communities due to a range of factors (such as cultural interest, distinctiveness, recreational opportunities, etc). The National Planning Policy Framework (NPPF) states that planning policies should protect and enhance valued landscapes in a manner commensurate with their identified quality in the Development Plan<sup>93</sup>.

12.32 There is a hierarchy of landscape designations:

- 1) National landscape designations (e.g. National Parks and National Landscapes (formerly AONBs)) – These are statutory designations that protect areas of national importance. These landscapes are subject to the highest level of protection.
- 2) Local landscape designations – These are non-statutory designations that aim to protect areas of local importance. Local landscape designations can be made in local and neighbourhood plans.
- 3) Other landscapes, countryside and rural areas - Not subject to a particular landscape designation.

12.33 Policy NH5 (District-valued landscapes) introduces new local landscape designations (level 2 in the list above). These are landscapes identified to be valued at a district scale, which are given additional protection through the local landscape designation process. We acknowledge that within our districts we have many areas which have landscape value, however the Joint Local Plan Valued Landscapes Assessment<sup>94</sup> utilised a robust methodology, shaped by the latest guidance<sup>95</sup> to identify the district-valued landscapes which are of a sufficient size, meet the criteria set out and form a coherent, recognisable area.

12.34 The Chilterns National Landscape is currently undergoing a boundary review led by Natural England. If any land within the district-valued landscapes becomes part of the National Landscape, the National Landscape designation will take precedence.

12.35 This policy requires proposals which are within an area designated as a district-valued landscape to consider and respond appropriately to the relevant area profile(s) in the Joint Local Plan Valued Landscapes Assessment, which will be used when assessing applications.

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<sup>93</sup> NPPF, Paragraph 180a

<sup>94</sup> South Oxfordshire and Vale of White Horse (September 2024) Valued Landscapes Assessment)

<sup>95</sup> See chapter 2 of Valued Landscapes Assessment (September 2024)

12.36 Neighbourhood plans may seek to designate further valued landscapes at a neighbourhood scale, which are not identified at the district scale. Neighbourhood plans are encouraged to use similar criteria to those set out in this assessment to identify valued landscapes at a neighbourhood scale.

## Landscape

### Policy NH6 – Landscape

- 1) South Oxfordshire and Vale of White Horse's landscapes, countryside and rural areas will be protected from harmful development. Proposals should be accompanied by a Landscape and Visual Impact Assessment or a Landscape and Visual Appraisal which is proportionate to the level of landscape sensitivity and scale of development.
- 2) Development must appropriately respond to its setting by:
  - a) responding to landscape character (as defined in a Joint South Oxfordshire and Vale of White Horse Landscape Character Assessment, National Character Areas and associated profiles and other relevant Landscape Character Assessments in neighbourhood plans);
  - b) being physically sensitive to and visually integrated into the landscape;
  - c) preserving settlement character and setting; and
  - d) maintaining the physical and visual separation between settlements, with consideration given to cumulative impacts with other existing or proposed development.
- 3) Development will only be permitted where it protects and, where possible, enhances the features and functions that contribute to the nature and quality of the landscape, in particular:
  - a) trees (including individual trees, groups of trees and woodlands), hedgerows and field boundaries;
  - b) irreplaceable habitats such as ancient woodland and aged or veteran trees found outside ancient woodland;
  - c) the landscapes, waterscapes, cultural heritage and user enjoyment of the River Thames, its tributaries and flood plains;



- d) other watercourses and waterbodies, including globally rare chalk streams;
  - e) topographical features;
  - f) areas or features of cultural and historic value, including historic landscape patterns;
  - g) good quality views and visually sensitive skylines, including the Oxford View Cones<sup>a</sup> and their backdrops / settings; and
  - h) aesthetic and perceptual factors such as tranquillity, wildness, intactness, rarity and enclosure.
- 4) Where appropriate, development should consider opportunities to enhance and restore damaged and/or poor-quality landscapes, features and functions.

<sup>a</sup> Oxford City Council (2015) Assessment of the Oxford View Cones, available at: [www.oxford.gov.uk/info/20064/conservation/876/oxford\\_views\\_study](http://www.oxford.gov.uk/info/20064/conservation/876/oxford_views_study)

12.37 Landscapes have multifaceted benefits, impacting the environment and society through, among other things, providing views, contributing to biodiversity and providing the opportunity to get out from built up areas into nature through the Public Rights of Way network. South Oxfordshire and Vale of White Horse are mainly rural districts. The quality and character of the countryside, and its relationship with settlements, is a key part of what makes the districts such desirable places to live, work and visit.

12.38 Policy NH6 (Landscape) manages development in a way that protects and enhances what makes our districts special. This includes identifying specific landscape functions and features that should be protected and enhanced, protecting the setting of settlements and separation between settlements, and encouraging enhancement of damaged and/or poor quality landscapes. To assess and determine whether a development responds appropriately to its setting, the councils will use the evidence base on the districts' landscape which includes the Landscape Character Assessment<sup>96</sup>, National Character Areas and associated profiles and other relevant Landscape Character Assessments in neighbourhood plans. We would expect development proposals to be accompanied by discussion of the impacts on landscape through a proportionate Landscape and Visual Impact Assessment or Landscape and Visual Appraisal.

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<sup>96</sup> The Landscape Character Assessment (September 2024) splits the districts into distinct Landscape Character Areas which are shown on our Policies Map.

## Tranquillity

### Policy NH7 – Tranquillity

- 1) Development proposals should conserve and enhance tranquillity, protecting areas which are prized as relatively most tranquil (zone 1 in the Tranquillity Assessment), through demonstrating consideration of impacts on tranquillity<sup>a</sup> as appropriate to the zone. Development proposals within all tranquillity zones should protect and enhance features which are referenced as contributing positively to tranquillity at their location, as well as incorporating features to reduce negative factors; as shown within the Tranquillity Assessment.
- 2) In determining planning applications, the following factors will be considered:
  - a) visual and aural impacts;
  - b) direct and indirect impacts; and
  - c) impacts on users of the Public Right of Way network and other publicly accessible locations.
- 3) Proposals that are likely to negatively impact on tranquillity, with reference to the factors that increase or detract from tranquillity, should demonstrate the ways in which tranquillity has been designed into the development by seeking to (a) avoid and (b) minimise impacts through appropriate mitigation.
- 4) Development in areas with lower levels of relative tranquillity should take opportunities to enhance tranquillity where these exist (for example through high quality design and the provision of green infrastructure).

<sup>a</sup> Making use of the User Guidance within the Tranquillity Assessment

12.39 Tranquillity is related to the feeling of calm and connection to nature experienced in places with lots of natural features and few disturbances from manmade features. For example, places where natural sounds such as birdsong or flowing water are more prominent than background noise from traffic. Tranquillity adds to sense of place and landscape character, as well as having benefits for human health and for nature. For many people, the Covid-19 pandemic emphasised the importance of local access to tranquil places, including within the urban environment.

- 12.40 The National Planning Policy Framework (NPPF) states that planning policies should identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason<sup>97</sup>. Tranquillity is not just about noise, there are a range of factors that can positively or negatively impact upon tranquillity, including visual features (such as manmade structures, moving traffic and artificial light).
- 12.41 The Joint Local Plan Tranquillity Assessment assesses, describes and maps relative levels of tranquillity across the districts. Mapped layers showing the positive indicators of tranquillity, negative indicators of tranquillity and overall (combined) tranquillity are shown on our Policies Map. The assessment also provides recommendations on how development should respond to the local circumstances to best protect and enhance tranquillity, through tranquillity being designed into developments. It includes a User Guidance section which sets out how development, land use change and environmental improvements should be managed in each tranquil area zone.
- 12.42 We are prioritising protecting areas identified as within zone 1 in the Tranquillity Assessment, but equally protection and enhancement of tranquillity should be considered across the districts. The User Guide in the Tranquillity Assessment introduces recommendations for how development might prevent harm to the most positive features, but also recommends designing in elements that address or mitigate some of the factors that score less well for tranquillity. Enhancing tranquillity can be achieved by considering how development can lift up these lower scoring areas.

## The historic environment

### Policy NH8 – The historic environment

- 1) Proposals for new development that may affect designated and non-designated heritage assets should take account of the desirability of sustaining and enhancing the significance of those assets and putting them to viable uses consistent with their conservation.
- 2) Proposals for new development should be sensitively designed and should not cause harm to the historic environment. Applicants will be required to demonstrate that they have considered this through a heritage assessment. Proposals that have an impact on heritage assets (designated and non-designated) will be supported particularly where they:

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<sup>97</sup> NPPF, Paragraph 191b

- a) conserve and enhance the significance of the heritage asset and its setting. The more important the heritage asset, the greater the weight that will be given to its conservation;
  - b) make a positive contribution to local character and distinctiveness (through high standards of design, reflecting its significance, including through the use of appropriate materials and construction techniques);
  - c) make a positive contribution towards wider public benefits;
  - d) provide a viable future use for a heritage asset that is consistent with the conservation of its significance; and
  - e) protect a heritage asset that is currently at risk:
- 3) When considering the impact of a proposed development on the significance of a designated heritage asset, great weight will be given to the asset's conservation (and the more important the asset, the greater the weight that will be given). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance. Any harm to, or loss of, the significance of a designated heritage asset will require clear and convincing justification.
  - 4) Non-designated heritage assets, where identified through local or neighbourhood plan-making or contained within the Historic Environment Record (HER)<sup>a</sup>, Conservation Area Appraisal, or review or through the planning application process, will be recognised as heritage assets in accordance with national guidance and any local criteria. Development proposals that directly or indirectly affect the significance of a non-designated heritage asset will be determined with regard to the scale of any harm or loss and the significance of the asset.
  - 5) In support of planning applications, applicants will be required to describe, in line with best practice and relevant national guidance, the significance of any heritage assets affected including any contribution made by their setting. The level of detail should be proportionate to the asset's importance. It should be demonstrated that, where relevant, surveys and field work have been carried out prior to submission and that the results have informed the heritage assessment. In some circumstances further survey, analysis and/or recording will be made a condition of consent.
  - 6) Encouragement will be given to schemes that will help secure the long-term conservation of vacant and under-used historic buildings to prevent deterioration of condition and bring them back into appropriate use.

- 7) Encouragement will be given to alterations to historic buildings to improve energy efficiency and the delivery of renewable energy measures, providing that they are technically appropriate for the building and respect the character and significance of the affected heritage assets and their settings.
- 8) Developers will also be expected to report, publish, and deposit the results of any investigations into heritage assets with the HER and the relevant local and county authorities.

<sup>a</sup> *Oxfordshire County Council, Oxfordshire Historic Environmental Record, available at: <https://www.oxfordshire.gov.uk/residents/environment-and-planning/archaeology/historic-environment-record>*

- 12.43 The historic environment is of great value to our communities and creates a sense of identity in our districts. A heritage asset is a building, monument, site, place, area or landscape that is identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified within the Oxfordshire Historic Environment Record (HER) and by Local Planning Authorities (including local listing).
- 12.44 Development proposals should refer to sources of information on the historic environment such as the Oxfordshire Historic Environment Record, The National Heritage List for England<sup>98</sup>, the Joint Local Plan Heritage Impact Assessment<sup>99</sup>, and where relevant, Conservation Area Character Appraisals at an early stage to ensure that proposals are based on an understanding of the significance of any heritage assets that may be affected. Development proposals should also take into account the principles set out in the Joint Design Guide and other relevant guidance.
- 12.45 In some circumstances, further surveys and analysis may be required prior to any application being determined. Heritage Statements, Statements of Significance, and Impact Assessments should be produced in line with current best practice and relevant national guidance.
- 12.46 It is also important for policies relating to the historic environment to consider energy efficiency and the delivery of renewable energy measures to support the transition to a low carbon future. Policy NH8 (The historic environment) and Policy NH13 (Historic environment and climate change) seek to address this by setting out how the protection and enhancement of historic buildings and heritage assets should be balanced with the need to respond to the Climate Emergency.

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<sup>98</sup> Historic England, National Heritage List, available at <https://historicengland.org.uk/listing/the-list/>

<sup>99</sup> South Oxfordshire and Vale of White Horse (2024) Heritage Impact Assessment (prepared by Chris Blandford Associates), available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)

12.47 This policy also explains that non-designated heritage assets will be recognised as heritage assets in accordance with national guidance and any local criteria. The councils encourage neighbourhood plans and Conservation Area Appraisals to identify assets to add to the local list. The councils will also support neighbourhood plans where they seek to assess their heritage assets and add to the evidence base.

## Listed Buildings

### Policy NH9 – Listed Buildings

- 1) Proposals for development, including change of use, that involve any alteration of, addition to, or partial demolition of a Listed Building, or within the curtilage of, or affecting the setting of a Listed Building will be expected to:
  - a) conserve, enhance or better reveal those elements which contribute to the heritage significance and/or its setting;
  - b) respect any features of special architectural or historic interest, including, where relevant, the historic curtilage or context, such as burgage plots, parklands or fields, or its value within a group and/or its setting, such as the importance of a street frontage or traditional shopfronts, designed landscapes or historic farmyards; and
  - c) be sympathetic to the Listed Building and its setting in terms of its siting, size, scale, height, alignment, materials, and finishes (including colour and texture), design and form, in order to retain the special interest that justifies its designation through appropriate design, with regard to the Joint Design Guide.
- 2) Development proposals affecting the significance of a Listed Building (including its setting) that will lead to substantial harm or total loss of significance will be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that demonstrably outweigh that harm or loss or where the applicant can demonstrate that:
  - a) the nature of the heritage asset prevents all reasonable uses of the site;
  - b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation;

- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
  - d) the harm or loss is outweighed by the benefit of bringing the site back into use.
- 3) Development proposals that would result in less than substantial harm to the significance of a Listed Building will be expected to:
- a) minimise harm and avoid adverse impacts, and provide justification for any adverse impacts, harm, or loss of significance;
  - b) identify any demonstrable public benefits or exceptional circumstances in relation to the development proposed including, where appropriate, securing its optimum viable use as supported by relevant evidence; and
  - c) investigate and record changes or loss of fabric, features, objects, or remains, both known and unknown, in a manner proportionate to the importance of the change or loss, and to make this information publicly accessible.
- 4) Changes of use will be supported where it can be demonstrated that the new use can be accommodated in a manner appropriate to its significance and historic character without any adverse effect on the special architectural or historic interest of the building and its appearance, character, and setting.

12.48 A Listed Building is a building, object or structure fixed to the building or within the building's curtilage that has been judged to be of national importance in terms of architectural or historic interest and included on a special register, called the National Heritage List for England. There are over 5,000 Listed Buildings across the districts, including country houses, cottages, bridges, telephone kiosks and more.

12.49 When a building is listed, it is listed in its entirety, which means that both the exterior and the interior are protected which includes interior features and fabric such as staircases, panelling, roof structures, floors, walls, fireplaces, doors etc. In addition, any object or structure fixed to the building, and any object or structure within the curtilage of the building, which although not fixed to the building, forms part of the land and has done so since before 1 July 1948, are treated as being part of the listed building.

12.50 If applicants are required to submit evidence of marketing or viability, we have an advisory note at Appendix 6 of the plan that sets out our expectations about what that evidence should demonstrate.

## Conservation Areas

### Policy NH10 – Conservation Areas

- 1) Proposals for development within or affecting the setting of a Conservation Area must conserve or enhance its special interest, character, setting and appearance and comply with any additional restrictions<sup>a</sup>. Development will be expected to:
  - a) contribute to the Conservation Area's special interest and its relationship within its setting. The special characteristics of the Conservation Area (such as existing walls, buildings, trees, hedges, burgage plots, traditional shopfronts and signs, farm groups, medieval townscapes, archaeological features, historic routes etc.) should be preserved;
  - b) take into account important views within, into or out of the Conservation Area and show that these would be retained and unharmed;
  - c) respect the local character and distinctiveness of the Conservation Area in terms of the development's siting, size, scale, height, alignment, materials and finishes (including colour and texture), proportions, design, and form, and should have regard to the Joint Design Guide and any relevant Conservation Area Character Appraisal;
  - d) be sympathetic to the original curtilage of buildings and pattern of development that forms part of the historic interest of the Conservation Area;
  - e) be sympathetic to important spaces such as paddocks, greens, gardens and other gaps or spaces between buildings which make a positive contribution to the pattern of development in the Conservation Area;
  - f) ensure the wider social and environmental effects generated by the development are compatible with the existing character and appearance of the Conservation Area; and



- g) ensure no loss of, or harm to, any building or feature that makes a positive contribution to the special interest, character or appearance of the Conservation Area.
- 2) Where a development proposal within a Conservation Area would enhance or better reveal the significance of the Conservation Area and its setting, this will be encouraged. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) will be supported.
  - 3) Where a proposed development will lead to substantial harm to or total loss of significance of a Conservation Area, consent will only be granted where it can be demonstrated that the substantial harm is necessary to achieve substantial public benefits that outweigh that harm or loss.
  - 4) Where a development proposal will lead to less than substantial harm to the significance of a Conservation Area, this harm will be weighed against the public benefits of the proposal.
  - 5) Wherever possible the sympathetic restoration and re-use of structures which make a positive contribution to the special interest, character or appearance of the Conservation Area will be encouraged to prevent harm through the cumulative loss of features which are an asset to the Conservation Area.

<sup>a</sup> Including any Article 4 (1) Directions or legal agreements

12.51 Conservation Areas are defined as “areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance” by the Planning (Listed Buildings and Conservation Areas) Act 1990. Section 69 (1) of the Act requires that the councils designate Conservation Areas to cover parts of the districts that are of special architectural or historic interest. There are 123 of these Conservation Areas across South Oxfordshire and Vale of White Horse, which form an important and visible part of the districts’ cultural heritage and enhance the attractiveness of individual settlements or areas for residents and visitors.

12.52 Groups of buildings, open spaces, trees, historic settlement patterns, village greens, or features of archaeological interest, may all contribute to the special character of an area, and it is that character which Conservation Area legislation seeks to preserve and enhance.

- 12.53 A feature of many towns and some villages are ‘burgage plots’ (medieval rental plots with long narrow curtilages). Surviving patterns of burgage plots have considerable historic and archaeological significance and they contribute much to the character and local distinctiveness of our towns and villages including Abingdon, Henley-on-Thames, Thame and Wallingford.
- 12.54 When undertaking Conservation Area Appraisals, the opportunity will be taken to produce and update lists of locally important non-designated heritage assets and identification of any heritage assets ‘at risk’ in order to encourage better understanding.

## Archaeology and Scheduled Monuments

### Policy NH11 – Archaeology and Scheduled Monuments

- 1) Development must protect the site and setting of Scheduled Monuments and nationally important non-designated archaeological remains.
- 2) Applicants will be expected to undertake an assessment of appropriate detail to determine whether the development site is known to, or is likely to, contain archaeological remains. Proposals must show the development proposals have had regard to any such remains and that they have consulted the Historic Environment Record (HER).
- 3) Where the assessment indicates archaeological remains on site, or the potential for such remains to be present, and development could disturb or adversely affect archaeological remains and/or their setting, applicants will be expected to:
  - a) submit an appropriate archaeological desk-based assessment; and
  - b) to undertake a field evaluation (conducted by a suitably qualified archaeological organisation), where necessary.
- 4) Applicants must agree the scope of assessment and field evaluation with Oxfordshire County Council or Historic England in the case of Scheduled Monuments, through a written scheme of investigation and in advance of any assessment or trial trenching / groundworks.
- 5) Nationally important archaeological remains (whether scheduled or demonstrably of equivalent significance) should be preserved in situ. Non-designated archaeological sites or deposits of significance equal to that of a nationally important monument will be assessed as though those sites or deposits are designated.

- 6) Where a proposed development will lead to substantial harm to or total loss of significance of such remains, consent will only be permitted where it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss.
- 7) Where a development proposal will lead to less than substantial harm to the significance of such remains, this harm will be weighed against the public benefits of the proposal.
- 8) For other non-designated heritage assets of archaeological interest, the effect of a development proposal on the significance of the remains, either directly or indirectly, will be taken into account in determining the application. As such assets are irreplaceable, the presumption will be in favour of the avoidance of harm. The scale of the harm or loss will be weighed against this presumption and the significance of the heritage asset.
- 9) In exceptional cases, where harm to or loss of significance to the asset is considered to be justified, the harm should be minimised, and mitigated by a programme of archaeological investigation, including excavation, recording and analysis. The aim of mitigation should be where possible to preserve archaeological remains in situ, to promote public enjoyment of heritage and to record and advance knowledge. Planning permission will not be granted until this programme has been submitted to, and approved by, the council and development must not commence until these works have been satisfactorily undertaken by an appropriately qualified organisation. The results and analysis of findings subsequent to the investigation must be published and made available to the relevant local and county authorities. The full archive generated from any archaeological assessment or investigation will need to be deposited with the Oxfordshire County Museums Service. Applicants will be required to adequately protect archaeological remains from impacts arising from climate change mitigation measures such as tree planting.

12.55 Archaeological remains are an irreplaceable resource that provide us with a unique window into the past. There is likely to be archaeology that is not yet discovered and therefore it is important that appropriate assessment and surveys are carried out as part of development proposals. To support the continued conservation and enhancement of archaeological remains, development proposals must comply with national policy and legislation.

12.56 Some nationally important sites are listed as Ancient Monuments by the government on the advice of Historic England. A Scheduled Monument is a site that is legally protected because of its historical importance. According to the government's

Protecting Rural Landscapes and Features guidance<sup>100</sup>, Scheduled Monuments range from archaeological sites, such as ancient burial mounds, to more recent remains, such as from World War 2. Scheduled Monuments are given statutory protection under the Ancient Monuments and Archaeological Areas Act 1979. Scheduled Monument Consent is required for most works and other activities that physically affect a Scheduled Monument<sup>101</sup>. Historic England guidance sets out that this is a very strict regime under which very little, if any, disturbance of the monument is possible without consent from the Secretary of State. There are 129 Scheduled Monuments across the two districts, which must be protected in line with our statutory duties.

- 12.57 Climate change mitigation actions, for example tree planting, can have an impact on archaeological remains and applicants are required to adequately protect archaeological remains from potential impacts from climate change mitigation measures. Alternative climate change mitigation measures that would not negatively affect archaeological remains should be explored by applicants.

## Historic Battlefields, Registered Parks and Gardens and Historic Landscapes

### Policy NH12 – Historic Battlefields, Registered Parks and Gardens and Historic Landscapes

- 1) Proposals should conserve and enhance the special historic interest, character or setting of a battlefield, or park or garden on the Historic England Register of Historic Battlefields or Register of Historic Parks and Gardens of Special Historic Interest in England.
- 2) Any harm to or loss of significance of any heritage asset requires clear and convincing justification. Substantial harm to or loss of these assets should be wholly exceptional in the case of Registered Historic Battlefields and Grade I and Grade II\* Registered Historic Parks and Gardens and exceptional in the case of Grade II Registered Historic Parks and Gardens.
- 3) Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, consent will only be granted where it can be demonstrated that the substantial harm or loss is necessary to

<sup>100</sup> Government guidance on protecting rural landscapes and features, available at: [www.gov.uk/protecting-rural-landscapes-and-features/print](http://www.gov.uk/protecting-rural-landscapes-and-features/print)

<sup>101</sup> Information on Scheduled Monument Consent, available at: [historicengland.org.uk/advice/hpg/consent/smc/](http://historicengland.org.uk/advice/hpg/consent/smc/)

achieve substantial public benefits that outweigh that harm or loss. Applicants must demonstrate that all other options for their conservation or use have been explored.

- 4) Where a proposed development will lead to less than substantial harm to the significance of a designated heritage asset, this harm will be weighed against the public benefits of the proposal.
- 5) Development proposals that directly or indirectly affect the significance of non-designated historic battlefields, parks and historic landscapes, including historic routes, will be determined with regard to the scale of any harm or loss and the significance of the asset.
- 6) Applicants will be required to describe, in line with best practice and relevant national guidance, the significance of any heritage assets affected including any contribution made by their setting. It should be demonstrated that, where relevant, surveys and field work have been carried out prior to submission and that the results have informed the heritage assessment. The level of detail should be proportionate to the asset's importance. In some circumstances, further survey, analysis, and recording will be made a condition of consent.

12.58 Historic battlefields, landscapes and parks and gardens are an important part of the districts' heritage and environment. They comprise a variety of features including the open space itself, views in and out, archaeological remains, ridge and furrow and, in the case of parks or gardens, a conscious design incorporating planting, water features, and frequently, buildings. The green infrastructure and biodiversity value of historic landscapes is also important, and our historic landscape importance is evidenced further in the Oxfordshire Historic Landscape Character Assessment<sup>102</sup>. There is a need to protect historic battlefields, landscapes and parks and gardens and their settings and to encourage sympathetic management wherever possible.

12.59 Historic England's Register of Historic Battlefields identifies important English battlefields with the purpose of protecting them through the planning system and promoting better understanding of their significance. Although there are no Historic Battlefields in Vale of White Horse, the South Oxfordshire site of the Civil War Battle of Chalgrove 1643 is included on the Register of Historic Battlefields.

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<sup>102</sup> Oxfordshire County Council, Oxfordshire Historic Landscape Characterisation Project, available at: <https://www.oxfordshire.gov.uk/residents/environment-and-planning/archaeology/landscape-characterisation>

12.60 There are also 21 Registered Parks and Gardens across the districts; 13 in South Oxfordshire and 8 in Vale of White Horse. The main purpose of Historic England's Register of Parks and Gardens of Special Historic Interest in England is to celebrate notable designed landscapes and encourage their protection.

12.61 Applicants will be required to describe the significance of any heritage assets affected including any contribution made by their setting, in line with best practice and relevant national guidance. This could include a description of the assets character, important features (including the relationship with any other designated or non-designated heritage assets) and key views.

## Historic environment and climate change

### Policy NH13 – Historic environment and climate change

- 1) Proposals for small-scale renewable and low carbon energy generation affecting the historic environment will be assessed on a case-by-case basis and supported provided that they are designed to avoid or minimise harm to the significance of designated and non-designated assets, including their settings, and would not unacceptably harm that significance.
- 2) Where proposals requiring planning permission and/or Listed Building Consent involve improving the energy efficiency of historic buildings, applicants should demonstrate that traditional and/or reversible methods have been fully explored before proposing irreversible and potentially harmful interventions to historic fabric of traditional construction.
- 3) The retention and re-use of historic buildings, buildings of traditional construction and other heritage assets will be encouraged as a sustainable resource and for their value as part of the historic environment. The retention and re-use of historic buildings and historic fabric will also be encouraged where the embodied carbon within the existing structure would lower the carbon footprint of the proposed development.

12.62 Both councils have declared climate emergencies and have set targets to become carbon neutral districts, with South Oxfordshire currently aiming to reach this in 2030, and Vale of White Horse currently aiming to reach this by 2045.

12.63 The districts are both home to a unique and rich historic environment, with over 5,000 Listed Buildings, over 120 Conservation Areas and many other unique designated and non-designated heritage assets. The districts' historic buildings will therefore

need to play their part in the transition to a low carbon future. Historic England's Heritage Counts<sup>103</sup> report's closing recommendation states that "The climate change crisis demands a new approach to managing change to the built environment. We must prioritise our existing buildings by making refurbishment and re-use of existing buildings worthwhile, compared to knocking them down. We must move towards a whole life carbon approach for buildings to ensure we make more holistic and sustainable decisions".

- 12.64 Historic England emphasise the importance of a "whole building approach"<sup>104</sup> to energy efficiency in the historic environment. This approach deals with specific situations rather than generalised solutions. The opportunities and constraints for a particular building or site can vary widely depending on the context. The optimum approach to improving energy efficiency or reducing carbon in one case is likely to differ from another case, even if buildings appear to be similar. As a result, a site-specific approach is needed.
- 12.65 In many cases, proposals for energy efficiency measures or small-scale renewable energy measures, for example solar panels on a house, would not require planning permission as they would fall under permitted development. It is important to note that additional protections are in place to avoid harm to the significance of historic assets. Policy NH13 (Historic environment and climate change) helps to determine the cases where an appropriate solution can be found to sensitively retrofitting a historic building.

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<sup>103</sup> Historic England Heritage Counts report, available at: <https://historicengland.org.uk/content/heritage-counts/pub/2019/hc2019-re-use-recycle-to-reduce-carbon/>

<sup>104</sup> Historic England advice on Energy Efficiency and Retrofit in Historic Buildings, available at: [historicengland.org.uk/images-books/publications/eehb-how-to-improve-energy-efficiency/heag094-how-to-improve-energy-efficiency/](https://historicengland.org.uk/images-books/publications/eehb-how-to-improve-energy-efficiency/heag094-how-to-improve-energy-efficiency/)

# Chapter 13 – Infrastructure, transport, connectivity and communications





## 13. Infrastructure, transport, connectivity and communications

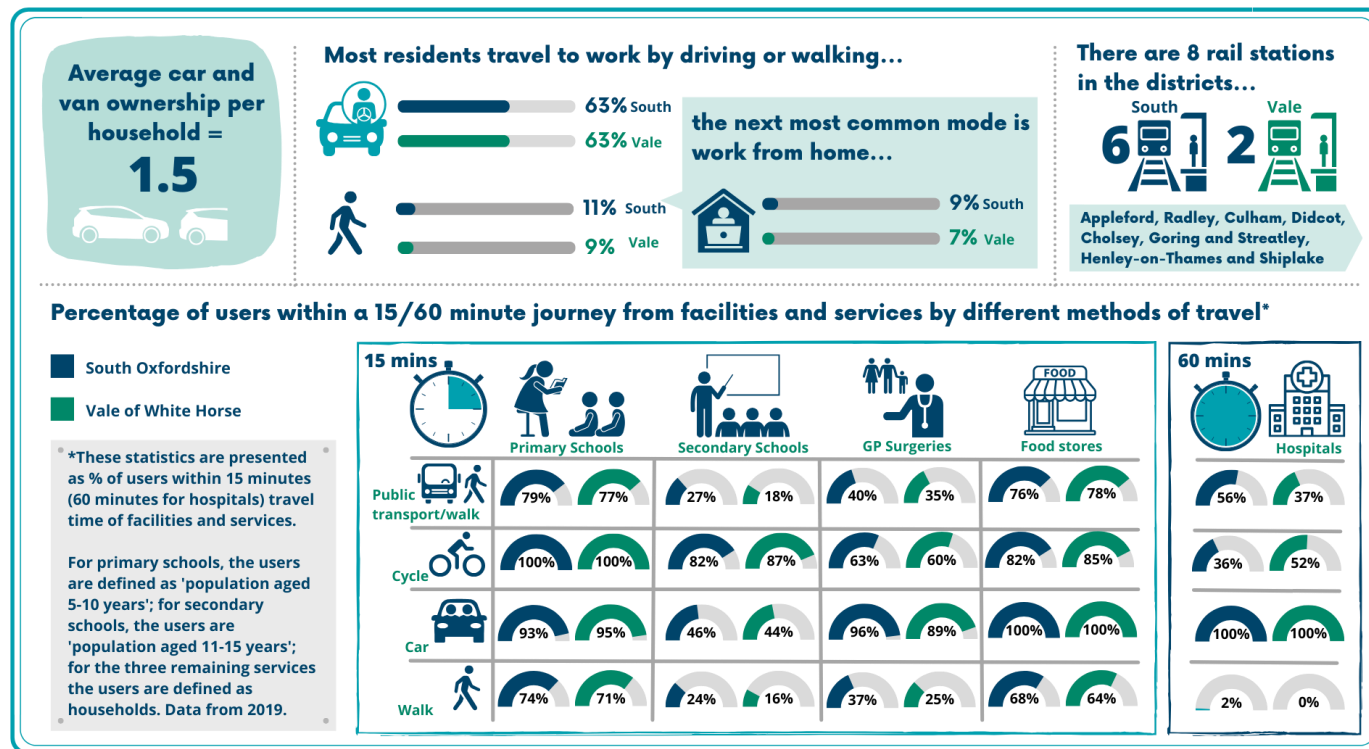
### Introduction

- 13.1 This chapter sets out our ambition to ensure development is served and supported by appropriate on and off site infrastructure.
- 13.2 High quality, reliable infrastructure is essential for our residents and our economy to operate efficiently. This infrastructure can range from strategic travel networks to our ability to access the internet to work from home and provide services. We rely on this infrastructure network to access work, school, shops, leisure and health facilities. Improving accessibility to services and employment is therefore fundamental to sustainable development. Delivering new infrastructure across our districts is a priority, as well as ensuring essential infrastructure remains in place to serve our communities. We want new development to be supported by necessary and adequate infrastructure and services so that our residents can benefit from accessing them to meet their needs.
- 13.3 A key focus in this plan is a new approach to transport. We want to ensure that there is a “genuine choice” for travel by establishing this new approach to transport planning, known as the ‘Decide and Provide Approach’ (or ‘Vision and Validate’). This approach will require new developments to focus on delivering sustainable transport and accessibility, which helps to align with our aim to provide a genuine choice whilst encouraging sustainable and active travel options in accordance with our ambitions for climate change and healthy places.
- 13.4 We want to make sure new development in the district delivers against our standards for cycle and car parking, as well as design requirements for cycle parking, car parking and electric vehicle charging. Improved access to a wider range of transport modes will make travel choices more convenient and easier for our residents. This is further enhanced by promoting welfare facilities to support the uptake of active travel.
- 13.5 This chapter also sets out our requirements for large vehicle management and strategies to reduce large vehicle road miles. It sets aims for consolidation of goods and transfer to rail freight, alongside service facilities to ensure long distance freight drivers are suitably catered for. This will help relieve pressure on the road network to prevent congestion and delays for other road users.
- 13.6 Delivering infrastructure to support our residents includes the promotion of faster, more reliable and more comprehensive digital connectivity, which will enable people to work, shop and access services from home and help reduce the need to travel. This

chapter sets out the requirements for the provision of broadband, mobile phone infrastructure and infrastructure to accommodate future advancements in digital technology.

13.7 We have also considered opportunities to safeguard land to ensure infrastructure is provided when required to support our residents. This includes safeguarding land for planned transport schemes to support the future movement of people and services. It also provides an opportunity to support delivery of safeguarded schemes where they relate to new development. In addition to transport safeguarding, this chapter also safeguards blue infrastructure schemes including the historic alignment of the Wilts and Berks canal to support its restoration as much as possible. Safeguarding the canal will help protect its local heritage with a view to re-establishing the historic alignments of the canal and supporting the long-term ambition for it to operate as a navigable waterway. Land for the South East Strategic Reservoir Option (SESRO) is also safeguarded to discourage development from taking place within the identified area, should the reservoir come forward in the future.

13.8 Here are some facts and figures that help set the scene for this chapter:



## List of policies in this chapter

- Policy IN1: Infrastructure and service provision
- Policy IN2: Sustainable transport and accessibility
- Policy IN3: Transport infrastructure and safeguarding
- Policy IN4: Wilts and Berks Canal safeguarding
- Policy IN5: Cycle and car parking standards
- Policy IN6: Deliveries and freight
- Policy IN7: South East Strategic Reservoir Option (SESRO) safeguarding
- Policy IN8: Digital connectivity

## Infrastructure and service provision

### Policy IN1 – Infrastructure and service provision

- 1) New development must be served and supported by appropriate and adequate on site and off site infrastructure and services.
- 2) Planning permission will only be granted for developments where the infrastructure and services needed to meet the needs of the new development are already in place or can be provided. Where appropriate, and agreed with the council, financial contributions payable to an agreed timetable will be sought to enable the delivery of infrastructure and/or services by another party. Alternatively, infrastructure and/or services may be required to be delivered by the developer to an agreed timetable. Infrastructure and/or services includes the requirements set out in the councils' Infrastructure Delivery Plan<sup>a</sup>, the Developer Contributions Supplementary Planning Document<sup>b</sup>, the safeguarded schemes listed in Policy IN3 (Transport infrastructure and safeguarding), Housing Infrastructure Fund infrastructure, Local Cycling and Walking Infrastructure Plans (LCWIPs), Leisure Facilities Assessment and Strategy<sup>c</sup> and Playing Pitch Strategy<sup>d</sup>, Green Infrastructure Strategy and Open Space Study<sup>e</sup>, any relevant made neighbourhood plans, and/or infrastructure and services needed to mitigate the impact of the new development to make it acceptable in planning terms.
- 3) Infrastructure and services are required as a consequence of development, and if required, provision for their maintenance will be sought from developers and secured through Section 106 planning obligations, conditions attached to a planning permission, other agreements and funding through the council's Community Infrastructure Levy (CIL), or

other mechanisms. This applies equally where external funding for infrastructure necessary for development has been secured (including where the infrastructure is delivered ahead of development), on the expectation that funding shall be recovered from development.

- 4) Development will also need to take account of existing public utility infrastructure on / or affecting sites, for example, sewage treatment works, electricity pylons or gas pipelines running across development sites. Early engagement with infrastructure providers will be necessary (including at pre-application advice stage), with any changes set down and agreed at planning application stage, for example through planning conditions.
- 5) New infrastructure should be designed to ensure easy access for maintenance and upgrades, to minimise disruption when works are undertaken.

<sup>a</sup> *South Oxfordshire and Vale of White Horse (2024) Infrastructure Delivery Plan, available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)*

<sup>b</sup> *South Oxfordshire (2022) Developer Contributions SPD, available at: <https://www.southoxon.gov.uk/south-oxfordshire-district-council/planning-and-development/local-plan-and-planning-policies/spds-and-spgs/developer-contributions-spd/> and Vale of White Horse (2021) Developer Contributions SPD, available at: <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/supplementary-planning-documents/developercontributionsspd/>*

<sup>c</sup> *South Oxfordshire and Vale of White Horse (2024) Leisure Facilities Assessment and Strategy (prepared by Stuart Todd Associates) – note separate documents for each council, available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)*

<sup>d</sup> *South Oxfordshire and Vale of White Horse (2024) Playing Pitch Strategy (prepared by Stuart Todd Associates) – note separate documents for each council, available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)*

<sup>e</sup> *South Oxfordshire and Vale of White Horse (2024) Green Infrastructure Strategy and Open Space Study (prepared by Land Use Consultants), available at: [www.southandvale.gov.uk/JLPEvidence](http://www.southandvale.gov.uk/JLPEvidence)*

13.9 Policy IN1 (Infrastructure and service provision) sets the requirement for all new development to be served and supported by appropriate on site and off site infrastructure and services.

13.10 Successful and sustainable communities and new developments depend on suitable physical, environmental and social infrastructure being in place to meet the needs of their residents. These needs include transport, utilities and waste, social infrastructure, environmental and green infrastructure, cultural, education, health, open space, leisure, faith and community facilities. The level and type of infrastructure can range from major investments such as new schools, to support for community transport schemes.

- 13.11 New development needs to make best use of existing infrastructure where capacity exists to accommodate needs, and the infrastructure is of an appropriate attractiveness and quality. Requirements arising from the needs of a development can be met through improvements to, or provision of new, infrastructure and services.
- 13.12 New development may also need to take into account existing infrastructure constraints, such as the presence of overhead powerlines or gas pipelines. It will be important for developers to engage early in the planning process with the organisations responsible for these distribution networks, including National Grid or Scottish and Southern Electricity Networks, to see how these can best be accommodated within new development.
- 13.13 The provision or improvement of infrastructure needed to support development will usually be secured through the use of planning conditions attached to a planning permission, or through contributions from, or direct delivery by, developers through legal agreements. Alternatively, we can attach planning conditions or secure funding via the Community Infrastructure Levy to deliver this infrastructure. Where local facilities, open space, play areas and community infrastructure are delivered by new developments, the councils' preference is for these to be transferred to town and parish councils, or other local community groups or organisations, rather than to a privately run management company.
- 13.14 To maintain and provide infrastructure and other community services effectively, it is essential that there is a partnership working approach between the public, private and voluntary sector agencies involved. The councils will continue to work closely with a wide range of infrastructure providers and stakeholders. Key organisations include Oxfordshire County Council, National Highways, the NHS Integrated Care Board, town and parish councils, Thames Water and the Environment Agency.

## **Sustainable transport and accessibility**

### **Policy IN2 – Sustainable transport and accessibility**

- 1) Development proposals must demonstrate that:
  - a) the location and proposed layout will maximise active and sustainable travel opportunities, minimising the need to travel by car, with sustainable travel opportunities integrated into the design;

- b) viable active and sustainable travel choices have been assessed for suitability where currently available or will be delivered where levels are insufficient for users of the development to access day-to-day amenities. Any identified improvements to active and sustainable travel choices required by a development (on and off site) must be delivered ahead of occupation; and
- c) access to the development is safe and convenient for all highway users, and in line with Oxfordshire County Council's Transport User Hierarchy<sup>a</sup>.

2) All major development proposals must demonstrate that:

- a) the application is consistent with the guiding principles of the Oxfordshire's Local Transport and Connectivity Plan and supporting documents<sup>b</sup>, Planning Practice Guidance on Travel Plans, Transport Assessments and Statements<sup>c</sup> and guidance from National Highways<sup>d</sup>;
- b) the Active Travel England Planning Application Assessment Toolkit<sup>e</sup> has been used, where appropriate,
- c) provision of infrastructure and services has been prioritised in accordance with Oxfordshire County Council's Transport User Hierarchy, as set out in Policy 1 of the Local Transport and Connectivity Plan;
- d) they address any road safety issues in accordance with Oxfordshire County Council's Vision Zero Approach;
- e) they do not worsen air quality issues and provide air quality mitigation measures where suitable;
- f) they contribute to and enhance the provision of active and sustainable transport infrastructure (both on and off site) and, where feasible, implement new travel and transportation technology and services necessary to support that development, either through direct delivery or developer contributions;
- g) the methodology in Oxfordshire County Council's Implementing Decide and Provide: Requirements for Transport Assessments document<sup>f</sup> has been used to assess the need for infrastructure and provision of transport services;
- h) they have made reasonable provision of car club and lift sharing opportunities for users of the development. Provision of community transport and innovative transport projects, as well as projects that develop the use of new technologies, will be encouraged to promote greater travel choice; and

- i) they align with and help to deliver planned transport infrastructure (as set out in Policy IN3 (Transport infrastructure and safeguarding)) where future users of the development are likely to utilise the infrastructure.

### Transport documents to support planning applications

- 3) Transport Statements, Transport Assessments and Travel Plans must be provided to support planning applications in accordance with Oxfordshire County Council's thresholds for developments of different sizes / types. These should apply the principles set out in county guidance documents and should also follow the latest relevant national guidance.
- 4) Travel Plans, where required, must set out measures that seek to promote and support modal shift to walking, cycling and wheeling, and public transport use for a range of trip purposes through agreed targets and monitoring arrangements. Travel Plan initiatives must seek to reduce demand for travel by private cars. Initiatives and infrastructure provision should facilitate electric, or other fuelled vehicle use, in line with Oxfordshire County Council's Parking Standards for New Developments<sup>9</sup>. Mitigation strategies will be used to address anticipated impacts, these should initially relate to active and sustainable travel. Mitigation strategies must be monitored to ensure the anticipated outcomes are achieved, if they are not achieved, further mitigation measures may be required.

<sup>a</sup> See Policy 1 of the Oxfordshire County Council (2022) Local Transport and Connectivity Plan, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/LocalTransportandConnectivityPlan.pdf>

<sup>b</sup> Oxfordshire County Council (2022) Oxfordshire Local Transport and Connectivity Plan – supporting documents, available at: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/ltcp>

<sup>c</sup> MHCLG (2014) Travel Plans, Transport Assessments and Statements, available at: <https://www.gov.uk/guidance/travel-plans-transport-assessments-and-statements>

<sup>d</sup> National Highways (2023) Planning for the future, available at: [https://nationalhighways.co.uk/media/imvluu5w/final-cre23\\_0370-nh-planning-guide-2023.pdf](https://nationalhighways.co.uk/media/imvluu5w/final-cre23_0370-nh-planning-guide-2023.pdf)

<sup>e</sup> Active Travel England (2023) Planning application assessment toolkit, available at: <https://www.gov.uk/government/publications/active-travel-england-planning-application-assessment-toolkit>

<sup>f</sup> Oxfordshire County Council (2022) Implementing 'Decide & Provide': Requirements for Transport Assessments, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport/ImplementingDecideandProvideTARequirements.pdf>

<sup>g</sup> Oxfordshire County Council (2022) Parking Standards for New Developments, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-policies-and-plans/PARKINGS.PDF>

13.15 Policy IN2 (Sustainable transport and accessibility) supports the improvement of transport infrastructure, prioritising active and sustainable travel, and aims to improve access for all, health benefits and place making.

- 13.16 The councils prioritise active travel to meet the travel needs of development. Development proposals will need to adhere to the transport user hierarchy and assess future transport needs using the Decide and Provide (or 'Vision and Validate') approach. This considers the needs of all users, for an entirely inclusive transport network. This prioritises reducing the need to travel, then the requirements to shift travel mode to walking and wheeling<sup>105</sup>, then cycling, then public transport, and then motorised vehicle travel. As such, developers should not consider highway upgrades and capacity increases for private vehicles as their first mitigation strategy to offset the travel impact of the development. These should only be considered after all other options have been exhausted. On larger developments which are being delivered in phases, the councils will expect that active and sustainable travel infrastructure is delivered at the earliest stage to influence travel behaviours from the outset.
- 13.17 These active travel measures will enable residents to access as many essential day-to-day amenities as possible. Amenities include, but are not limited to, primary schools, secondary schools, supermarkets or local grocery shops (selling fresh food), general practice surgeries (plus other healthcare facilities), places of employment (such as a town centres, science parks, business parks, industrial estates, or other employment sites of a similar scale, e.g. major hospitals, universities, etc.), convenience stores, post offices, and pharmacies. The councils will require that active travel routes are safe and attractive and, wherever possible, extend beyond the site boundary to connect to appropriate destinations or the existing active travel network and Public Rights of Way network.
- 13.18 To support developers in developing active travel proposals, the councils expect applicants to use Active Travel England's (ATE) toolkit for planning applications that surpass ATE's thresholds: 150 dwellings, 7,500sqm of non-residential uses, or sites of 5 hectares. Applicants will need to have regard to transport and travel guidelines and design principles set out at national, county and district level. The councils and Oxfordshire County Council also encourage applicants to seek pre-application advice for how to apply the new approach to transport planning.
- 13.19 In addition to active transport measures, developers will need to demonstrate that safe access can be achieved through compliance with the Department for Transport's Local Transport Note 1/20 and Inclusive Mobility documents<sup>106</sup> at the planning application stage. Additionally, planning applications should support the Oxfordshire Vision Zero, aiming to eliminate all road fatalities and severe injuries on Oxfordshire's roads.
- 13.20 Developers will be expected to submit and agree a Travel Plan to monitor the effectiveness of transport mitigation measures, though other monitoring strategies may be appropriate if agreed with the councils and Oxfordshire County Council.

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<sup>105</sup> Wheeling is an alternative to pedestrian-based mobility which includes both self-propelled wheelchairs, powered wheelchairs, mobility scooters, and rollators

<sup>106</sup> Department for Transport (2020) Cycle infrastructure design (LTN 1/20), available at: <https://www.gov.uk/government/publications/cycle-infrastructure-design-ltn-120>



13.21 When applying this policy, it is relevant to acknowledge that different considerations apply to roads managed by National Highways (the A34 and M40) compared with those managed by Oxfordshire County Council. National Highways roads are designed to operate for longer distance journeys whilst the majority of the county managed roads should facilitate local journeys by all modes.

## Transport infrastructure and safeguarding

### Policy IN3 – Transport infrastructure and safeguarding

#### Pipeline transport schemes and transport priorities

- 1) The council, working with Oxfordshire County Council and relevant stakeholders, will support the following infrastructure schemes and transport priorities. Development should contribute to the delivery of these schemes and priorities where appropriate:
  - a) Maintaining, improving and adding to walking and cycling infrastructure, including, for example, through development of further Local Cycling and Walking Infrastructure Plans (LCWIPs) and delivery of schemes included in existing LCWIPs as well as delivering schemes included in the Strategic Active Travel Network (SATN)<sup>a</sup> and, where appropriate, the Science Vale Area Strategy;
  - b) Protecting, enhancing and adding to the Public Right of Way (PROW) network, National Cycle Network routes, National Trails, recreational routes, and Open Access Areas (OAAs);
  - c) protecting former rail facilities and lines for re-use as public transport corridors or for the purpose of active travel;
  - d) delivery of mobility hubs to support transport interchanges;
  - e) maintaining, improving and adding to rail services and associated facilities;
  - f) a new Wantage and Grove Railway Station and associated railway tracks;
  - g) improvements to Culham Railway Station;

- h) the delivery of East West Rail through to Didcot and the safeguarded Wantage and Grove Railway Station;
  - i) additional railway tracks between Kennington and Didcot;
  - j) active travel connections to nearby existing or forthcoming railway stations;
  - k) maintaining, improving and adding to bus connectivity, including new and enhanced services, bus stop facilities, active travel connections to bus stops, and bus priority measures;
  - l) the provision of infrastructure to facilitate public and shared transport using electric and other sustainable fuelling;
  - m) the delivery of safeguarded and identified transport infrastructure which are required to support the development in the plan period and beyond; and
  - n) planning and delivery of route-based strategies on the road network, including mitigation for congestion and highway safety issues.
- 2) The council will actively seek to improve access to nature whilst avoiding adverse impacts on sites designated for their biodiversity or heritage importance.
- 3) Development will not be permitted where proposals remove, narrow or materially impair existing and emerging walking and cycling provision, including National Cycle Network routes, the PROW network, and National Trails (e.g. the Thames Path and the Ridgeway), as well as identified routes in LCWIPs and SATN.

### **Safeguarding for transport**

- 4) Land in the districts will continue to be safeguarded for schemes to support the future movement of people and services, until such time that it is deemed no longer required, the scheme has been delivered, or an equivalent scheme is delivered and subsequently shown to achieve the intended outcome.
- 5) New development that encroaches within or adjoins safeguarded land must demonstrate that it will support the delivery of the safeguarded scheme (in part or in full), deliver an alternative suitable facility or not jeopardise the delivery of the

safeguarded scheme. Planning permission will not be granted for development that would prejudice the construction or effective operation of the transport schemes.

- 6) In order to deliver a safeguarded scheme an alternative options study is to be undertaken, where appropriate, to ensure the most suitable solution, location and route is provided. Additionally, as options for the safeguarded schemes progress, where appropriate, they should complete an environmental impact assessment, an archaeological assessment and a flood risk assessment with scope of each assessment agreed with district and county councils.

### **Safeguarding transport schemes**

- 7) The current list of safeguarded schemes can be found below and in the emerging Policies Map<sup>b</sup>. If not already incorporated, active and sustainable transport infrastructure improvements should be incorporated into the transport infrastructure scheme at the earliest stage of design.

- Housing Infrastructure Fund 1 Schemes:
  - Didcot to Culham River Crossing
  - Didcot Science Bridge
  - Clifton Hampden Bypass
  - A4130 Widening
- Southern Didcot Movement Corridor
- Southern Abingdon Movement Corridor
- Watlington Relief Road
- Benson Relief Road
- Didcot Northern Perimeter Road Phase Three
- Didcot Central Corridor
- A4130 Road Safety Improvements
- Sandford Mobility Hub

- Golden Balls Junction Improvements
- Wantage Eastern Link Road
- Wantage Western Movement Corridor
- Wantage and Grove Railway Station
- Milton Heights Pedestrian and Cycle Bridge
- Improved Access to A34 near Milton Park
- Cinder Track Active Travel Improvements
- Upgrading Hagbourne Hill
- Chilton Interchange and Harwell Campus entrance
- Improvements to Featherbed Lane and Steventon Junction and Relief to Rowstock and Harwell to Didcot Busway
- Lodge Hill Mobility Hub & Upgraded A34 Slips
- A34 Bus Lane
- Cumnor Mobility Hub
- Upgraded Active Travel Route between Shippon and Abingdon-on-Thames
- Marcham Movement Corridor and Improvements to Frilford Lights
- Great Coxwell Road Junction with A420
- Townsend Road Junction with A420
- Strategic Active Travel Network route: Abingdon - Marcham (via A415)
- Strategic Active Travel Network route: Abingdon - Berinsfield (via A415)
- Strategic Active Travel Network route: Abingdon - Wootton (via B4017)
- Strategic Active Travel Network route: Abingdon - Drayton (via B4017)

- Strategic Active Travel Network route: Milton Park - Steventon (via Cinder Track)
- Strategic Active Travel Network route: Berinsfield - Oxford (via Marsh Baldon)
- Strategic Active Travel Network route: Berinsfield - Oxford (via A4074)
- Strategic Active Travel Network route: Harwell Campus - Milton Park (via Hungerford Road, Milton Hill, and Milton Heights Active Travel Bridge)
- Strategic Active Travel Network route: Harwell Campus - Wantage (via Ardington)
- Strategic Active Travel Network route: Harwell Campus - Harwell village (via Winaway)
- Active Travel route: Peep-O-Day Lane - Sutton Courtenay
- Active Travel route: Long Tow

<sup>a</sup> Oxfordshire County Council, *Local Cycling and Walking Infrastructure Plans and Strategic Active Travel Network*, available at: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/active-travel-0>

<sup>b</sup> South Oxfordshire and Vale of White Horse (2024) *Joint Local Plan Policies Map*, available at: <https://www.southandvale.gov.uk/policies-map>

13.22 Policy IN3 (Transport infrastructure and safeguarding) identifies the councils' approach to existing transport infrastructure, sets out our approach to safeguarding land for future transport projects, and addresses the requirements for potential future infrastructure schemes. The transport infrastructure set out in this policy seeks to improve the existing transport network and provide for future travel demands.

13.23 We will work with Oxfordshire County Council and other stakeholders (such as town and parish councils, landowners or active travel organisations such as Sustrans) to maintain and enhance active and sustainable travel infrastructure across the districts, and coordinate with neighbouring authorities to improve cross boundary connections for active and sustainable travel.

13.24 A key part of Oxfordshire's sustainable transport strategy is the Strategic Active Travel Network (SATN). This forms part of the Local Transport and Connectivity Plan developed by Oxfordshire County Council which seeks to identify and promote the delivery of a comprehensive and connected network of routes for active travel through Oxfordshire. These routes will connect settlements to one another, as well as provide connections between more localised active travel networks developed through Local Cycling and Walking Infrastructure Plans (LCWIPs).

- 13.25 We recognise the critical importance the Housing Infrastructure Fund 1 (HIF1) safeguarded schemes, which comprise the A4130 Widening, Didcot Science Bridge, Didcot to Culham River Crossing and Clifton Hampden Bypass, play in enabling the sustainable growth allocated in this plan. The need for the schemes, as identified in the previous Vale of White Horse Local Plan 2031 and South Oxfordshire Local Plan 2035, remains necessary to facilitate the growth that is planned in the Joint Local Plan.
- 13.26 The HIF1 schemes play a fundamental role for the functionality of the bus network and operation while also developing the active travel network through provision of high quality walking and cycle connections between a number of key locations in the Science Vale area, including Valley Park, Milton Park, Great Western Park, Land adjacent to Culham Campus and Culham Campus.
- 13.27 The councils also support the improvement of rail services in the districts, with key schemes being:
- a) the creation of a new railway station for Wantage and Grove, and associated track improvements to allow services to connect from Didcot;
  - b) the extension of east-west rail services (Cambridge to Oxford) to Didcot;
  - c) the running of trains from Oxford via Didcot westwards to Swindon, Bristol and beyond
  - d) the four-tracking of the railway line between Kennington and Didcot, and associated expansion of platforms and services at Culham.
- 13.28 To help achieve some of the transport mitigation measures needed (either now or for future growth), this policy safeguards transport schemes. It does so by identifying a geographical area, or areas, where a future transport facility or infrastructure provision is needed. These schemes have a strategic function for the future of travel in the districts. Further details on safeguarding can be found in the Transport Safeguarding Topic Paper.
- 13.29 The A34 and M40 form the two Strategic Road Network (SRN) roads in the districts which are managed by National Highways. The only Major Road Network (MRN) road is the A420, which is managed by Oxfordshire County Council. National Highways are to be consulted, and suitable mitigations agreed, where development may impact the operation of the SRN.

## Wilts and Berks Canal safeguarding

### Policy IN4 – Wilts and Berks Canal safeguarding

- 1) The restoration and reconstruction of the Wilts and Berks Canal as navigable waterways is supported in principle and Vale of White Horse will facilitate this subject to other planning policy restraints. The historic alignments of the canal and appropriate diversions in certain locations, as identified on the Policies Map, will be safeguarded with a view to their long-term re-establishment as navigable waterways.
- 2) The canal route will be safeguarded by:
  - a) not permitting development likely to prejudice the canal alignment or its associated structures, or likely to make restoration more difficult;
  - b) ensuring that where the canal is affected by development, the alignment is protected or an alternative alignment is provided; and
  - c) ensuring, where the width of the protected route is not currently defined, that a 30m wide corridor for the canal and associated infrastructure is protected.
- 3) Proposals will be considered positively where they support the delivery of canal infrastructure, including recreational and nature conservation potential, in particular, the use of canals for boating and the towpath for walking, cycling, and (where possible) horse riding.
- 4) All development adjacent to the historic and safeguarded Wilts and Berks Canal routes must consider the character, setting, biodiversity and historic value of the canal as well as have regard to improving and enhancing views along and from the canals. Development should not detract from the navigation of the canal and/or pedestrian, cycle and horse riding movement alongside, where applicable. Development must support the delivery of the canal restoration where it adjoins the land safeguarded for the canal.
- 5) Proposals for the reinstatement of canal along these historic alignments or any alternative alignments will need to demonstrate that the cultural, historic and natural environment will be protected and enhanced, with no overall adverse

effect, and that potential impacts on ecology, landscape, flood risk, water resources (abstraction) and water quality have been fully assessed and taken into account.

- 6) The entirety of the historic canal route is safeguarded. Where deviations from the route are made in the restoration of the canal, the historic line will be safeguarded for walking, cycling, and (where possible) horse riding.

13.30 Policy IN4 (Wilts and Berks Canal safeguarding) retains the councils' support for the restoration of the Wilts and Berks Canal.

13.31 The canal ceased to function as a navigable route in 1914 and the Wilts & Berks Canal Trust is working to a long-term vision towards the full restoration of the canal. Restoration works have already been undertaken on sections of the canal that are located within Vale of White Horse, including at Shrivenham, Wantage, Grove, Drayton and the creation of a new junction at Abingdon-on-Thames. These restored sections now provide a valuable ecological and nature conservation resource. The full reinstatement of the canal's entire towpath would enhance the route's recreational and socio-economic value.

13.32 Vale of White Horse District Council has in principle support for the restoration of the Wilts & Berks Canal. Once restored, the canal would bring significant benefits in terms of attracting visitors, contributing towards the local economy, promoting sustainable transport, including for pedestrians, cyclists and horse riders, and providing an important element of the strategic green and blue infrastructure network for wildlife in the district.

13.33 The historic line of the Wilts and Berks Canal is identified on the Policies Map. The Joint Local Plan continues the safeguarding of the historic line from development that would prejudice the canal's restoration. The historic alignment of the Wilts and Berks Canal through Abingdon is no longer suitable for reinstatement as a canal, and an alternative route has been identified, as shown on the Policies Map. Other parts of the original line of the Wilts and Berks Canal also have deviations due to development, notably at Acorn Bridge, A420 Townsend Road junction, and Mably Way Roundabout in Grove. Where the historic line of the canal can still be followed, provision of public access and signage identifying its historical significance is supported.

13.34 In the event that the South East Strategic Reservoir Option comes forward, the route of the canal restoration safeguarding may be amended between the A338 and Abingdon, however the water companies were not able to provide updated plans for the canal at this stage. Further details regarding the reservoir are available at Policy IN7 (South East Strategic Reservoir Option (SESRO) safeguarding).



13.35 Proposals for the restoration of the canal must consider the status and objectives of relevant existing waterbodies in the area, as set out in the Thames River Basin Management Plan<sup>107</sup>, prepared under the Water Framework Directive. The proposals will need to identify where the source of water will be obtained from to ensure that it will not have a detrimental impact on existing waterbodies, or aquatic and semiaquatic habitats. The preparation of masterplans and supporting documents will assist the consideration of the likely overall impacts of the canal restoration scheme and how to minimise or mitigate any likely negative effects. The councils may require an Environmental Assessment as part of an application to understand any impacts to wildlife and the natural environment.

## Cycle and car parking standards

### Policy IN5 – Cycle and car parking standards

- 1) New development must provide cycle and car parking in accordance with Oxfordshire County Council's adopted parking standards.
- 2) Where development provides parking provision, facilities must provide cycle parking that is Local Transport Note 1/20 compliant and has:
  - a) where provided, a minimum door width of 1 metre wide for doorways used to access cycling parking;
  - b) safe and convenient access for manoeuvring with a bike between cycle parking and the public highway for the whole journey to and from the public highway, this may include wheeling ramps available in convenient locations to prevent the need for lifting a bike;
  - c) an air pump and multi-tool facility where cycle parking spaces are clustered together; and
  - d) where new developments seek to provide internal cycle parking, the cycle parking must be convenient, with no more than 2 doors required to access internal cycle facilities.

<sup>107</sup> Environment Agency (2022) Thames river basin district river basin management plan: updated 2022, available at: <https://www.gov.uk/guidance/thames-river-basin-district-river-basin-management-plan-updated-2022>

- 3) Major developments providing employment and education must provide active travel (walking, running, wheeling and cycling) welfare facilities. The requirement will be identified on a case-by-case basis during pre-application discussions with Oxfordshire County Council. Active travel welfare facilities include (list is not exhaustive) the following:
- a) lockers;
    - i) device charging can be supplied within lockers to allow e-bike batteries and bike lights to be charged securely.
    - ii) when a drying room is not provided, lockers can be heated / well-ventilated to allow wet equipment to dry.
  - b) changing rooms;
  - c) showers; and
  - d) drying room.

13.36 Policy IN5 (Cycle and car parking standards) identifies the need to apply Oxfordshire County Council parking standards for cycles and cars and provides design requirements for cycle parking, car parking and electric vehicle charging for all types of development. This policy also promotes the provision of welfare facilities to support the uptake of active travel.

13.37 Oxfordshire County Council's cycle and car parking standards can be found via the county's website<sup>108</sup>. This currently includes three different standards across Oxfordshire: within Oxford City, sites on the edge of Oxford City, and the rest of Oxfordshire. Most developments in our districts will fall into the last category, but three sites allocated in the Joint Local Plan fall into the "edge of Oxford City" category: Land south of Grenoble Road, Land at Northfield, and Land at Bayswater Brook. Where a development requires parking bays, these must be marked in accordance with the Manual for Streets (or superseding version) standards.

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<sup>108</sup> Oxfordshire County Council Transport Development Management, available at: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments/transport-development>

- 13.38 This policy requires cycle parking on new developments to be convenient. This refers to the ease of access for all users, and should follow the same principles applied to disabled car parking, whereby:
- a) the locking mechanisms are located as close to entrances as possible;
  - b) gradients do not hinder use (such as the cycle rolling while attempting to lock the bike); and
  - c) journeys to and from locking mechanisms do not require the bike to be lifted or transported along convoluted routes.
- 13.39 This policy also sets out requirements for developments to provide cycle maintenance stations. This will allow cyclists to undertake minor maintenance tasks to their bicycle to ensure it is in full working order, such as inflating tyres. Where significant cycle parking is provided the need will arise for a cycle pump and tool station. Where appropriate, the councils will use legal agreements to ensure ongoing maintenance arrangements are in place for cycle infrastructure provision, including any cycle maintenance stations provided. Cycle parking facilities should be safe and secure, and the councils encourage indoor long stay provision where possible. Coded and/or fob system doors can be provided where security concerns arise from electric assist door opening.
- 13.40 Alongside provision of cycle parking, providing welfare facilities in the right locations is important for supporting the uptake of active travel. Education and employment places are key locations where welfare facilities, such as showers, lockers, drying rooms and cycle maintenance stations enable employees and students to travel further via active modes in all weather conditions.
- 13.41 Oxfordshire County Council's parking standards also require electric vehicle charging points. These are also in nationally applied Building Standards. The transition from petrol and diesel cars to electric and other sustainable fuel types will need car parking with electric vehicle charging and other sustainable fuelling infrastructure. Some of the proposed electric vehicle charging provision will be passive, where developers install channels but not the cables and charge points. This will allow EV charging to be activated when there is demand, and avoid the need to retrofit, whilst also preventing charging devices being installed that may not be used or become obsolete. Developments should ensure that electric charging for vehicles does not create trip hazards for pedestrians and cyclists.

## Deliveries and freight

### Policy IN6 – Deliveries and freight

- 1) Access and loading arrangements suitable for cargo bikes must be considered for all developments (for current and future operations).
- 2) Suitable vehicle turning and circulation for a large refuse vehicle and emergency services must be provided and demonstrated through swept path analysis for major developments, and this will also be required for minor developments subject to highway access arrangements.
- 3) Developments that require dedicated loading and unloading facilities (such as supermarkets and retail shops) must be provided with convenient access arrangements, such as dropped kerbs in suitable locations for transfer of goods on trolleys.
- 4) Design of new development, particularly employment sites and any related transport infrastructure, needs to consider ongoing freight / delivery so that these can function well, with appropriate freight access to and from the strategic transport network without adverse impacts on local communities, other road users and the environment.
- 5) Development that includes industrial or commercial elements that are estimated to generate freight movements should be assessed in accordance with Oxfordshire County Council's Transport for New Developments: Transport Assessments and Travel Plans document<sup>a</sup>. Suitable highway and environmental mitigations must be provided. Wherever possible, such development should be located on or near the strategic road network, major road network, or other suitable A roads.
- 6) Major development identified by the Highways Authority as being located by sensitive receptors and/or via a public highway that is unsuitable for large vehicle traffic must provide a Construction Traffic Management Plan to support the management of construction vehicles, and a Delivery and Servicing Management Plan to support ongoing servicing by larger vehicles for the life of the development.
- 7) Opportunities to achieve and improve rail freight capability in the districts in appropriate locations to de-carbonise the delivery network and reduce air pollution will be supported, particularly where the transfer of goods is between rail and electric vehicles or cargo bikes.

- 8) Provision of roadside services including refilling, fast electric charging and other sustainable fuelling (such as hydrogen), car and lorry parking, toilets, refreshments and picnic areas will be supported in appropriate locations. The councils will work with National Highways and Oxfordshire County Council to support provision of additional roadside facilities at Milton Interchange, the location of which is shown on the Policies Map.

<sup>a</sup> Oxfordshire County Council, *Transport Development Management*, available at: <https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments/transport-development>

- 13.42 Policy IN6 (Deliveries and freight) sets out requirements for large vehicle management and strategies to reduce large vehicle road miles through supporting the consolidation of goods and transfer to rail and pedal freight. It ensures development is designed to support deliveries transported by cargo bikes. This policy also supports provision of service facilities to ensure long distance freight drivers are suitably catered for.
- 13.43 This policy requires that certain developments include Delivery and Servicing Management Plans (DSMPs) to identify the impact of site traffic on the operation of the road network. These DSMPs should also consider the cumulative impact of nearby sites that have high vehicle demands, such as a parcel distribution sites. Development should avoid creating additional traffic pressures during peak periods to prevent congestion and delays for other highway users, and should include routeing plans to illustrate anticipated journeys and, if required, where diversions will be put in place. Diversions may be used to avoid sensitive receptors, which may vary at different times of the day, such as during school pick up or network peak travel times. Evidence for the DSMPs should use primary survey data should where possible.
- 13.44 Where developments require Construction Traffic Management Plans (CTMPs) these should provide the same detail included in a DSMP and should also provide Gantt charts to identify the duration and peaks in construction traffic demand. Developers must ensure that appropriate measures are in place, both at the construction site and construction vehicle source, to prevent materials from spoiling the public highway, including trailer sheet coverings to prevent materials from falling from flatbeds and wheel washing to prevent tyre treads from depositing material onto the highway. Plans should include the use of low emission Non-Road Mobile Machinery (as per DEFRA's Draft Air Quality Strategy) should be used where possible.
- 13.45 The CTMP and DSMP can provide targets and restrictions to the times and routes used by large vehicles in order to help limit the impact of site operations on congestion, as well as impact on sensitive roads and receptors. Sensitive receptors include

schools, residential dwellings, and hospitals. For example, a DSMP may limit deliveries during school pick-up and drop-off times to prevent increased demand on the highway at a time when there is a greater number of vulnerable road users.

- 13.46 The councils encourage developers to ensure their contractors are accredited with the Considerate Contractors Scheme (CCS), Freight Operator Recognition Scheme (FORS), and Construction Logistics and Community Safety (CLOCS) standards.
- 13.47 The councils will work with National Highways and Oxfordshire County Council to ensure that any gaps in roadside services are addressed in accordance with Department for Transport's (DfT) Strategic road network and the delivery of sustainable development guidance<sup>109</sup>. The councils will support provision of new roadside services where they provide facilities required to support highway safety and freight strategy. Roadside services must accord with DfT's guidance and Oxfordshire County Council's Freight and Logistics Strategy<sup>110</sup>, while also taking into consideration whether it would be a valuable use of the land.
- 13.48 South and Vale's Joint Waste and Recycling Guidance<sup>111</sup>, or subsequent updates, should be referenced when designing waste storage and collection areas to ensure they are designed to relevant standards.

### South East Strategic Reservoir Option (SESRO) safeguarding

#### Policy IN7 – South East Strategic Reservoir Option (SESRO) safeguarding

- 1) Land is safeguarded for a reservoir and related development works, as shown on the Policies Map, between the settlements of Drayton, East Hanney and Steventon, unless reference to it is excluded from an approved Water Resources Management Plan for the area, (at which time this policy will cease to have effect). Development that might prejudice the implementation of a new reservoir on the safeguarded area will be refused.
- 2) The proposed reservoir, where included in an approved Resources Management Plan, is expected to be advanced through a development consent order (DCO) as the proposal is a Nationally Significant Infrastructure Project (NSIP) and

<sup>109</sup> Department for Transport and National Highways (2022) Strategic road network and the delivery of sustainable development, available at: <https://www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development/strategic-road-network-and-the-delivery-of-sustainable-development>

<sup>110</sup> Oxfordshire County Council (2022) Freight and Logistics Strategy 2022-2050, available at: <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/FreightandLogisticsStrategy.pdf>

<sup>111</sup> South Oxfordshire and Vale of White Horse Joint Waste and Recycling Guidance, available at: <https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2022/10/Planning-guidance-2022-V2-Oct.pdf>

will be decided by the Secretary of State, not the Local Planning Authority. If any DCO for the reservoir is refused by the Secretary of State, this safeguarding will cease to have effect.

- 3) Vale of White Horse District Council strongly objects to the proposed reservoir and the inclusion of this policy in the plan should not be interpreted in any way as support for the proposals.
- 4) The DCO process is established by the Planning Inspectorate involving consultation with the community, the local authority, the county council and the statutory environmental bodies and utility providers.
- 5) The government has set out in its National Policy Statement for Water Resources Infrastructure<sup>a</sup> its expectations of DCO applicants. The council consider that the applicant must:

#### **Design**

- a) ensure that structural design of the reservoir is safe and explain how the design has taken on board the recommendations of the Health and Safety Executive and Environment Agency;
- b) produce and implement a carbon mitigation strategy which focuses primarily on reducing the operational and embodied carbon emissions of the reservoir, including throughout the construction phase in line with the target for Vale of White Horse to be a carbon neutral district by 2045;
- c) use the Landscape and Visual Impact Assessment (LIVA) process to ensure the siting, scale, design and mitigation of the reservoir and ancillary works minimises the landscape and visual impact;

#### **Construction**

- d) mitigate the impact of construction on local people, the environment (i.e. local air quality, dust, artificial lighting, noise and vibration) and roads in accordance with Policy CE9 (Air quality), Policy CE10 (Pollution sources and receptors) and Policy IN6 (Deliveries and freight);
- e) provide a construction management plan;
- f) provide an employment and skills plan and a plan setting out how the workforces will be accommodated, including how they will access the site;

## **Infrastructure**

- g) provide a flood alleviation scheme for Abingdon in consultation with the Environment Agency;
- h) include a new route for the diverted Hanney to Steventon road, to include provision for a multi-user off-road path (including for cyclists and equestrians) and improved connectivity to surrounding Public Rights of Way and bridleways;
- i) provide new rail infrastructure to minimise construction traffic on the highway network by including measures to ensure construction materials reach the site via new rail sidings, the design of which should seek to facilitate a permanent rail station at Wantage and Grove;
- j) construct a replacement for the section of the Wilts and Berks Canal affected by the reservoir. The route of the canal is set out in Policy IN4 (Wilts and Berks Canal safeguarding);
- k) include a travel plan and associated measures to enable access to the site by active travel and sustainable transport means, including links to the towns of Didcot, Wantage and Grove and their associated rail stations and with surrounding villages including Drayton, East Hanney and Steventon;
- l) provide cycle and car parking, including EV charging during and post construction;

## **Environment**

- m) include measures to avoid or mitigate any other significant adverse effects identified through the environmental impact assessment of the proposal, including on the local and wider highway networks and on surface water and fluvial flooding;
- n) maximise the creation of wildlife habitats and biodiversity, including biodiversity net gain in line with Policy NH2 (Nature recovery);
- o) minimise any adverse impact from the operations of the reservoir on the amenity of local residents and businesses from noise, vibration, artificial lighting, dust and fumes;



- p) an archaeological assessment, informed by a full geophysical survey and archaeological trenched evaluation of the site, will need to be submitted with any application for consent to fully identify any heritage assets and assess their significance, in line with Policy NH11 (Archaeology and Scheduled Monuments). Following this assessment, a scheme of appropriate mitigation should be established, to include the physical preservation of significant archaeological features and their setting where appropriate;
- q) undertake a heritage assessment that considers the effects of the proposed development on heritage assets and the historic environment with reference to Policy NH8 (The historic environment);
- r) measures are taken to ensure water quality standards are met;

#### **Measures to reduce carbon emissions**

- s) be built to net zero operational carbon standards;
- t) replace the solar farm lost as a result of the proposed development either within the site or at a suitable alternative location in the district prior to the commencement of development;
- u) include measures to maximise the generation of renewable energy from the development once operational in addition to the replacement solar farm. This should include the incorporation of hydropower turbines;

#### **Recreation**

- v) enable sport and recreational use of the reservoir consistent with the landscape and biodiversity values of the proposal and having regard to the traffic impacts of such uses;
- w) include proposals for a jetty and boathouse to support water sports uses on the reservoir, cycle and walking trails around the reservoir and interpretation boards for visitors;
- x) ensure that recreation on and around the reservoir is accessible for disabled users; and
- y) provide an education and visitor centre to support recreational use of the site and support access to nature.

<sup>a</sup> Department for Environment, Food and Rural Affairs (2023) National Policy Statement for water resources infrastructure, available at: <https://www.gov.uk/government/publications/national-policy-statement-for-water-resources-infrastructure>

- 13.49 Policy IN7 (South East Reservoir Option (SESRO) safeguarding) safeguards land for a reservoir in the Upper Thames catchment, south-west of Abingdon-on-Thames. The purpose of the safeguarding is to discourage development from taking place within the identified area, to keep it available for the reservoir development, should it come forward. This policy also provides a framework for any future reservoir proposal to be considered against.
- 13.50 If the proposed reservoir comes forward it will be a Nationally Significant Infrastructure Project (NSIP). The planning process for NSIPs<sup>112</sup> means that Thames Water can seek planning permission for the reservoir from the government, not the Local Planning Authority. This is through the submission of a development consent order (DCO). Thames Water has indicated that they intend to submit the application for a DCO in 2026.
- 13.51 The inclusion of this safeguarding in the Joint Local Plan is not evidence that the proposal for the reservoir is supported by either council. Neither council supports the reservoir proposals. Vale of White Horse District Council passed a motion in 2021 that reaffirmed the council's opposition to the proposed reservoir. Through consultation responses on regional water resources planning, the council has advised Thames Water and Water Resources South East that the council opposes their plans. The council has also queried the draft decisions of the regulatory body, the Regulators' Alliance for Progressing Infrastructure Development (RAPID). South Oxfordshire District Council has also raised concerns regarding the proposed reservoir development and its potential impact on the environment.
- 13.52 Whilst the NSIP process is run by the Planning Inspectorate, the Local Planning Authority still has a key role providing information and advice about impacts. This policy therefore sets out the priorities the councils believe must be addressed for any reservoir should it gain approval through the NSIP process.

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<sup>112</sup> More information about NSIPs and the planning process is available on the Planning Inspectorate's website at: [infrastructure.planninginspectorate.gov.uk/application-process/](https://infrastructure.planninginspectorate.gov.uk/application-process/)

## Digital connectivity

### Policy IN8 – Digital connectivity

- 1) The council will work with Oxfordshire County Council and others to promote faster, more reliable and more comprehensive coverage of electronic communications and allow businesses and residents to access services and information more effectively, thereby helping to reduce the need to travel.
- 2) All proposals for new development must ensure appropriate infrastructure is provided during development, sufficient to enable all properties to be connected to full fibre broadband without any post-development works. Applicants will also be encouraged to demonstrate that there is flexibility in the ducting to future-proof additional connectivity.
- 3) Where relevant, proposals will be encouraged to demonstrate that fibre connections are easily accessible to enable connection to street furniture to facilitate future advancements in digital technology.
- 4) All residential developments and all new employment generating development should meet expected demand for mobile connectivity generated by the development and take appropriate measures to avoid reducing mobile connectivity in surrounding areas. This is to ensure that there is sufficient coverage.
- 5) Adverse impacts on the successful functioning of existing digital infrastructure should be avoided. Where this is not possible, appropriate mitigation must be provided.
- 6) All proposals must demonstrate how they are future-proofed for developments in digital connectivity (including both fibre and mobile data).

### Telecommunications installations

- 7) In accordance with government advice, if a proposed installation meets the International Commission on Non-Ionising Radiation Protection (ICNIRP) guidelines for public exposure then it will not be necessary to consider further health aspects and concerns.
- 8) Proposals for telecommunications development will be permitted provided that the following criteria are met:

- a) the siting and appearance of the proposed apparatus and associated structures should minimise impact on the visual amenity, character or appearance of the surrounding area in accordance with design policies and where appropriate heritage and/or ecological policies;
  - b) if on a building, apparatus and associated structures should be sited and designed to seek to minimise impact to the external appearance of the host building;
  - c) if proposing a new mast, it should be demonstrated that the applicant has fully explored the possibility of erecting apparatus on existing buildings, masts or other structures; and
  - d) when considering applications for telecommunications development, the council will have regard to the operational requirements of telecommunications networks and the technical limitations of the technology.
- 9) Any planning permission will contain conditions to ensure that when any facility ceases to be used, becomes obsolete, or falls into disrepair, the demolition and removal of all works is undertaken, both above and below ground, and the reinstatement of the site to its original condition or to an agreed specification will be required.

13.53 Policy IN8 (Digital connectivity) sets out the requirements on developments for the provision of broadband, mobile phone infrastructure and infrastructure to accommodate future advancements in digital technology.

13.54 Digital connectivity can help to reduce the need to travel by providing people with the ability to work, shop and access services from home. Digital connectivity is the collective term for full fibre broadband connectivity, 4G and 5G mobile data connectivity. It also covers potential next generation technology such as 6G mobile data connectivity. This policy also provides an opportunity to facilitate future advancements in digital technology and encourages consideration of future-proofing developments. For example, encouraging fibre connections to street furniture could enable a whole host of services such as charging points for phones, public wi-fi and information screens. It could also enable collection of data to improve public services, such as use of public facilities, pedestrian traffic or even monitoring when bins are full.

13.55 However, while telecommunications are of great importance to the economy, they can be visually obtrusive. Therefore, wherever legally and technically possible, we will encourage the sharing of existing masts, buildings and other structures such as electricity pylons to limit the proliferation of unsightly development, particularly in visually sensitive locations. To achieve this, we will encourage pre-development and preapplication discussions between operators and will expect confirmation that the

cumulative exposure will not exceed the International Commission on Non-Ionising Radiation Protection (ICNIRP) standards. Where the sharing of a mast will require it to be extended, we may consider the sharing of an existing site to be preferable in environmental and visual amenity terms. In proving a need for new telecommunications development, applications should be supported by technical evidence such as radio coverage plots.

- 13.56 The future telecommunication requirements of a new development should be given careful consideration at the design stage to minimise visual intrusion, not adversely affect the amenity of nearby residents, and allow for easy maintenance and future growth. In addition, careful consideration will need to be given to any impacts on archaeological sites, conservation areas or buildings of architectural or historic significance. Applicants will be expected to demonstrate that there are no suitable alternative locations before consideration will be given to proposals within National Landscapes (formerly Areas of Outstanding Natural Beauty). Because telecommunications are a rapidly expanding and evolving technology, it can become obsolete. Redundant apparatus should be removed alongside reinstatement of the site.

# Chapter 14 – Monitoring and Review



## 14. Monitoring and Review

- 14.1 The councils must monitor the performance of the Development Plan so we can assess its effectiveness, and to record whether proposals and policies are being implemented and delivered. By monitoring the plan, we will be fully informed of the progress of development in the area and whether a full or partial review of the plan is necessary.
- 14.2 The Town and Country Planning (Local Planning) (England) Regulations 2012 and the National Planning Policy Framework (NPPF) set out that reviews of local plans are required at least every five years and should then be updated as necessary. We are committed to reviewing the plan every five years, and sooner if delivery issues emerge through monitoring. If required, we will implement measures to ensure that housing, employment, and infrastructure needs are met during the plan period.
- 14.3 We have prepared a monitoring framework setting out key indicators that will track the delivery of the plan.
- 14.4 We will report the monitoring outcomes for each Development Plan Document in each Authority's Monitoring Report (AMR). The AMR is required to outline the progress in preparing the documents and assess the extent to which the policies are being implemented and their effectiveness. Where a policy is not meeting its objective, the AMR will explain why and suggest what action should be taken. The monitoring framework itself will be reviewed as part of the AMR.

### Climate Change and Improving Environmental Quality

Policy	Indicator	Target
CE1: Sustainable design and construction	Number of relevant permissions granted without a completed Sustainable Design and Construction checklist.	0 per annum
CE2: Net zero carbon buildings	Details on the use of the energy offset fund	To note trends in use of the energy off site fund and ensure as much on site delivery as possible.

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
CE3: Reducing embodied carbon	Details on the use of the carbon offset fund.	To note trends in use of the carbon off site fund and ensure as much on site delivery as possible.
	Proportion of Major Developments accompanied by a Whole Life Carbon Assessment.	100%
CE4: Sustainable retrofitting	Number of relevant major development applications that are accompanied by a pre-development audit	To ensure all relevant major applications are accompanied by a pre-development audit.
CE5: Renewable energy	Number of renewable energy schemes permitted, including energy storage, and the generation or storage capacity.	To understand the new energy generation from renewable projects in the districts.
CE6: Flood risk	Number of major developments permitted in Flood Zones 2 and 3	For permissions to be granted in accordance with the policy
CE7: Water efficiency	Number of major developments permitted in accordance with this policy	100%
CE8: Water quality, wastewater infrastructure and drainage	Annual mean, minimum and maximum water conductivity at selected river monitoring stations.	Less than previous year
CE8: Water quality, wastewater infrastructure and drainage	Number of major permissions granted with a completed Sewage Capacity Assessment	100%
CE8: Water quality, wastewater infrastructure and drainage	Number of planning permissions refused on drainage grounds, which are subsequently granted at appeal	All relevant planning permissions to be granted in accordance with the policy



<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
CE9: Air quality	No. of exceedances of the air pollution objectives, as reported in the Air Quality Annual Status Report (ASR) – see <a href="https://www.oxonair.uk/policies-and-reports">https://www.oxonair.uk/policies-and-reports</a> )	0 per annum
CE10: Pollution sources and receptors	Number of major developments permitted against the relevant specialist officer advice.	For all permissions to be granted in accordance with the policy
CE11: Light pollution and dark skies	The number of lighting plans submitted for relevant applications	100%
CE12: Soils and contaminated land	Number of major developments permitted against the relevant specialist officer advice.	For all permissions to be granted in accordance with the policy
CE13: Minerals safeguarding areas	Status and use of planning permissions on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy.

## Spatial Strategy and Settlement

Policy	Indicator	Target
SP1: Spatial strategy	Covered by other indicators in framework	Covered by other targets in framework
SP2: Settlement hierarchy	The quantum of housing and employment permitted by settlement tier, split by whether the development was on greenfield or previously developed land.	For planning permissions to be granted in accordance with the settlement hierarchy.
SP3: The Strategy for Didcot Garden Town	Covered by other indicators in framework	Covered by other targets in framework
SP4: A Strategy for Abingdon-on-Thames	Covered by other indicators in framework	Covered by other targets in framework
SP5: A Strategy for Faringdon	Covered by other indicators in framework	Covered by other targets in framework
SP6: A Strategy for Henley-on-Thames	Covered by other indicators in framework	Covered by other targets in framework
SP7: A Strategy for Thame	Number of net new dwellings allocated in Thame Neighbourhood Plan Review	143 homes (as of 1 April 2023) allocated
SP8: A Strategy for Wallingford	Covered by other indicators in framework	Covered by other targets in framework
SP9: A Strategy for Wantage	Covered by other indicators in framework	Covered by other targets in framework

## Housing

Policy	Indicator	Target
HOU1: Housing requirement	Number of net new dwellings completed in South Oxfordshire	2021/22 to 2035/36 – 909 homes per annum 2036/37 to 2040/41 – 579 homes per annum

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
	Number of net new dwellings completed in Vale of White Horse	2021/22 to 2030/31– 816 homes per annum 2031/32 to 2040/41 – 633 homes per annum
HOU2: Sources of housing supply	Number of net new dwellings completed on allocated sites	To deliver the number of homes between 2021 to 2041 as set out in the policy
HOU3: Affordable housing	The percentage and mix of affordable housing delivered on major housing sites	To deliver affordable housing in accordance with the policy
HOU4: Housing mix and size	The mix of house sizes provided by housing developments	To deliver a housing mix in accordance with the policy
	All homes to be delivered to M4(2) standards	To deliver all new homes as M4(2) standard
	Proportion of M4(3) (Category 3: Wheelchair user dwellings) on major housing permissions	To deliver M4(3) homes on major housing permission
	Number of homes meeting nationally described space standards	To ensure nationally described space standards are delivered in accordance with the policy
HOU5: Housing for older people	The number of homes delivered to address the needs of older people, split by site and type.	To deliver 5% of homes on sites of 200 or more homes as housing with support
		To deliver housing with care on the large-scale housing sites as set out in Policy HOU5
HOU6: Self-build and custom-build housing	Proportion of serviced plots for self-build and custom-build permitted on sites over 200 homes	5% of all units permitted on sites of over 200 units

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
HOU7: Affordable self and custom-build housing	Proportion of affordable plots permitted on major self-build and custom-build sites	To deliver affordable plots in accordance with the policy
HOU8: Replacement dwellings in the countryside	The proportion of relevant planning permissions granted in accordance with the policy	All relevant planning permissions to be granted in accordance with the policy.
HOU9: Sub-division of houses	The proportion of relevant planning permissions granted in accordance with the policy	All relevant planning permissions to be granted in accordance with the policy.
HOU10: Meeting the Needs of Gypsies, Travellers and Travelling Showpeople	The number of Gypsy, Traveller and Travelling Showpeople pitches granted planning permission, including those on the identified allocations	To deliver sufficient Gypsy, Traveller and Travelling Showpeople pitches to meet the identified need.
Policy HOU11: Proposals for / Affecting Gypsies, Travellers and Travelling Showpeople's sites	The number of planning permissions resulting in the loss of Gypsy, Traveller and Travelling Showpeople pitches.	All relevant planning permissions to be granted in accordance with the policy.
HOU12: Rural and First Home Exception Sites	Number of affordable homes delivered on exception sites	All relevant planning permissions to be granted in accordance with the policy.
HOU13: Community-led housing development	Number of affordable homes delivered on community-led sites	All relevant planning permissions to be granted in accordance with the policy.
HOU14: Built to Rent Proposals	The number of permitted Build to Rent units	All relevant planning permissions to be granted in accordance with the policy.
HOU15: Houses in Multiple Occupation	The number of permissions for large Houses of Multiple Occupation	All relevant planning permissions to be granted in accordance with the policy.
HOU16: Residential extensions and annexes	The number of residential annexes converted to self-contained residential units	All relevant planning permissions to be granted in accordance with the policy.

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
HOU17: Rural workers' dwellings	The number of Rural Worker Dwellings permitted	All relevant planning permissions to be granted in accordance with the policy.

## Jobs and Tourism

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
JT1: Meeting employment needs	Amount of land granted permission for new employment use (within Use Classes E(g)i-iii, B2 and B8), including the amount permitted on allocated employment sites	25.8 hectares by the end of the plan period within South Oxfordshire District.
		113.2 hectares within Vale of White Horse District
JT2: Protecting our employment sites	Amount of land granted permission for loss of employment use (within Use Classes E(g)i-iii, B2 and B8)	All relevant planning permissions to be granted in accordance with the policy.
JT3: Affordable workspace	Proportion of affordable floorspace permitted on major new employment use (within Use Classes E(g)i-iii, B2 and B8) developments	More than the previous year
JT4: Community Employment Plans	The proportion of relevant planning permissions accompanied by Community Employment Plans	All relevant planning permissions to be granted in accordance with the policy.
JT5: Supporting the rural economy	Number and type of relevant permissions granted.	All relevant planning permissions to be granted in accordance with the policy.
JT6: Supporting sustainable tourism and the visitor economy	Number and detail of relevant planning permissions, split by hierarchy of settlement	All relevant planning permissions to be granted in accordance with the policy.

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
JT7: Overnight visitor accommodation	Number and detail of relevant planning permissions that lead to the gain of overnight visitor accommodation, split by hierarchy of settlement	All relevant planning permissions to be granted in accordance with the policy.
	Number and detail of relevant planning permissions that lead to the loss of overnight visitor accommodation, split by hierarchy of settlement	All relevant planning permissions to be granted in accordance with the policy.

### Site Allocations and Garden Villages

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
LS1: Proposals for large scale major development	Details of large-scale major development permitted	All relevant planning permissions to be granted in accordance with the policy.
AS1: Land at Berinsfield Garden Village	Number of net new dwellings permitted at Land at Berinsfield Garden Village	1700 homes, permitted by end of plan period
AS2: Land Adjacent to Culham Campus	Number of net new dwellings permitted at Land adjacent to Culham Campus	3500 homes, permitted by end of plan period
AS3: Land South of Grenoble Road, Edge of Oxford	Number of net new dwellings permitted at Land South of Grenoble Road, Edge of Oxford	3000 homes, permitted by end of plan period
AS4: Land at Northfield, Edge of Oxford	Number of net new dwellings permitted at Land at Northfield, Edge of Oxford	1800 homes, permitted by end of plan period
AS5: Land at Bayswater Brook, Edge of Oxford	Number of net new dwellings permitted at Land at Bayswater Brook, Edge of Oxford	1100 homes, permitted by end of plan period

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
AS6: Rich's Sidings and Broadway, Didcot	Number of net new dwellings permitted at Rich's Sidings and Broadway, Didcot	100 homes, permitted by end of plan period
	Amount of new employment and retail floorspace (within Use Class E) permitted at Rich's Sidings and Broadway, Didcot	All relevant planning permissions to be granted in accordance with the policy.
AS7: Didcot Gateway, Didcot	Number of net new dwellings permitted at Didcot Gateway, Didcot	200 homes, permitted by end of plan period
	Amount of new employment and retail floorspace (within Use Class E) permitted at Didcot Gateway, Didcot	All relevant planning permissions to be granted in accordance with the policy.
AS8: North West of Grove, Grove	Number of net new dwellings permitted at North West of Grove, Grove	600 homes, permitted by end of plan period
AS9: North West of Valley Park, Didcot	Number of net new dwellings permitted at North West of Valley Park, Didcot	800 homes, permitted by end of plan period
AS10: Land at Dalton Barracks Garden Village, Shippon	Number of net new dwellings permitted at Land at Dalton Barracks Garden Village, Shippon	2750 homes, permitted by end of plan period
	Amount of land granted permission for new employment use (within Use Classes E(g)i-iii, B2 and B8) at Land at Dalton Barracks Garden Village, Shippon	7.4 hectares, permitted by end of plan period
AS11: Culham Campus	Amount of land granted permission for new employment use (within Use Classes E(g)i-iii, B2 and B8) at Culham Campus	2.3 hectares, permitted by end of plan period
AS12: Harwell Campus	Amount of land granted permission for new employment use (within Use Classes E(g)i-iii, B2 and B8) at Harwell Campus	93 hectares, permitted by end of plan period

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
AS13: Berinsfield Garden Village	Details of relevant permissions granted.	All relevant planning permissions to be granted in accordance with the policy.
AS14: Dalton Barracks Garden Village	Details of relevant permissions granted.	All relevant planning permissions to be granted in accordance with the policy.
AS15: Harcourt Hill Campus	Details of relevant permissions granted.	All relevant planning permissions to be granted in accordance with the policy.
AS16: Vauxhall Barracks, Didcot	Number of net new dwellings permitted at Vauxhall Barracks, Didcot	300 homes, permitted by end of plan period
	Amount of new employment and retail floorspace (within Use Class E) permitted at Vauxhall Barracks, Didcot	All relevant planning permissions to be granted in accordance with the policy.

## Town Centres and Retail

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
TCR1: Centre hierarchy	Proportion of relevant planning permissions split by tier in hierarchy	All relevant planning permissions to be granted in accordance with the policy.
TCR2: Strategy for town and local service centres	Number and floorspace of main town centre uses permitted outside of town centres and local service centres	All relevant planning permissions to be granted in accordance with the policy
TCR3: Retail floorspace provision (convenience and comparison goods)	The amount of convenience retail floorspace permitted at Henley-on-Thames and Thame	A net increase of at least 1,500 square metres delivered at Henley-on-Thames and Thame
Policy TCR4: Retail and service provision in villages and local centres	Number and floorspace of planning permissions for shops or service uses in villages and local centres	All relevant planning permissions to be granted in accordance with the policy.



## Design

Policy	Indicator	Target
Policy DE1: High quality design	Number of planning permissions refused on design grounds that are subsequently granted at appeal	All relevant planning permissions to be granted in accordance with the policy
Policy DE2: Local character and identity	Number of planning permissions refused on character and design grounds that are subsequently granted at appeal	All relevant planning permissions to be granted in accordance with the policy
Policy DE3: Delivering well-designed new development	Proportion of major permissions granted that are accompanied by a masterplan	All relevant planning permissions to be accompanied by a masterplan
	Proportion of large-scale major permissions granted that are accompanied by a design code	All relevant planning permissions to be accompanied by a design code
	The proportion of large-scale major development that are subject to a Design Review Panel	All relevant planning permissions to be accompanied by a Design Review Panel
Policy DE4: Optimising densities	Mean density of major housing permissions granted, split by settlement tier	To optimise and make efficient use of land
Policy DE5: Neighbouring Amenity	Number of planning permissions refused on amenity grounds that are subsequently granted at appeal	All relevant planning permissions to be granted in accordance with the policy
Policy DE6: Outdoor amenity space	Number of planning permissions refused on outdoor amenity space grounds that are subsequently granted at appeal	All relevant planning permissions to be granted in accordance with the policy
Policy DE7: Waste collection and recycling	Report on data regarding: <ul style="list-style-type: none"> <li>Waste from Households</li> </ul>	To reduce waste and improve recycling rates

Policy	Indicator	Target
	<ul style="list-style-type: none"> <li>Local authority collected waste</li> <li>Household waste</li> </ul>	

## Healthy Places

Policy	Indicator	Target
Policy HP1: Healthy place shaping	Proportion of major permissions granted that are accompanied by a health impact assessment (HIA)	All relevant planning permissions to be granted in accordance with the policy
Policy HP2: Community facilities and services	Amount of floorspace granted permission for loss of community facilities use (within Use Classes F2, F1 and Sui Generis)	All relevant planning permissions to be granted in accordance with the policy
	Amount of floorspace granted permission for community facilities use (within Use Classes F2, F1 and Sui Generis)	All relevant planning permissions to be granted in accordance with the policy
Policy HP3: Health care provision	Amount of floorspace granted permission for gain of healthcare facilities use (within Use Class E(e))	All relevant planning permissions to be granted in accordance with the policy
	Amount of floorspace granted permission for loss of healthcare facilities use (within Use Class E(e))	All relevant planning permissions to be granted in accordance with the policy
Policy HP4: Existing open space, sport and recreation facilities	The number and details of planning permissions leading to the loss of open space, sport or recreation facilities	All relevant planning permissions to be granted in accordance with the policy
Policy HP5: New facilities for sport, physical activity, and recreation	The number and details of planning permissions leading to new sport or recreation facilities	All relevant planning permissions to be granted in accordance with the policy

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
Policy HP6: Green infrastructure on new developments	Significant changes in habitats, species, or areas of biodiversity importance. This information is provided by the Thames Valley Environmental Records Centre.	To ensure positive progress on key indicators.
Policy HP7: Open space on New Developments	Proportion of major permissions granted that are accompanied by a green infrastructure statement (can be part of the design and access statement)	All relevant planning permissions to be granted in accordance with the policy
Policy HP8: Provision for children's play and spaces for young people	Details of children's play space provided on large scale major developments	All relevant planning permissions to be granted in accordance with the policy
Policy HP9: Provision of community food growing opportunities	Proportion of permissions granted for housing developments of over 200 dwellings that include on site communal food growing space.	All relevant planning permissions to be granted in accordance with the policy
Policy HP10: Watercourses	The number of developments permitted within 10m of a watercourse.	All relevant planning permissions to be granted in accordance with the policy

### Nature Recovery, Heritage and Landscape

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
Policy NH1: Biodiversity designations	Mean biodiversity net gain from permitted major developments	20%
Policy NH2: Nature recovery	Total areas of Local Wildlife Sites, Local Geological Sites and UK NERC Act section 41 habitats as reported by Thames Valley Environmental Records Centre	To ensure positive progress on key indicators.

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
Policy NH3: Trees and hedgerows in the landscape	Tree canopy cover percentage by ward for the districts. Information provided by Forest Research.	To enhance tree coverage.
Policy NH4: Chilterns and North Wessex Downs National Landscapes	The number and details of major developments permitted in national landscapes within the districts	All relevant planning permissions to be granted in accordance with the policy
Policy NH5: District-valued landscapes	Number of planning permissions refused on landscape grounds within the identified valued landscapes, which are subsequently granted at appeal	All relevant planning permissions to be granted in accordance with the policy
Policy NH6: Landscape	Number of planning permissions refused on landscape grounds, which are subsequently granted at appeal	All relevant planning permissions to be granted in accordance with the policy
Policy NH7: Tranquillity	The number and type of permitted developments in Tranquillity Zone 1	All relevant planning permissions to be granted in accordance with the policy
Policy NH8: The historic environment	Number of permissions granted that are accompanied by a Heritage Assessment	All relevant planning permissions to be granted in accordance with the policy
	Number of buildings in the districts on the Heritage at Risk register published by Historic England	Maintain and improve the status of heritage buildings
Policy NH9: Listed Buildings	Number of listed buildings in the districts on the National Heritage List for England (NHLE) published by Historic England	Maintain and improve the status of listed buildings
Policy NH10: Conservation Areas	Number of relevant planning permissions refused on heritage grounds, which are subsequently granted at appeal	All relevant planning permissions to be granted in accordance with the policy

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
Policy NH11: Archaeology and Scheduled Monuments	Number of relevant planning permissions refused on heritage grounds, which are subsequently granted at appeal	All relevant planning permissions to be granted in accordance with the policy
Policy NH12: Historic Battlefields, Registered Parks and Gardens and Historic Landscapes	Number of relevant planning permissions refused on heritage grounds, which are subsequently granted at appeal	All relevant planning permissions to be granted in accordance with the policy
Policy NH13: Historic environment and climate change	Number and detail of relevant applications	All relevant planning permissions to be granted in accordance with the policy

### Infrastructure, transport, connectivity and communications

<b>Policy</b>	<b>Indicator</b>	<b>Target</b>
Policy IN1: Infrastructure and service provision	The Infrastructure Funding Statement provides information on funding secured and monies spent on Infrastructure Projects.	To provide information annually on funding secured and monies spent on infrastructure projects.
IN2: Sustainable transport and accessibility	Active travel data provided by the Highways Authority	To increase the modal share of active travel methods
	Number of car club vehicles	To increase total number
IN3: Transport infrastructure and safeguarding	Delivery of key infrastructure identified in the IDP	To deliver key infrastructure projects
	Status and use of planning permissions on land safeguarded.	Prevent impediments to delivery of key infrastructure occurring.
IN4: Wilts and Berks Canal safeguarding	Status and use of planning permissions on land safeguarded.	Prevent impediments to delivery occurring.

IN5: Cycle and car parking standards	Number of controlled parking zones within the district	To increase the modal share of active travel methods
IN6: Deliveries and freight	Number of permitted developments accompanied by a Delivery and Servicing Management Plan	All relevant developments to be accompanied by a Delivery and Servicing Management Plan
IN7: South East Strategic Reservoir Option (SESRO) safeguarding	Status and use of planning permissions on land safeguarded.	To ensure all planning permissions are only granted in accordance with the policy
IN8: Digital connectivity	Non-compliance with building regulations	To ensure development is in compliance with Building Regulations

# What is a Local Plan & how can I get involved?

A Local Plan looks ahead fifteen years and plans how much development is needed in an area, like new homes, jobs, roads and schools, and where they should go. South Oxfordshire and Vale of White Horse District Councils are working together to produce a new Joint Local Plan.

This plan will be different from the last Local Plans for our area, in particular it doesn't need to plan for the same scale of growth as last time. Our focus will be to continue to build out most of the sites already planned, consider development on new brownfield sites, and make sure the new policies are stronger on zero carbon development, nature recovery, protecting the countryside and providing facilities for communities.

## Joint Local Plan preparation timeline



We have previously consulted on the issues facing our districts and how we could use the Joint Local Plan to address them. We would like your views on our "Preferred Options" for the new plan, and the accompanying Sustainability Appraisal.

As part of the councils' work to develop the new Local Plan 2041, this consultation will be for community and stakeholder views on our preferred options and draft policies to address local challenges and seize local opportunities across the new district.

## There are two ways to have your say:

### Joint Local Plan in a Nutshell

Section 8: Nature recovery

- Option 1
- Option 2
- Other

Get the facts fast

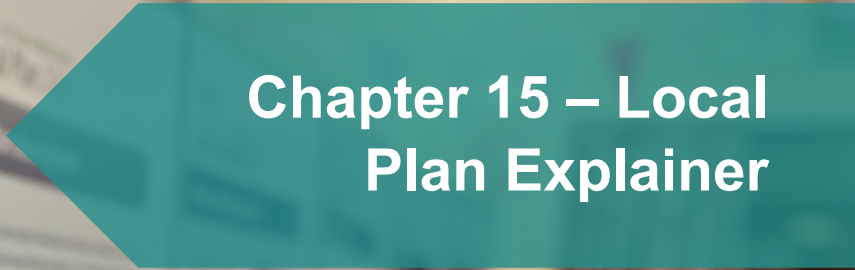
### Comment on draft policies

DRAFT

Delve into the details

## What is our vision for the Joint Local Plan?

- A place where people can thrive. Where people have housing choices they can afford, where villages, market towns and garden communities are diverse and inclusive places where people of all ages and backgrounds can thrive together.



# Chapter 15 – Local Plan Explainer

## 15. Local Plan Explainer

### What is a local plan?

15.1 Local plans set out the vision and framework for the future of development within an area, covering a minimum of 15 years from the point of adoption. They should address current and future needs and opportunities relating to housing, the economy, community facilities and infrastructure, as well as for conserving and enhancing the natural and historic environment, mitigating and adapting to climate change, and achieving well designed places. Local plans can do this through allocating sites for development, and through creating policies to be used when determining planning applications within the area. New local plan policies should be consistent with the National Planning Policy Framework (NPPF) and other national policy.

### Why do we need a local plan?

15.2 Local Planning Authorities are required to identify strategic priorities and address these through Development Plan policies by the Planning and Compulsory Purchase Act 2004. Local plans must be kept up to date and reviewed at least every 5 years to determine if an update is required.

### Local Development Scheme

15.3 Section 15 of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to publish a Local Development Scheme. The Local Development Scheme sets out the timetable for producing new planning policy documents, including key production and public consultation stages.

### The plan-making process

15.4 Local plan preparation must follow a process as set out by government. This involves several key stages:



a) **Evidence gathering and early consultation**

- Local plans must be based on robust, proportionate, and current evidence. In particular, local plans are required to produce a sustainability appraisal which shows how the plan meets relevant economic, social and environmental assessments, and avoids significant adverse impacts where possible.
- Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 require Local Planning Authorities to undertake early consultation of specific and general consultation bodies, and people living and working within the area, to seek their representations on the proposed content of a local plan.
- We undertook two consultations under Regulation 18 for the Joint Local Plan. Firstly, the 'Joint Local Plan Issues Consultation' which ran from May to June 2022. This consultation sought opinions about the main issues facing our districts and how we can use the Joint Local Plan to address them. This was followed by the 'Joint Local Plan Preferred Options Consultation' in January to February 2024, in which we proposed our preferred draft policies alongside alternative options.

b) **Publication of the draft plan pre-submission**

- Once a Local Planning Authority has taken the early consultation into account and prepared a full draft version of the plan, it must be published for a publicity period of six weeks, in accordance with Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012.
- During this time, consultation bodies and members of the public can make representations on the draft local plan. While the Local Planning Authority will not be able to make changes to the plan in light of the responses, the representations will be shared with the independent Inspector from the Planning Inspectorate after the publicity period to inform their examination.

c) **Submission to the Secretary of State**

- Once the pre-submission publicity period has concluded, the relevant documents will be submitted to the government in accordance with Regulation 22 of the Town and Country Planning (Local Planning) (England) Regulations 2012. These include final local plan document, the sustainability appraisal report, the Policies Map, a consultation statement outlining all of the engagement activity, copies of representations made during the pre-submission publicity period, and any other relevant supporting documents.

#### d) **Examination**

- An independent Inspector from the Planning Inspectorate will be appointed to hold an examination into the soundness of the local plan. They will consider if the relevant procedural requirements have been followed and consider the evidence and representations. They will conduct a public hearing where they will invite participants to respond to key matters, issues and questions.
- The Inspector will ultimately produce a report that determines if they consider the plan is “sound” and therefore should be adopted by the councils. The NPPF outlines the four criteria of soundness in paragraph 35. Plans are ‘sound’ if they are positively prepared, justified, effective, and consistent with national policy. This report will include recommendations on any changes needed to make the plan ‘sound’. These are called ‘main modifications’ and the process includes a final opportunity for representations through a public consultation on these.

#### e) **Adoption**

- If the plan is found ‘sound’, subject to any main modifications, the Local Planning Authority may then decide to adopt the local plan. From this point, the plan would be used in the determination of planning applications.

### **Existing planning documents and the Joint Local Plan**

- 15.5 Once the new Joint Local Plan is adopted, it will replace the current local plans for South Oxfordshire (Local Plan 2035) and Vale of White Horse (Local Plan 2031: Parts 1 and 2).
- 15.6 Made neighbourhood plans will remain in place and continue to be used when determining planning applications. They should be reviewed to ensure conformity with the Joint Local Plan when it is adopted.
- 15.7 Existing Supplementary Planning Documents will also remain in place and be used to support the determination of planning applications, unless they are inconsistent with the new policies of the Joint Local Plan.
- 15.8 The diagram below shows what our future Development Plan will look like, you can find out more in the Local Development Scheme: [www.southoxon.gov.uk/local-development-scheme/](http://www.southoxon.gov.uk/local-development-scheme/).



## Further information

15.9 Here are some useful resources with more information about local plan processes:

- Planning Practice Guidance (PPG): [www.gov.uk/government/collections/planning-practice-guidance](http://www.gov.uk/government/collections/planning-practice-guidance)
- PAS Guidance on Local Plans: [www.local.gov.uk/pas/welcome-plan-making-support](http://www.local.gov.uk/pas/welcome-plan-making-support)
- PINS Local Plan Examination Guidance: [www.gov.uk/government/publications/examining-local-plans-procedural-practice](http://www.gov.uk/government/publications/examining-local-plans-procedural-practice)
- National Planning Policy Framework: [www.gov.uk/government/publications/national-planning-policy-framework--2](http://www.gov.uk/government/publications/national-planning-policy-framework--2)

# Appendices



## Appendix 1. Glossary

### Active Travel

A mode of travel that is physically active; for example walking, wheeling (all types of mobility aids and wheelchairs), and non-motorised cycling and scooting.

### Adopted Policies Map

A map of the Local Planning Authority's area which must be reproduced from, or based on, an Ordnance Survey map; include an explanation of any symbol or notation which it uses; and illustrate geographically the application of the policies in the adopted Development Plan. Where the adopted Policies Map consists of text and maps, the text prevails if the map and text conflict.

### Adoption

Formal approval by the council of a Development Plan Document or Supplementary Planning Document whereupon it achieves its full weight in making planning decisions.

### Affordable Housing

Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers); and which complies with one or more of the following definitions<sup>113</sup>:

- a) **Affordable housing for rent:** meets all of the following conditions:

- i. the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable);
  - ii. the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and
  - iii. it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent).
- b) **First Homes:** is as set out in the 'Affordable Homes Update' Written Ministerial Statement dated 24 May 2021. First Homes come forward through the First Homes exception sites and through developer contributions.
  - c) **Discounted market sales housing:** is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households.

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<sup>113</sup> This definition should be read in conjunction with relevant policy contained in the Affordable Homes Update Written Ministerial Statement published on 24 May 2021.

- d) **Other affordable routes to home ownership:** is housing provided for sale that provides a route to ownership for those who could not achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision, or refunded to Government or the relevant authority specified in the funding agreement.

### **Air Quality Management Areas (AQMA)**

Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

### **Albedo**

The ability of surfaces to reflect sunlight (heat from the sun). The lower the albedo, the more energy from the sun is absorbed, which can contribute to localised warming. Dark surfaces, such as tarmac pavements, have a lower albedo which leads to higher uptake of energy, and therefore warming. Light surfaces have a higher albedo, meaning they reflect more light back into space and therefore tend to stay cooler.

### **Amenity**

In planning terms, amenity is often used to refer to the quality or character of an area and elements that contribute to the overall enjoyment of an area.

### **Ancient Hedgerows**

Ancient hedgerows are those which were in existence before the Enclosures Acts, passed mainly between 1720 and 1840 in Britain.

### **Ancient Monument**

Any scheduled monument, or any other monument, which in the opinion of the Secretary of State, is of public interest by reason of the historic, architectural, artistic or archaeological interest attributed to it.

### **Area of Outstanding Natural Beauty (AONB)**

On 22 November 2023 all designated Areas of Outstanding Natural Beauty (AONBs) in England and Wales were renamed National Landscapes. Accordingly, the Joint Local Plan refers to The Chilterns National Landscape (formerly The Chilterns AONB) and North Wessex Downs National Landscape (formerly North Wessex Downs AONB).

### **Article 4 Direction**

A direction made under Article 4 of the Town and Country Planning (General Permitted Development) (England) Order 2015 which withdraws permitted development rights granted by that Order.

## **Backland Development**

Development to the rear of existing buildings, usually with no street frontage of its own.

## **Biodiversity**

Biodiversity is seen as the total complexity of all life, including not only the great variety of organisms, but also their varying behaviour and interactions.

## **Biodiversity Net Gain (BNG)**

An approach to development, and/or land management, that aims to leave the natural environment in a measurably better state than it was beforehand.

## **Brownfield Land**

Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or was last occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill, where provision for restoration has been made through development management procedures; land in built-up areas such as residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape.

## **Building Research Establishment Environment Assessment Method (BREEAM)**

A widely used environmental assessment method for buildings. BREEAM assesses buildings against set criteria for sustainable building design, construction and operation, and provides an overall score.

## **Building Regulations Part L**

Building regulations section that sets basic legal requirements for the energy performance of new and existing buildings.

## **Building Regulations Part O**

Building regulations section that sets standards for reducing overheating risk in new residential buildings. See also CIBSE TM59/TM52.

## **Built-up Area**

The existing built-up area of a settlement is defined as a group of existing, permanent buildings, including their immediate surroundings and open space fully surrounded by built-up areas. In Abingdon, Faringdon, Grove and Wantage the built-up area is defined by a settlement boundary on the Adopted Policies map. Some Neighbourhood Plans have also defined their built-up area within a settlement boundary.

## **Burgage Plots**

Long, narrow plots, laid out at right angles to the street frontage, with the rear often accessed by a back lane. Burgage plots were generally laid out in blocks, as acts of medieval town planning, comprising plots of often uniform width (sometimes 6 metres). A main building, generally shops or houses, occupied

the frontage, with the rear containing ancillary buildings, and open space which was often used for digging cess pits and rubbish pits. The boundaries between plots may now be marked by high stone or brick walls, and in some cases, much or even all of the open space may now have been built on. Their regular width sets the rhythm of the street, within which buildings of various dates and styles provide variety. Remaining open land at the rear provides an important haven for wildlife and acts as a 'green lung' in otherwise densely developed and populated areas.

### **C1 Hotels**

Class C1, as defined by the Use Class Order 1987 (as amended), refers to hotels, boarding and guest houses where no significant element of care is provided.

### **C2 Residential Institutions**

Class C2, as defined by the Use Class Order 1987 (as amended), refers to institutional residential accommodation including:

- A hospital or nursing home
- A residential school, college, or training centre (such as student accommodation)

There is a subset of Use Class C2; C2A, which covers secure residential institutions such as prisons, young offenders institutes, detention centres, secure hospitals, and military barracks.

### **C3 Dwellinghouses**

Class C3 dwelling, as defined by the Use Class Order 1987 (as amended), is the standard residential accommodation that

makes up most of our housing stock. It includes houses, flats, and other types of buildings where they are occupied by:

- A single household (made up of a single person or group of people)
- Not more than 6 residents living together as a single household when care is provided for residents, or
- Not more than 6 residents living together as a single household where no care is provided to residents (other than a use as a House in Multiple Occupation (HMO), Use Class C4)

### **Car Club**

An arrangement where members can access a car on a short-term rental basis. They are normally charged by the hour or day. Car club vehicles typically have a dedicated on-street parking bay for which only the car club vehicle can park.

### **Car Sharing**

Also known as lift-sharing, ride-sharing and car-pooling, this refers to when two or more people share a car journey. The key benefits of car sharing are to reduce fuel costs, vehicle emissions and destination parking demand.

### **Carbon Budget**

A carbon budget places a restriction on the total amount of greenhouse gases a place or organisation can emit over a certain time period.



## **Carbon Emissions**

Short for 'carbon dioxide emissions' but can also include several other gases with a climate changing effect that are emitted into the atmosphere from human activities.

## **Carbon Neutral**

Balancing of the carbon dioxide released into the atmosphere with the amount absorbed or removed from the atmosphere.

## **Carbon Sequestration**

Removal and storage of carbon dioxide (or other greenhouse gases) so that it cannot perform its harmful climate-changing role in the atmosphere, e.g. through trees, plants, soil, and the ocean, but it may be achieved by technologies in future.

## **Carbon Sinks**

A carbon sink is a living system that absorbs more carbon from the atmosphere than it releases - for example, trees, other plants, the ocean and soil.

## **CIBSE TM59/TM52**

Design methodology for the assessment of overheating risk in buildings. TM59 specifically targets overheating in homes, whilst TM52 can be applied to any type of building. See also Building Regulations Part O.

## **Circular Economy**

In a circular economy, every item or material is useful and valuable to another part of the economy. There are two main ways to create a circular economy. Firstly, design products for maximum value/life. Secondly, set up systems to deal with

products in a way which retain maximum value, preventing products from being disposed of or downcycled.

## **Clean Technologies**

Technology which avoids environmental damage at the source through use of materials, processes, or practices to eliminate or reduce the creation of pollutants or wastes.

## **Cohousing**

A type of residential accommodation where residents share facilities and living spaces (such as kitchens, utility rooms, living rooms, or guest accommodation).

## **Community Facilities**

Social, recreational and cultural facilities and services that the community needs such as schools, local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship.

## **Community Infrastructure Levy (CIL)**

A levy that local authorities can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure.

## **Community-led Housing**

Projects led by community groups to help ensure that new homes are built and empty homes and buildings can be brought back into use to meet local housing needs. Projects are usually developed by or in partnership with a community organisation. The resulting developments are expected to provide a benefit to the community, which is clearly defined and legally protected in perpetuity.

### **Comparison Retail**

Retail items not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc.)

### **Conservation Area**

An area designated by the Local Planning Authority under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historical interest, the character or appearance of which it is desirable to preserve or enhance.

### **Conservation Area Character Appraisal**

A document which identifies the special architectural or historic interest of a Conservation Area.

### **Consultation**

A process by which people and organisations are asked their views about planning decisions, including the local plan.

### **Convenience Retail**

The provision of everyday essential items, such as food.

### **Cooling Hierarchy**

An established method of ensuring developments are cooled in the most sustainable and energy efficient manner possible.

### **Cultural Heritage**

Ways of living or traditions developed in an area and passed on from generation to generation, and also the books, poems, music and art made in or about a local area.

### **Decide and Provide (also Vision and Validate)**

The new approach to Transport Planning (see Predict and Provide for previous approach) where high levels of walking, cycling, and public transport use are “decided” upon by the district and county council and relevant stakeholders, and the associated infrastructure is then “provided” to support that level of travel.

### **Demand-side Response (DSR)**

Increasing or reducing electricity demand for a period of time in response to a signal from the electrical grid (e.g. energy price change, grid availability).

### **Density**

The number of dwellings per hectare.

### **Designated Heritage Asset**

A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation.

### **Developable**

To be considered developable, sites should be in a suitable location for housing development with a reasonable prospect that they will be available and could be viably developed at the point envisaged.

## **Developer Contributions**

Either a planning obligation under Section 106 of the Town and Country Planning Act (1990) or a highway agreement under Section 278 of the Highways Act (1990).

## **Development Plan**

Defined in section 38 of the Planning and Compulsory Purchase Act 2004, and includes adopted local plans, neighbourhood plans that have been made and published spatial development strategies, together with any regional strategy policies that remain in force. Neighbourhood plans that have been approved at referendum are also part of the development plan, unless the Local Planning Authority decides that the neighbourhood plan should not be made.

## **Design and Access Statement**

A report accompanying and supporting a planning application as required by the Town and Country Planning (Development Management Procedure) (England) Order 2010 as amended. They provide a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users.

## **Design Code**

A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.

## **Design Guide**

A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority.

## **Ducting**

In the context of broadband, ducting refers to the pipes through which underground cables are usually run.

## **Duty-to-Cooperate**

Created in the Localism Act 2011, it amends the Planning and Compulsory Purchase Act 2004. It places a legal duty on local planning authorities, county councils in England and public bodies to engage constructively, actively and on an ongoing basis to maximise the effectiveness of Local and Marine Plan preparation in the context of strategic cross boundary matters.

## **Eco-tourism**

Refers to forms of tourism in which the main motivation is the observation, learning and appreciation of nature. Eco-tourism seeks to minimise negative impacts upon the natural and socio-cultural environment, and support maintenance of natural areas by generating economic benefits and employment opportunities for local communities.

## **Electric Vehicle Charging Points**

Connect an electric vehicle (EV) to a source of electricity, to recharge electric cars and plug-in hybrids.

### **Embodied Carbon**

Carbon that was emitted during the production, transport and assembly of a building, infrastructure, vehicle or other product, before the product is in use. As opposed to ‘operational carbon’ which is emitted due to energy use when operating the building/infrastructure/vehicle/other product.

### **Employment Land**

Office and industrial land and businesses falling under Use Classes E(g)i-iii, B2 and B8. This includes office, research and development (R&D), industrial and storage or distribution uses.

### **Enabling Development**

Development that is not in compliance with local and/or national planning policies, so would not normally be given planning permission, but it is permitted on the grounds that it would secure the future conservation of a heritage asset.

### **Energy Offsetting**

Requires the developer to offset any shortfall in on site renewable energy capacity needed to achieve an on site zero energy balance.

### **Energy Storage**

The capture of energy produced at one time for use at a later time. Energy storage involves converting energy from forms that are difficult to store to more conveniently or economically storable forms. A device that stores energy is generally called an accumulator or battery.

### **Energy Use Intensity (EUI)**

A measure of how much energy a building uses per square metre of floor space, including both unregulated and regulated energy. Expressed in kilowatt-hours per square metre of floor space per year.

### **English Indices of Deprivation**

A set of comparative measures of deprivation at a small local area level across England, based on seven different aspects of deprivation: income; employment; education, skills and training; health deprivation and disability; crime; barriers to housing and services; and living environment.

### **Enterprise Zone**

Geographically defined area in which commercial and industrial businesses can receive incentives to set up or expand.

### **Evidence Base**

Information gathered by a planning authority to support the local plan and other Development Plan Documents

### **Examination**

An examination of the “soundness” of the local plan documents held in public by a planning inspector.

### **Extra Care Housing**

Extra Care Housing is a type of self-contained housing that offers care and support that falls somewhere between traditional sheltered housing and residential care.

## **Fabric Efficiency**

The measure of efficiency and performance of the components and materials that make up a building's fabric.

## **Fabric First Approach**

An approach to building design that involves maximising the energy efficiency and performance of components and materials that make up the building fabric itself, before considering the use of mechanical or electrical building services systems. This can help reduce capital and operational costs, improve energy efficiency and reduce carbon emissions.

## **Farm Shop**

A shop selling fresh produce and/or local foods that are grown, picked, reared or produced on the farm or on land close to where the shop is located.

## **Flood Resilience Measures**

Flood resilience measures aim to reduce the damage caused by flood water entering a building and allow faster cleaning, drying, repairing and re-occupancy of a building after a flood. Examples include passive measures (such as raised electrics and sockets above the likely height of flood water and replacing fitted carpets and timber floors with tiles, concrete or treated timber) and active measures (such as moving belongings to upper floors when flooding is expected).

## **Flood Resistance Measures**

Flood resistance measures aim to prevent water from entering a building up to a safe structural limit. Examples include passive measures (such as flood doors that are normally

closed) and active measures (such as removable flood barriers and covers for airbricks).

## **Flood Zone 1**

Land having a less than 1 in 1,000 annual probability of river or sea flooding. This is the zone at the lowest risk of flooding.

## **Flood Zone 2**

Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding.

## **Flood Zone 3**

Flood Zone 3 is split into two categories: 3a and 3b. Flood Zone 3a has a high probability of flooding, with a 1 in 100 or greater annual probability of river flooding or a 1 in 200 or greater annual probability of sea flooding. Flood Zone 3b is land where water from rivers or the sea has to flow or be stored in times of flood and is also called the functional floodplain. The Strategic Flood Risk Assessment identifies areas of Flood Zone 3b within South Oxfordshire and Vale of White Horse.

## **Fossil Fuels**

A term used to refer to non-renewable energy sources such as coal, coal products, natural gas, derived gas, crude oil, petroleum products and non-renewable wastes. These fuels originate from plants and animals that existed in the geological past. They can also be made by industrial processes from other fossil fuels.

## **Foundational Economy**

The part of the economy that provides services and goods to meet people's basic and everyday needs (such as care and health services, food, energy, housing, and retail).

## **Fusion Energy Power**

A form of power generation using heat from nuclear fusion reactions to make electricity.

## **Garden Communities**

A holistically planned new or regenerated settlement which enhances the natural environment, tackles climate change and provides high quality affordable housing and locally accessible jobs in beautiful, healthy and sociable communities.

## **Green Belt**

Designated land around a town or city where land is kept permanently open and where development is comprehensively restricted to prevent urban sprawl.

## **Green Infrastructure (GI)**

A network of multi-functional green and blue spaces and other natural features, urban and rural, which is capable of delivering a wide range of environmental, economic, health and wellbeing benefits for nature, climate, local and wider communities and prosperity.

## **Greenfield Land**

Land that has not been previously developed.

## **Greenhouse Gas Emissions**

Greenhouse gas emissions from human activities strengthen the greenhouse effect, causing climate change. The most well-known greenhouse gas is carbon dioxide, which comes from burning fossil fuels like coal, oil, and gas. Other greenhouse gases include methane, nitrogen dioxide, and fluorinated refrigerant gases. Often collectively referred to as 'carbon'.

## **Gypsies and Travellers (Planning definition)**

Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of Travelling Showpeople or circus people travelling together as such.

## **Habitats Regulations Assessment (HRA)**

Used to assess the impacts of proposals and land-use plans against the conservation objectives of a European Protected site and to ascertain whether it would adversely affect the integrity of that site.

## **Health Impact Assessment (HIA)**

A tool used to identify the health impacts of a plan or project and to develop recommendations to maximise the positive impacts and minimise the negative impacts, while maintaining a focus on addressing health inequalities.

## **Health Infrastructure Provision**

A collective term for primary care (GP practices, plus community pharmacists, dentists and opticians), community healthcare, acute provision and specialist provision.

## **Heritage Asset**

A building, monument, site, place, area or landscape identified as having a degree of significance worthy of consideration in planning decisions because of its heritage interest. It includes designated heritage assets and assets identified by the Local Planning Authority (including local listing).

## **Heritage at Risk**

The Heritage at Risk (HAR) programme identifies those designated heritage sites that are most at risk of being lost as a result of neglect, decay or inappropriate development. The Heritage at Risk Register includes buildings, places of worship, monuments, parks and gardens, conservation areas, battlefields and wreck sites that are listed and have been assessed and found to be at risk:

[www.historicengland.org.uk/advice/heritage-at-risk/search-register/](http://www.historicengland.org.uk/advice/heritage-at-risk/search-register/).

## **Highway Authority**

The (Local) Highway Authority in South Oxfordshire and Vale of White Horse is Oxfordshire County Council. The County Council is responsible for managing all adopted roads in South Oxfordshire and Vale of White Horse, other than two (A34 and M40) that are managed by National Highways (the National Highway Authority).

## **Historic Environment**

All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.

## **Historic Environment Record**

Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use. Oxfordshire County Council hold the Historic Environment Record for the County.

## **House in Multiple Occupation (HMO)**

Shared houses occupied by unrelated individuals, as their only or main residence, who share basic amenities such as a kitchen or bathroom. 'Small HMO's are occupied by between three and six people and fall under use class C4. Large HMO's are occupied by 7 or more people and are classed as Sui Generis.

## **Housing with Care**

This may take a variety of names, such as extra care housing, but typically will refer to age restricted housing, where there is a range of communal facilities, an on site manager, and access to site-specific bespoke care packages. Most suitable for older people with additional care needs.

## **Housing with Support**

This could take a variety of forms, including age exclusive housing, sheltered housing, or retirement housing. Residents

may be able to access a helper via a careline service, but there is not structured care. Most suitable for older people with limited care needs.

### **Important Hedgerow**

The Hedgerow Regulations 1997 set out criteria that must be used by the Local Planning Authority in determining which hedgerows are important. The criteria relate to the value of hedgerows from an archaeological, historical, landscape or wildlife perspective. They exclude hedgerows that are less than 30 years old. If a hedgerow is at least 30 years old and qualifies under any one of the criteria, then it is important.

### **Inclusivity**

Planning for many different types of people, including the elderly, disabled, parents and carers, and treating them all fairly and equally.

### **Infill**

Infill development is defined as the filling of a small gap in an otherwise continuous built-up frontage, or within settlements where the site is closely surrounded by buildings.

### **Infrastructure**

All the ancillary works and services that are necessary to support human activities, including roads, sewers, schools, hospitals, etc.

### **Infrastructure Delivery Plan (IDP)**

A live document that identifies future infrastructure identified by the council and other service providers as being needed to

support the delivery of the local plan. It explains what is required, its cost, how it will be provided and when.

### **Intensive Indoor Livestock**

Intensive animal farming or industrial livestock production, an approach to animal husbandry designed to maximise production, while minimising costs.

### **Irreplaceable Habitat**

Habitats which would be technically very difficult (or take a very significant time) to restore, recreate or replace once destroyed, taking into account their age, uniqueness, species diversity or rarity. They include ancient woodland, ancient and veteran trees, blanket bog, limestone pavement, sand dunes, salt marsh and lowland fen.

### **Landscape Character**

The distinct, recognisable and consistent pattern of elements in the visible features of an area of land.

### **Listed Buildings**

Buildings and structures which are listed by the Department for Culture, Media and Sport as being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation. Listed building consent is required before any works are carried out on a listed building. The National Heritage List for England (NHLE) is the official register of all nationally protected historic buildings and sites in England - listed buildings, scheduled monuments, protected wrecks, registered parks and gardens, and battlefields:

[www.historicengland.org.uk/listing/the-list/](http://www.historicengland.org.uk/listing/the-list/)



## **Local Development Scheme (LDS)**

This sets out the timetable and work programme for the preparation of the local plan and other Local Development Documents.

## **Local Green Spaces**

Local Green Space designation is a way to provide special protection against development for green areas of particular importance to local communities.

## **Local Plan**

A plan for the future development of a local area, drawn up by the Local Planning Authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. A local plan can consist of either strategic or non-strategic policies, or a combination of the two.

## **Local Wildlife Sites (LWS)**

Areas of land that are especially important for their wildlife. Local Wildlife Sites are identified and selected locally using scientifically-determined criteria and surveys.

## **Major Development**

For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m<sup>2</sup> or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015.

## **Market Town**

Market Towns are defined as settlements that have the ability to support the most sustainable patterns of living within South Oxfordshire and Vale of White Horse through their current levels of facilities, services and employment opportunities.

## **Masterplan**

An overarching planning document that sets the design vision of a site, including site specific information such as spatial layout as well as clear design intentions.

## **Material Consideration**

This is a matter that should be taken into account in deciding a planning application or on an appeal against a planning decision. This can include issues such as overlooking/loss of privacy, parking, noise, effect on listed building and conservation area, or effect on nature conservation etc.

## **Mineral Safeguarding Area**

An area designated by minerals planning authorities which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.

## **Mitigation Hierarchy**

The mitigation hierarchy sets out a sequential approach to limit negative environmental impacts as far as possible. Step 1 is to avoid impacts. Step 2 is to minimise impacts that cannot be completely avoided. Step 3 is to restore the environment following to any impacts that could not be avoided or minimised. These steps must be followed in sequence. After

these three steps have been taken, a fourth step can be taken as a last resort, to offset.

### **Mitigation Measures**

These are things that are put in place to reduce, avoid or offset anticipated or potential adverse impact. This could be to provide a new playing field when new residential development creates a greater demand on playing fields in an area.

### **Mixed Mode Cooling**

Mixed-mode ventilation is a hybrid approach to space conditioning that uses a combination of natural ventilation from operable windows (either manually or automatically controlled), and mechanical systems for cooling.

### **Mixture of Housing Tenures**

Developments which combine a range of tenure options like owner-occupier housing, shared ownership housing and rental properties (social, intermediate and private).

### **Mobility Hubs**

These are locations where people exchange between vehicles and/or between transport modes. A mobility hub could be as simple as a secure cycle locking facility next to a bus stop, allowing people to change between cycling and bus travel. Mobility hubs can also be multi-modal, with facilities for Park and Ride (exchange between car and bus), rail, and cycle parking all in one location.

### **National Highways**

Formally Highways England, National Highways is the executive non-departmental public body responsible for managing motorways and major roads in England.

### **National Landscape (formerly AONB)**

A national designation to conserve and enhance the natural beauty of the landscape. The National Landscapes in South Oxfordshire and Vale of White Horse are the North Wessex Downs and the Chilterns.

### **Natural Flood Management**

Natural flood management uses natural processes to reduce the risk of flooding by protecting, restoring, and/or mimicking the natural functions of catchments, floodplains and the coast to slow and store water. Natural flood management can also provide wider environmental benefits.

### **Nature Recovery Networks**

An expanding, increasingly connected, network of wildlife-rich habitats supporting species recovery, alongside wider benefits such as carbon capture, water quality improvements, natural flood risk management and recreation. It includes the existing network of protected sites and other wildlife rich habitats as well as landscape or catchment scale recovery areas where there is coordinated action for species and habitats.

### **National Planning Policy Framework (NPPF)**

The National Planning Policy Framework (NPPF) sets out government's planning policies for England and how these are expected to be applied.

## **Neighbourhood Plan**

A plan prepared by a parish council or neighbourhood forum for a designated neighbourhood area. In law this is described as a neighbourhood development plan in the Planning and Compulsory Purchase Act 2004.

## **Net Zero**

The balance between the amount of greenhouse gas produced and the amount removed from the atmosphere. We reach net zero when the amount we add is no more than the amount taken away.

## **Night Purging Ventilation**

Night purge ventilation keeps windows and passive ventilations openings closed during the day, but open at night to flush warm air out of the building.

## **Non-designated Heritage Assets**

These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets. In some areas, local authorities identify some non-designated heritage assets as “locally listed”.

## **Older people**

People over or approaching retirement age, including the active, newly retired through to the very frail elderly; and whose housing needs can encompass accessible, adaptable general needs housing through to the full range of retirement and specialised housing for those with support or care needs.

## **Open Space**

The National Planning Policy Framework defines Open Space as: ‘All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.’ Open space can include formal sports pitches, open areas within a development, linear corridors and country parks. Access to a network of high-quality open spaces is important for health and well-being and can also deliver wider benefits for nature and support efforts to address climate change.

## **Operational Carbon**

The emissions caused by the running of a building, mostly due to energy use.

## **Oxfordshire Housing and Growth Deal**

In March 2017 the Government committed to the Oxfordshire Housing and Growth Deal to support ambitious plans to deliver 100,000 homes by 2031, supported by £215 million of funding to help deliver more affordable housing and infrastructure improvements to support development across the county.

## **Passive Design**

Passive design advocates design choices to maximise the efficient use of resources available from the natural environment. This can be for heating, cooling and ventilation in order to create comfortable conditions inside buildings. It can be achieved by harnessing environmental conditions, such as solar radiation, cool night air and air pressure differences to

drive the internal environment. Passive measures do not involve mechanical or electrical systems.

### **Passive Stack Ventilation**

A means of ventilation that uses pressure differences to draw in fresh air from outside replacing rising warm air which is released from the top of the building.

### **Passivhaus Planning Package (PHPP)**

A tool to accurately calculate a building's energy use. It is used to design buildings that seek Passivhaus certification, but can also be used without pursuing certification.

### **Performance Gap**

The difference between the amount of energy a building is predicted to use during design, versus the actual amount of energy it uses. The gap can be due to poor prediction methodologies, errors in construction, and unexpected building user behaviour.

### **Permitted Development Rights**

Permitted development rights are set out in the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended. They are a national grant of planning permission which allow certain building works and changes of use to be carried out without having to make a planning application. They are subject to conditions and limitations to control the impact and to protect local amenity.

### **Planning Condition**

A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a

condition included in a Local Development Order or Neighbourhood Development Order

### **Planning Obligation**

A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.

### **Planning Practice Guidance (PPG)**

The Planning Practice Guidance is a planning practice on-line resource covering a range of planning issues.

### **Predict and Provide**

An historical approach to Transport Planning (See Decide and Provide for the new approach) where existing transport characteristics for an area would be used to estimate the travel demands for a new development. This tends to result in a car-centric assessment, with increases to highway capacity for more cars being given priority, without considering the economies of scale that support travel by public transport, while travel by walking, wheeling, and cycling can also be overlooked.

### **Preferred Options**

This is a non-statutory stage of consultation of the local plan setting out the preferred options for growth in the area, based on the findings of previous consultations. South Oxfordshire and Vale of White Horse District Councils undertook their Preferred Options consultation on the Joint Local Plan in early 2024.

### **Priority habitats and species**

Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.

### **Photovoltaics (PV)**

Solar panels that generate electricity.

### **Quietways**

Walking and cycling routes that have been identified where traffic is generally quieter.

### **Registered Battlefields**

Historic England's Register of Historic Battlefields identifies 47 important English battlefields. Its purpose is to offer them protection through the planning system, and to promote a better understanding of their significance and public enjoyment. There is one Registered Battlefield in South Oxfordshire, the site of the Battle of Chalgrove.

### **Registered Parks and Gardens**

Historic England is enabled by government to compile the 'Register of Parks and Gardens of Special Historic Interest in England' to identify those sites which are of particular historic significance. Registration means that planning authorities must consider the impact of any proposed development on the landscapes' special character.

### **Regulated Energy or Carbon**

Carbon emissions associated with energy uses that are 'regulated' by Building Regulations Part L. This covers permanent energy uses in the building, (space heating, space cooling hot water, fixed lighting, ventilation, fans and pumps).

### **Regulation 18, 19, 22, 24 and 26**

Formal stages of local plan preparation, examination and adoption identified by the Town and Country Planning (Local Planning) (England) Regulations 2012.

### **Renewable and Low Carbon Energy**

Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment - from the wind, the fall of water, the movement of the oceans, from the sun and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels).

### **Replacement Dwellings**

The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces.

### **Route-Based Strategy (RBS)**

Route-Based strategies are being taken forward by the Highways England to enable a smarter approach to investment planning and support greater participation in planning for the strategic road network from local and regional stakeholders.

### **Rural exception sites**

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. A proportion of market homes may be allowed on the site at the Local Planning Authority's discretion, for example where essential to enable the delivery of affordable units without grant funding.

### **Safeguard**

A measure taken in a local plan to protect land from development so that it is available for a future project. See also 'Transport Safeguarding'.

### **Scheduled Monuments**

Scheduling is the selection of nationally important archaeological sites. Scheduled monuments are not always ancient, or visible above ground.

### **Section 106 Agreement**

A legal agreement under section 106 of the Town and Country Planning Act. They are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

### **Self and Custom Build Housing**

Housing built by groups or individuals for their own use. Those groups or individuals must have primary input into the homes final design and layout.

- Self-build is where a person directly organises the design and construction process of their own home, which can include building the home themselves or employing someone to build the home for them
- A custom-build home is where a person is working with a developer, who takes on more responsibility e.g. finding land to build on, constructing the home and arranging finance

### **Sequestration**

Removal and storage of carbon dioxide (or other greenhouse gases) so that it cannot perform its harmful climate-changing role in the atmosphere. Currently achieved by trees, plants and soil for example, but may be achieved by technologies in future.

### **Settlement Hierarchy**

A way of identifying and classifying settlements within South Oxfordshire and provides a guide to where development may be sustainable according to the role and function of the settlement.

### **Significance (for heritage policy)**

The value of a heritage asset to this and future generations because of its heritage interest. The interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting. For World Heritage Sites, the cultural value described within each site's Statement of Outstanding Universal Value forms part of its significance.

### **Site Allocation**

A site that is earmarked in a local plan for a particular type of development or use, such as housing, employment and leisure.

### **Sites of Special Scientific Interest (SSSI)**

Sites designated by Natural England under the Wildlife and Countryside Act 1981.

### **Smart Energy Systems**

Systems with some form of intelligent controls which allow a system operation to be altered to provide improved operation in variable grid supply conditions. For example, a building energy management system can be used to charge a hot water cylinder when the grid wholesale electricity price is low, as grid prices vary in half hour intervals.

### **Smart Street Furniture**

Street furniture refers to a variety of objects or features that are present in public spaces, for example benches, information boards and bins. Smart street furniture is a term used for these objects when they have additional digital functionality and/or connectivity.

### **Space Heat Demand**

The amount of energy needed to heat a building to a comfortable temperature. Expressed in kilowatt-hours per square metre of floor space per year.

### **Spatial Strategy**

The overview and overall approach to the provision of jobs, homes and infrastructure over the plan period.

### **Special Area of Conservation (SAC)**

Areas defined by regulation 3 of the Conservation of Habitats and Species Regulations 2017 which have been given special protection as important conservation sites.

### **Stakeholders**

Individuals or organisations that may be affected by, or have a key interest in, a development proposal or planning policy. They may often be experts in their field or represent the views of many people.

### **Standard Assessment Procedure (SAP)**

The national calculation method for residential buildings' energy usage and carbon emissions, used to satisfy building regulations Part L.

### **Strategic Policies**

Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.

### **Subdivision**

The subdivision of an existing residential building.

### **Supplementary Planning Document (SPD)**

Documents which add further detail to the policies in the development plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. Supplementary planning documents are capable of being a material consideration in planning decisions but are not part of the development plan.

## **Sustainability Appraisal (SA)**

The process of assessing the economic, social and environmental effects of a proposed plan. This process implements the requirements of the SEA Directive. Required to be undertaken for all Development Plan Documents

## **Sustainable Development**

A widely used definition drawn up by the World Commission on Environment and Development in 1987: “development that meets the needs of the present without compromising the ability of future generations to meet their own needs”. The NPPF taken as a whole constitutes the Government’s view of what sustainable development in England means in practice for the planning system.

## **Sustainable Drainage System (SuDS)**

SuDS seek to manage surface water as close to the source as possible, mimicking surface water flows arising from a site prior to the proposed development. Typically SuDS involve a move away from piped systems to softer engineering solutions inspired by natural drainage processes.

## **Sustainable Resource**

A resource that can be continuously replenished, or there is an endless amount of it that can be captured or harnessed without decreasing the supply.

## **Sustainable Tourism**

Tourism that takes full account of its current and future economic, social and environmental impacts, addressing the

needs of visitors, the industry, the environment and host communities.

## **Sustainable Travel**

A mode of travel that is sensitive to the climate emergency and natural environment. Travel sustainability can range between; choosing to walk, instead of driving your car alone, to car sharing, where you could pick up a colleague on the way to work to prevent an additional car trip. When mentioned in the context of Active Travel, we are referring to all types of shared transport such as buses and trains, as well as car sharing.

## **Thermal Mass**

The ability of a material to absorb, store and release heat.

## **Transport Assessment (TA)**

A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.

## **Transport Infrastructure**

Footpaths, footways, bridges and crossings, cycle paths, cycleways, bus stops and bus shelters, railway stations and railway lines, waterways and locks, roads and road junctions are all structures and physical components that allow travel by various modes (walking, wheeling, cycling etc).



## **Transport Safeguarding**

Safeguarding of land for transport is a statutory mechanism used in planning to prevent development from hindering the provision of future infrastructure projects. Safeguarding for transport infrastructure relates to the identification and ‘saving’ of land required to deliver transport infrastructure that may be required now or in the future.

## **Transport Statement**

A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.

## **Transport User Hierarchy**

A prioritisation hierarchy which helps plan makers choose which transport infrastructure to prioritise when there is not enough resource to facilitate all travel modes. For example, where there is a new development that has limited combined road and pavement space between buildings; priority for space will initially be given to walking and wheeling, then cycling and riding, then public transport, then motorcyclists, then shared vehicles, and finally other motorised modes.

## **Travel Modes**

All the different ways one could travel. For example, walking is a travel mode, as is travelling by train.

## **Travel Plan**

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.

## **Travelling Showpeople (Planning definition)**

Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family’s or dependants’ more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.

## **Unregulated Energy or Carbon**

Carbon associated with energy use in a building or development, but which is not covered by Building Regulations Part L. This includes plug-in appliances, lifts, escalators, external lighting, and any other use not covered by Part L.

## **Vision Zero**

An aspiration to have zero road fatalities or serious injuries on the transport system.

## **Wastewater**

Water that has been used, for example in homes or by businesses, as well as rain that falls on roofs, roads and pavements and is discharged into the sewage system.

## **Water Conductivity**

A broad measure of water quality that captures various kinds of contamination and impurities in water.

**Waterbodies**

All bodies of water, including; surface waters (such as rivers, streams, lakes, ponds, canals and reservoirs) and groundwater (water stored underground).

**Watercourse**

Main rivers, (larger rivers, brooks and streams) and ordinary watercourses (headwaters and smaller brooks and streams). Watercourses as defined in s72(1) Land Drainage Act 1991; Ordinary watercourses as defined in the Flood and Water Management Act 2010.

**Wheeling**

Wheeling is an alternative to pedestrian-based mobility which includes both self-propelled wheelchairs, powered wheelchairs, mobility scooters, and rollators.

**Whole Life Carbon Emissions (WLC)**

The carbon emissions resulting from the materials, construction, and the use of a building over its entire life, including its demolition and disposal.

**Windfall Sites**

Sites not specifically identified in the development plan.

**Zero-emission and Low Carbon Transport**

Ways to get around which involve low or zero greenhouse gas emissions, for example walking and cycling, or vehicles which use alternative fuels

## Appendix 2. Strategic status of policies

### Strategic and non-strategic policies

- A2.1 The National Planning Policy Framework (NPPF)<sup>114</sup> (paragraph 20) states that strategic policies should set out an overall strategy for the pattern, scale and design quality of places (to ensure outcomes support beauty and placemaking), and make sufficient provision for, inter alia, housing, employment, retail, leisure, infrastructure, community facilities and preservation of the natural, built and historic environment. The NPPF Glossary goes on to define strategic policies as policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E)<sup>115</sup> of the Planning and Compulsory Purchase Act 2004. This legislation proceeds to set out that each Local Planning Authority must identify their strategic priorities and have policies to address these in their development plan documents (taken as a whole).
- A2.2 The NPPF (paragraph 28) states that non-strategic policies should be used by local planning authorities and communities to set out more detailed policies for specific areas, neighbourhoods or types of development. This can include allocating sites, the provision of infrastructure and community facilities at a local level, establishing design principles, conserving, and enhancing the natural and historic environment and setting out other development management policies.
- A2.3 The Joint Local Plan comprises a combination of strategic policies (which address the priorities for the area) and non-strategic policies (which deal with more detailed matters). National Planning Policy Guidance (NPPG)<sup>116</sup> sets out that where a local plan contains both strategic and non-strategic policies, the non-strategic policies should be clearly distinguished from the strategic policies (please see the NPPG for further information).
- A2.4 Accordingly, this table sets out current policies in the Joint Local Plan and identifies whether they have strategic or non-strategic status. The strategic or non-strategic status of policies is of relevance for neighbourhood plans. Legislation requires that neighbourhood plans must be in general conformity with the strategic policies in the adopted local plan for the area, and any other strategic policies that form part of the statutory development plan where relevant (please see the NPPG for further information). Furthermore, a neighbourhood plan should support the delivery of strategic policies set out in the local plan or

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<sup>114</sup> National Planning Policy Framework (NPPF), available at: [https://assets.publishing.service.gov.uk/media/65829e99fc07f3000d8d4529/NPPF\\_December\\_2023.pdf](https://assets.publishing.service.gov.uk/media/65829e99fc07f3000d8d4529/NPPF_December_2023.pdf)

<sup>115</sup> Planning and Compulsory Purchase Act, available at: <https://www.legislation.gov.uk/ukpga/2004/5/section/19>

<sup>116</sup> National Planning Policy Guidance, available at: <https://www.gov.uk/guidance/plan-making>

spatial development strategy and should shape and direct development that is outside of those strategic policies (as outlined in paragraph 13 of the NPPF).

A2.5 The Neighbourhood Planning Guidance<sup>117</sup> suggests considerations for reaching a view on whether a policy is strategic:

- whether the policy sets out an overarching direction or objective
- whether the policy seeks to shape the broad characteristics of development
- the scale at which the policy is intended to operate
- whether the policy sets a framework for decisions on how competing priorities should be balanced
- whether the policy sets a standard or other requirement that is essential to achieving the wider vision and aspirations in the local plan or spatial development strategy
- in the case of site allocations, whether bringing the site forward is central to achieving the vision and aspirations of the local plan or spatial development strategy
- whether the local plan or spatial development strategy identifies the policy as being strategic

A2.6 These considerations have been used to assign strategic or non-strategic status to the Joint Local Plan policies. If a policy meets one or more of the considerations listed above then it is considered a strategic policy in the Joint Local Plan.

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<sup>117</sup> Neighbourhood Planning Guidance, available at: <https://www.gov.uk/guidance/neighbourhood-planning--2#:~:text=A%20neighbourhood%20plan%20should%20support,revise%20National%20Planning%20Policy%20Framework>).

## Chapter 1: Introduction

No policies

## Chapter 2: About the districts

No policies

## Chapter 3: Vision and objectives

No policies

## Chapter 4: Climate change and improving environmental quality

<b>Policy Number</b>	<b>Policy Title</b>	<b>Strategic or Non-strategic</b>
CE1	Sustainable design and construction	Strategic
CE2	Net zero carbon buildings	Strategic
CE3	Reducing embodied carbon	Strategic
CE4	Sustainable retrofitting	Strategic
CE5	Renewable energy	Strategic
CE6	Flood risk	Strategic
CE7	Water efficiency	Strategic
CE8	Water quality, wastewater infrastructure and drainage	Strategic
CE9	Air quality	Strategic
CE10	Pollution sources and receptors	Strategic
CE11	Light pollution and dark skies	Strategic
CE12	Soils and contaminated land	Strategic

<b>Policy Number</b>	<b>Policy Title</b>	<b>Strategic or Non-strategic</b>
CE13	Minerals safeguarding areas	Strategic

### Chapter 5: Spatial strategy and settlements

<b>Policy Number</b>	<b>Policy Title</b>	<b>Strategic or Non-strategic</b>
SP1	Spatial strategy	Strategic
SP2	Settlement hierarchy	Strategic
SP3	The strategy for Didcot Garden Town	Strategic
SP4	A strategy for Abingdon-on-Thames	Strategic
SP5	A strategy for Faringdon	Strategic
SP6	A strategy for Henley-on-Thames	Strategic
SP7	A strategy for Thame	Strategic
SP8	A strategy for Wallingford	Strategic
SP9	A strategy for Wantage	Strategic

## Chapter 6: Housing

<b>Policy Number</b>	<b>Policy Title</b>	<b>Strategic or Non-strategic</b>
HOU1	Housing requirement	Strategic
HOU2	Sources of housing supply	Strategic
HOU3	Affordable housing	Strategic
HOU4	Housing mix and size	Strategic
HOU5	Housing for older people	Strategic
HOU6	Self-build and custom-build housing	Strategic
HOU7	Affordable self and custom-build housing	Strategic
HOU8	Replacement dwellings in the countryside	Strategic
HOU9	Sub-division of houses	Strategic
HOU10	Meeting the needs of Gypsies, Travellers and Travelling Showpeople	Strategic
HOU11	Proposals for/affecting Gypsies, Travellers and Travelling Showpeople's sites	Strategic
HOU12	Rural and First Homes exception sites	Strategic
HOU13	Community-led housing development	Strategic
HOU14	Build to Rent proposals	Strategic
HOU15	Houses in Multiple Occupation	Strategic
HOU16	Residential extensions and annexes	Strategic
HOU17	Rural workers' dwellings	Strategic

## Chapter 7: Jobs and tourism

<b>Policy Number</b>	<b>Policy Title</b>	<b>Strategic or Non-strategic</b>
JT1	Meeting employment needs	Strategic
JT2	Protecting our employment sites	Strategic
JT3	Affordable workspace	Strategic
JT4	Community Employment Plans	Strategic
JT5	Supporting the rural economy	Strategic
JT6	Supporting sustainable tourism and the visitor economy	Strategic
JT7	Overnight visitor accommodation	Strategic

## Chapter 8: Site allocations and Garden Villages

<b>Policy Number</b>	<b>Policy Title</b>	<b>Strategic or Non-strategic</b>
LS1	Proposals for large scale major development	Strategic
AS1	Land at Berinsfield Garden Village	Strategic
AS2	Land adjacent to Culham Campus	Strategic
AS3	Land South of Grenoble Road, Edge of Oxford	Strategic
AS4	Land at Northfield, Edge of Oxford	Strategic
AS5	Land at Bayswater Brook, Edge of Oxford	Strategic
AS6	Rich's Sidings and Broadway, Didcot	Strategic



<b>Policy Number</b>	<b>Policy Title</b>	<b>Strategic or Non-strategic</b>
AS7	Land at Didcot Gateway, Didcot	Strategic
AS8	North West of Grove, Grove	Strategic
AS9	North West of Valley Park, Didcot	Strategic
AS10	Land at Dalton Barracks Garden Village, Shippon	Strategic
AS11	Culham Campus	Strategic
AS12	Harwell Campus	Strategic
AS13	Berinsfield Garden Village	Strategic
AS14	Dalton Barracks Garden Village	Strategic
AS15	Harcourt Hill Campus	Strategic
AS16	Vauxhall Barracks, Didcot	Strategic

### Chapter 9: Town centres and retail

<b>Policy Number</b>	<b>Policy Title</b>	<b>Strategic or Non-strategic</b>
TCR1	Centre hierarchy	Strategic
TCR2	Strategy for town and local service centres	Strategic
TCR3	Retail floorspace provision (convenience and comparison goods)	Strategic
TCR4	Retail and service provision in villages and local centres	Strategic

## Chapter 10: Well-designed places for our communities

Policy Number	Policy Title	Strategic or Non-strategic
DE1	High quality design	Strategic
DE2	Local character and identity	Strategic
DE3	Delivering well-designed new development	Strategic
DE4	Optimising densities	Strategic
DE5	Neighbouring amenity	Strategic
DE6	Outdoor amenity space	Strategic
DE7	Waste collection and recycling	Strategic

## Chapter 11: Healthy places

Policy Number	Policy Title	Strategic or Non-strategic
HP1	Healthy place shaping	Strategic
HP2	Community facilities and services	Strategic
HP3	Health care provision	Strategic
HP4	Existing open space, sport and recreation facilities	Strategic
HP5	New facilities for sport, physical activity and recreation	Strategic
HP6	Green infrastructure on new developments	Strategic
HP7	Open space on new developments	Strategic
HP8	Provision for children's play and spaces for young people	Strategic
HP9	Provision of community food growing opportunities	Non-strategic

<b>Policy Number</b>	<b>Policy Title</b>	<b>Strategic or Non-strategic</b>
HP10	Watercourses	Strategic

### Chapter 12: Nature recovery, heritage and landscape

<b>Policy Number</b>	<b>Policy Title</b>	<b>Strategic or Non-strategic</b>
NH1	Biodiversity designations	Strategic
NH2	Nature recovery	Strategic
NH3	Trees & hedgerows in the landscape	Strategic
NH4	Chilterns and North Wessex Downs National Landscapes	Strategic
NH5	District-valued landscape	Strategic
NH6	Landscapes	Non-strategic
NH7	Tranquillity	Non-strategic
NH8	The historic environment	Strategic
NH9	Listed Buildings	Strategic
NH10	Conservation Areas	Strategic
NH11	Archaeology and Scheduled Monuments	Strategic
NH12	Historic Battlefields, Registered Parks and Gardens and Historic Landscapes	Strategic
NH13	Historic environment and climate change	Strategic

### Chapter 13: Infrastructure, transport, connectivity and communications

Policy Number	Policy Title	Strategic or Non-strategic
IN1	Infrastructure and service provision	Strategic
IN2	Sustainable transport and accessibility	Strategic
IN3	Transport infrastructure and safeguarding	Strategic
IN4	Wilts and Berks Canal safeguarding	Strategic
IN5	Cycle and car parking standards	Strategic
IN6	Deliveries and freight	Non-Strategic
IN7	South East Strategic Reservoir Option (SESRO) safeguarding	Strategic
IN8	Digital connectivity	Strategic

### Chapter 14: Monitoring

No policies

### Chapter 15: Local Plan explainer

No policies

### Appendix 3. Status of previously adopted policies

A3.1 This appendix shows which policies from the adopted South Oxfordshire Local Plan 2035 and Vale of White Horse 2031 (Parts 1 and 2) are carried forward, replaced or deleted by policies in the Joint Local Plan.

#### Carried forward, replaced and deleted policies from the adopted South Oxfordshire Local Plan 2035

<b>Adopted policy in South Oxfordshire Local Plan 2035</b>	<b>Is the policy being carried forward, replaced or deleted in the Joint Local Plan?</b>	<b>Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy</b>
STRAT1: The Overall Strategy	Replaced	SP1 - Spatial strategy
STRAT2: South Oxfordshire Housing and Employment Requirements	Replaced	HOU1 - Housing requirement JT1 - Meeting employment needs
STRAT3: Didcot Garden Town	Replaced	SP3 - The strategy for Didcot Garden Town
STRAT4: Strategic Development	Replaced	LS1 - Proposals for large scale major development
STRAT5: Residential Densities	Replaced	DE4 - Optimising densities
STRAT6: Green Belt	Replaced	SP1 - Spatial strategy
STRAT7: Land at Chalgrove Airfield	Deleted	Our review of existing allocated sites has demonstrated that this site is no longer appropriate for allocation.
STRAT8: Culham Science Centre	Replaced	AS11 - Culham Campus
STRAT9: Land Adjacent to Culham Science Centre	Replaced	AS2 - Land adjacent to Culham Campus
STRAT10: Berinsfield Garden Village	Replaced	AS13 - Berinsfield Garden Village
STRAT10i: Land at Berinsfield Garden Village	Replaced	AS1 - Land at Berinsfield Garden Village

Adopted policy in South Oxfordshire Local Plan 2035	Is the policy being carried forward, replaced or deleted in the Joint Local Plan?	Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy
STRAT10ii: Berinsfield Local Green Space	Replaced	AS13 - Berinsfield Garden Village
STRAT11: Land South of Grenoble Road	Replaced	AS3 - Land South of Grenoble Road, Edge of Oxford
STRAT12: Land at Northfield	Replaced	AS4 - Land at Northfield, Edge of Oxford
STRAT13: Land North of Bayswater Brook	Replaced	AS5 - Land at Bayswater Brook, Edge of Oxford
STRAT14: Land at Wheatley Campus, Oxford Brookes University	Carried forward	HOU2 - Sources of housing supply carries forward this allocation
HEN1: The Strategy for Henley-on-Thames	Replaced	SP6 - A strategy for Henley-on-Thames
TH1: The Strategy for Thame	Replaced	SP7 - A strategy for Thame
WAL1: The Strategy for Wallingford	Replaced	SP8 - A strategy for Wallingford
H1: Delivering New Homes	Replaced	SP1 - Spatial strategy SP2 - Settlement hierarchy
H2: New Housing in Didcot	Carried forward/Replaced	<p>HOU2 - Sources of housing supply carries forward the following allocations:</p> <ul style="list-style-type: none"> <li>• Ladygrove East</li> <li>• Didcot North East</li> </ul> <p>Other aspects of this policy have been replaced by:</p> <ul style="list-style-type: none"> <li>• HOU2 - Sources of housing supply</li> <li>• AS6 - Rich's Sidings and Broadway, Didcot</li> <li>• AS7 - Land at Didcot Gateway, Didcot</li> <li>• AS16 - Vauxhall Barracks, Didcot</li> </ul>

Adopted policy in South Oxfordshire Local Plan 2035	Is the policy being carried forward, replaced or deleted in the Joint Local Plan?	Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy
		<p>Other housing sites are no longer in the local plan as they have completed building:</p> <ul style="list-style-type: none"> <li>• Great Western Park</li> <li>• Hadden Hill</li> <li>• Land south of A4130</li> </ul>
H3: Housing in the towns of Henley-on-Thames, Thame and Wallingford	Carried forward/Replaced	<p>HOU2 - Sources of housing supply carries forward the allocation of Land West of Wallingford</p> <p>Other aspects of this policy have been replaced by HOU2 - Sources of housing supply</p>
H4: Housing in the Larger Villages	Replaced	<p>SP1 - Spatial strategy</p> <p>SP2 - Settlement hierarchy</p>
H5: Land to the West of Priest Close, Nettlebed	Deleted	Our review of existing allocated sites has demonstrated that this site is no longer appropriate for allocation.
H6: Joyce Grove, Nettlebed	Carried forward	HOU2 - Sources of housing supply carries forward this allocation
H7: Land to the South and West of Nettlebed Service Station	Deleted	Our review of existing allocated sites has demonstrated that this site is no longer appropriate for allocation.
H8: Housing in the Smaller Villages	Replaced	<p>SP1 - Spatial strategy</p> <p>SP2 - Settlement hierarchy</p>

<b>Adopted policy in South Oxfordshire Local Plan 2035</b>	<b>Is the policy being carried forward, replaced or deleted in the Joint Local Plan?</b>	<b>Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy</b>
H9: Affordable Housing	Replaced	HOU3 - Affordable housing
H10: Exception Sites and Entry Level Housing Schemes	Replaced	HOU12 - Rural and First Homes exception sites
H11: Housing Mix	Replaced	HOU4 - Housing mix and size
H12: Self-Build and Custom-Build Housing	Replaced	HOU6 - Self-build and custom-build housing HOU7 - Affordable self and custom-build housing
H13: Specialist Housing for Older People	Replaced	HOU5 - Housing for older people
H14: Provision for Gypsies, Travellers and Travelling Showpeople	Replaced	HOU10 - Meeting the needs of Gypsies, Travellers, and Travelling Showpeople
H15: Safeguarding Gypsy, Traveller and Travelling Showpeople sites	Replaced	HOU11 - Proposals relating to/affecting existing Gypsies, Travellers, and Travelling Showpeople's sites
H16: Backland and Infill Development and Redevelopment	Replaced	SP1 - Spatial strategy SP2 - Settlement hierarchy
H17: Sub-division and Conversion to Multiple Occupation	Replaced	HOU9 - Sub-division of houses HOU15 - Houses in Multiple Occupation
H18: Replacement Dwellings	Replaced	HOU8 - Replacement dwellings in the countryside
H19: Rural Workers Dwellings	Replaced	HOU17 - Rural workers' dwellings
H20: Extensions to Dwellings	Replaced	HOU16 - Residential extensions and annexes
H21: Loss of Existing Residential Accommodation in Town Centres	Deleted	This policy is not used so there is no need to retain it.



Adopted policy in South Oxfordshire Local Plan 2035	Is the policy being carried forward, replaced or deleted in the Joint Local Plan?	Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy
EMP1: The Amount and Distribution of New Employment Land	Carried Forward/Replaced	<p>JT1 - Meeting employment needs carries forward the following allocations:</p> <ul style="list-style-type: none"> <li>• Southmead Industrial Estate</li> <li>• Hithercroft Industrial Estate</li> </ul> <p>Other aspects of this policy have been replaced by JT1 - Meeting employment needs</p>
EMP2: Range, Size and Mix of Employment Premises	Replaced	JT1 - Meeting employment needs
EMP3: Retention of Employment Land	Replaced	JT2 - Protecting our employment sites
EMP4: Employment Land in Didcot	Carried forward/Replaced	<p>JT1 - Meeting employment needs carries forward the allocation of Southmead Industrial Estate</p> <p>Other aspects of this policy have been replaced by JT1 - Meeting employment needs</p>
EMP5: New Employment Land in Henley-on-Thames	Replaced	JT1 - Meeting employment needs
EMP6: New Employment Land at Thame	Replaced	JT1 - Meeting employment needs
EMP7: New Employment Land at Wallingford	Carried forward/Replaced	<p>JT1 - Meeting employment needs carries forward the allocation of land at Hithercroft Road and Lupton Road and land at the junction of Whitley Road and Lester Way (now called Hithercroft Industrial Estate, Wallingford in the Joint Local Plan)</p>

<b>Adopted policy in South Oxfordshire Local Plan 2035</b>	<b>Is the policy being carried forward, replaced or deleted in the Joint Local Plan?</b>	<b>Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy</b>
		Other aspects of this policy have been replaced by JT1 - Meeting employment needs
EMP8: New Employment Land at Crowmarsh Gifford	Replaced	JT1 - Meeting employment needs
EMP9: New Employment Land at Chalgrove	Carried forward	JT1 - Meeting employment needs carries forward the allocation of Land at Monument Business Park
EMP10: Development in Rural Areas	Replaced	JT5 - Supporting the rural economy JT6 - Supporting sustainable tourism and the visitor economy
EMP11: Tourism	Replaced	JT6 - Supporting sustainable tourism and the visitor economy
EMP12: Caravan and Camping Sites	Replaced	JT7 - Overnight visitor accommodation
EMP13: Retention of Visitor Accommodation	Replaced	JT7 - Overnight visitor accommodation
INF1: Infrastructure Provision	Replaced	IN1 - Infrastructure and service provision
TRANS1a: Supporting Strategic Transport Investment Across the Oxford to Cambridge Arc	Replaced	IN3 - Transport infrastructure and safeguarding
TRANS1b: Supporting Strategic Transport Investment	Replaced	IN3 - Transport infrastructure and safeguarding
TRANS2: Promoting Sustainable Transport and Accessibility	Replaced	IN2 - Sustainable transport and accessibility
TRANS3: Safeguarding of Land for Strategic Transport Schemes	Replaced	IN3 - Transport infrastructure and safeguarding

<b>Adopted policy in South Oxfordshire Local Plan 2035</b>	<b>Is the policy being carried forward, replaced or deleted in the Joint Local Plan?</b>	<b>Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy</b>
TRANS4: Transport Assessments, Transport Statements and Travel Plans	Replaced	IN2 - Sustainable transport and accessibility
TRANS5: Consideration of Development Proposals	Replaced	IN2 - Sustainable transport and accessibility IN3 - Transport infrastructure and safeguarding
TRANS6: Rail	Replaced	IN3 - Transport infrastructure and safeguarding
TRANS7: Development Generating New Lorry Movements	Replaced	IN6 - Deliveries and freight
INF2: Electronic Communications	Replaced	IN8 - Digital connectivity
INF3: Telecommunications	Replaced	IN8 - Digital connectivity
INF4: Water Resources	Replaced	CE7 - Water efficiency CE8 - Water quality, wastewater infrastructure and drainage
ENV1: Landscape and Countryside	Replaced	NH4 - Chilterns and North Wessex Downs National Landscapes NH6 - Landscape
ENV2: Biodiversity - Designated Sites, Priority Habitats and Species	Replaced	NH1 - Biodiversity designations
ENV3: Biodiversity	Replaced	NH2 - Nature recovery
ENV4: Watercourses	Replaced	HP10 - Watercourses
ENV5: Green Infrastructure in New Developments	Replaced	HP6 - Green infrastructure on new developments
ENV6: Historic Environment	Replaced	NH8 - The historic environment

<b>Adopted policy in South Oxfordshire Local Plan 2035</b>	<b>Is the policy being carried forward, replaced or deleted in the Joint Local Plan?</b>	<b>Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy</b>
ENV7: Listed Buildings	Replaced	NH9 - Listed Buildings
ENV8: Conservation Areas	Replaced	NH10 - Conservation Areas
ENV9: Archaeology and Scheduled Monuments	Replaced	NH11 - Archaeology and Scheduled Monuments
ENV10: Historic Battlefields, Registered Parks and Gardens and Historic Landscapes	Replaced	NH12 - Historic Battlefields, Registered Parks and Gardens and Historic Landscapes
ENV11: Pollution - Impact From Existing and/or Previous Land Uses on New Development and the Natural Environment (Potential Receptors of Pollution)	Replaced	CE10 - Pollution sources and receptors
ENV12: Pollution - Impact of Development on Human Health, the Natural Environment and/or Local Amenity (Potential Sources of Pollution)	Replaced	CE10 - Pollution sources and receptors
EP1: Air Quality	Replaced	CE9 - Air quality
EP2: Hazardous Substances	Replaced	CE10 - Pollution sources and receptors
EP3: Waste Collection and Recycling	Replaced	DE7 - Waste collection and recycling
EP4: Flood Risk	Replaced	CE6 - Flood risk
EP5: Minerals Safeguarding Areas	Replaced	CE13 - Minerals safeguarding areas
DES1: Delivering High Quality Development	Replaced	DE1 - High quality design
DES2: Enhancing Local Character	Replaced	DE2 - Local character and identity
DES3: Design and Access Statements	Replaced	DE3 - Delivering well-designed new development

<b>Adopted policy in South Oxfordshire Local Plan 2035</b>	<b>Is the policy being carried forward, replaced or deleted in the Joint Local Plan?</b>	<b>Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy</b>
DES4: Masterplans for Allocated Sites and Major Development	Replaced	DE3 - Delivering well-designed new development
DES5: Outdoor Amenity Space	Replaced	DE6 - Outdoor amenity space
DES6: Residential Amenity	Replaced	DE5 - Neighbouring amenity
DES7: Efficient Use of Resources	Replaced	CE3 - Reducing embodied carbon CE4 - Sustainable retrofitting
DES8: Promoting Sustainable Design	Replaced	CE1 - Sustainable design and construction
DES9: Renewable and Low Carbon Energy	Replaced	CE5 - Renewable energy
DES10: Carbon Reduction	Replaced	CE2 - Net zero carbon buildings
TC1: Retail and Services Growth	Replaced	TCR3 - Retail floorspace provision (convenience and comparison goods)
TC2: Retail Hierarchy	Replaced	TCR1 - Centre hierarchy
TC3: Comparison Goods Floorspace Requirements	Replaced	TCR3 - Retail floorspace provision (convenience and comparison goods)
TC4: Convenience Floorspace Provision in the Market Towns	Replaced	TCR3 - Retail floorspace provision (convenience and comparison goods)
TC5: Primary Shopping Areas	Replaced	TCR2 - Strategy for town and local service centres
CF1: Safeguarding Community Facilities	Replaced	HP2 - Community facilities and services
CF2: Provision of Community Facilities and Services	Replaced	HP2 - Community facilities and services

Adopted policy in South Oxfordshire Local Plan 2035	Is the policy being carried forward, replaced or deleted in the Joint Local Plan?	Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy
CF3: New Open Space, Sport and Recreation Facilities	Replaced	HP5 - New facilities for sport, physical activity and recreation
CF4: Existing Open Space, Sport and Recreation Facilities	Replaced	HP4 - Existing open space, sport and recreation facilities
CF5: Open Space, Sport and Recreation in New Residential Development	Replaced	HP5 - New facilities for sport, physical activity and recreation HP6 - Green infrastructure on new developments HP7 - Open space in new developments HP8 - Play provision for children’s play and space for young people HP9 - Provision of community food growing opportunities

## Carried forward, replaced and deleted policies from the Vale of White Horse Local Plan 2031 Part 1

Adopted policy in Vale of White Horse Local Plan 2031 Part 1	Is the policy being carried forward, replaced or deleted in the Joint Local Plan?	Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy
CP1: Presumption in Favour of Sustainable Development	Replaced	SP1 - Spatial strategy
CP2: Cooperation on Unmet Housing Need for Oxfordshire	Replaced	HOU1 - Housing requirement
CP3: Settlement Hierarchy	Replaced	SP2 - Settlement hierarchy
CP4: Meeting Our Housing Needs	Carried forward/Replaced	<p>HOU2 - Sources of housing supply carries forward the following allocations:</p> <ul style="list-style-type: none"> <li>• South-West of Faringdon</li> <li>• Milton Heights</li> <li>• North-West of Radley</li> <li>• South of Kennington</li> <li>• West of Stanford-in-the-Vale</li> <li>• Land South of Park Road, Faringdon</li> <li>• North of Abingdon-on-Thames</li> <li>• South of Faringdon</li> <li>• Monks Farm (North Grove)</li> <li>• Grove Airfield</li> <li>• Valley Park</li> <li>• Crab Hill (North East Wantage and South East Grove)</li> <li>• North-West of Abingdon-on-Thames</li> <li>• North of Shrivenham</li> <li>• East of Sutton Courtenay</li> </ul> <p>Other aspects of this policy have been replaced by:</p>

Adopted policy in Vale of White Horse Local Plan 2031 Part 1	Is the policy being carried forward, replaced or deleted in the Joint Local Plan?	Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy
		<ul style="list-style-type: none"> <li>• HOU1 - Housing requirement</li> <li>• HOU2 - Sources of housing supply</li> <li>• AS9 - North West of Valley Park, Didcot</li> </ul> <p>Other housing sites are no longer in the local plan as they have completed building:</p> <ul style="list-style-type: none"> <li>• East of Coxwell Road Faringdon</li> <li>• West of Harwell</li> <li>• East of Kingston Bagpuize with Southmoor</li> </ul>
CP5: Housing Supply Ring-Fence	Deleted	A ring-fence is no longer required under the new spatial strategy.
CP6: Meeting Business and Employment Needs	Carried forward/Replaced	<p>JT1 - Meeting employment needs carries forward the following allocations:</p> <ul style="list-style-type: none"> <li>• Didcot A</li> <li>• Abingdon Science Park at Barton Lane (now named Abingdon Science Park in the Joint Local Plan)</li> <li>• South of Park Road, Faringdon</li> <li>• Grove Technology Park</li> </ul> <p>Other aspects of this policy have been replaced by JT1 - Meeting employment needs</p>
CP7: Providing Supporting Infrastructure and Services	Replaced	IN1 - Infrastructure and service provision
CP8: Spatial Strategy for Abingdon-on-Thames and Oxford Fringe Sub-Area	Carried forward/Replaced	<p>HOU2 - Sources of housing supply carries forward the following allocations:</p> <ul style="list-style-type: none"> <li>• South of Kennington</li> </ul>



Adopted policy in Vale of White Horse Local Plan 2031 Part 1	Is the policy being carried forward, replaced or deleted in the Joint Local Plan?	Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy
		<ul style="list-style-type: none"> <li>• North of Abingdon-on-Thames</li> <li>• North-West of Abingdon-on-Thames</li> <li>• North-West of Radley</li> </ul> <p>Other aspects of this policy have been replaced by:</p> <ul style="list-style-type: none"> <li>• SP1 - Spatial strategy</li> <li>• HOU2 - Sources of housing supply</li> </ul> <p>Other housing sites are no longer in the local plan as they have completed building:</p> <ul style="list-style-type: none"> <li>• East of Kingston Bagpuize with Southmoor</li> </ul>
CP9: Harcourt Hill Campus	Replaced	AS15 - Harcourt Hill Campus
CP10: Abbey Shopping Centre and the Charter, Abingdon-on-Thames	Deleted	Abbey Shopping Centre and the Charter are already partly developed. Implementing retail-led development on the remaining part of the site would not be consistent with the strategy for town centres in the Joint Local Plan, which supports a broader mix of land uses.
CP11: Botley Central Area	Deleted	The redevelopment is complete.
CP12: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area	Replaced	IN3 - Transport infrastructure and safeguarding
CP13: The Oxford Green Belt	Replaced	SP1 - Spatial strategy
CP14: Strategic Water Storage Reservoirs	Replaced	IN7 - South East Strategic Reservoir Option (SESRO) safeguarding

Adopted policy in Vale of White Horse Local Plan 2031 Part 1	Is the policy being carried forward, replaced or deleted in the Joint Local Plan?	Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy
CP15: Spatial Strategy for South East Vale Sub-Area	Carried forward/Replaced	<p>HOU2 - Sources of housing supply carries forward the following allocations:</p> <ul style="list-style-type: none"> <li>• Milton Heights</li> <li>• Monks Farm (North Grove)</li> <li>• Grove Airfield</li> <li>• Valley Park</li> <li>• Crab Hill (North East Wantage and South East Grove)</li> <li>• East of Sutton Courtenay</li> </ul> <p>Other aspects of this policy have been replaced by:</p> <ul style="list-style-type: none"> <li>• SP1 - Spatial strategy</li> <li>• HOU1 - Housing requirement</li> <li>• HOU2 - Sources of housing supply</li> <li>• AS9 - North West of Valley Park, Didcot</li> </ul> <p>Other housing sites are no longer in the local plan as they have completed building:</p> <ul style="list-style-type: none"> <li>• West of Harwell</li> </ul>
CP16: Didcot A Power Station	Carried forward	JT1 - Meeting employment needs carries forward this allocation.
CP17: Delivery of Strategic Highway Improvements within the South-East Vale Sub-Area	Replaced	IN3 - Transport infrastructure and safeguarding

Adopted policy in Vale of White Horse Local Plan 2031 Part 1	Is the policy being carried forward, replaced or deleted in the Joint Local Plan?	Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy
CP18: Safeguarding of Land for Transport Schemes in the South-East Vale Sub-Area	Replaced	IN3 - Transport infrastructure and safeguarding
CP19: Re-opening of Grove Railway Station	Replaced	IN3 - Transport infrastructure and safeguarding
CP20: Spatial Strategy for Western Vale Sub-Area	Carried forward/Replaced	<p>HOU2 - Sources of housing supply carries forward the following allocations:</p> <ul style="list-style-type: none"> <li>• South-West of Faringdon</li> <li>• Land South of Park Road, Faringdon</li> <li>• South of Faringdon</li> <li>• North of Shrivenham</li> <li>• West of Stanford-in-the-Vale</li> </ul> <p>Other aspects of this policy have been replaced by:</p> <ul style="list-style-type: none"> <li>• SP1 - Spatial strategy</li> <li>• HOU1 - Housing requirement</li> <li>• HOU2 - Sources of housing supply</li> </ul> <p>Other housing sites are no longer in the local plan as they have completed building:</p> <ul style="list-style-type: none"> <li>• East of Coxwell Road Faringdon</li> </ul>
CP21: Safeguarding of Land for Strategic Highway Improvements within the Western Vale Sub-Area	Replaced	IN3 - Transport infrastructure and safeguarding
CP22: Housing Mix	Replaced	HOU4 - Housing mix and size
CP23: Housing Density	Replaced	DE4 - Optimising densities

<b>Adopted policy in Vale of White Horse Local Plan 2031 Part 1</b>	<b>Is the policy being carried forward, replaced or deleted in the Joint Local Plan?</b>	<b>Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy</b>
CP24: Affordable Housing	Replaced	HOU3 - Affordable housing
CP25: Rural Exception Sites	Replaced	HOU12 - Rural and First Homes exception sites
CP26: Accommodating Current and Future Needs of the Ageing Population	Replaced	HOU5 - Housing for older people
CP27: Meeting the housing needs of Gypsies, Travellers and Travelling Show People	Replaced	HOU10 - Meeting the needs of Gypsies, Travellers, and Travelling Showpeople
CP28: New Employment Development on Unallocated Sites	Replaced	JT1 - Meeting employment needs
CP29: Change of Use of Existing Employment Land and Premises	Replaced	JT2 - Protecting our employment sites
CP30: Further and Higher Education	Deleted	Sufficiently covered by the National Planning Policy Framework.
CP31: Development to Support the Visitor Economy	Replaced	JT6 - Supporting sustainable tourism and the visitor economy JT7 - Overnight visitor accommodation
CP32: Retail Development and other Main Town Centre Uses	Replaced	TCR1 - Centre hierarchy TCR2 - Strategy for town and local service centres TCR3 - Retail floorspace provision (convenience and comparison goods)
CP33: Promoting Sustainable Transport and Accessibility	Replaced	IN2 - Sustainable transport and accessibility
CP34: A34 Strategy	Replaced	IN3 - Transport infrastructure and safeguarding

<b>Adopted policy in Vale of White Horse Local Plan 2031 Part 1</b>	<b>Is the policy being carried forward, replaced or deleted in the Joint Local Plan?</b>	<b>Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy</b>
CP35: Promoting Public Transport, Cycling and Walking	Replaced	IN2 - Sustainable transport and accessibility IN3 - Transport infrastructure and safeguarding
CP36: Electronic Communications	Replaced	IN8 - Digital connectivity
CP37: Design and Local Distinctiveness	Replaced	DE1 - High quality design DE2 - Local character and identity
CP38: Design Strategies for Strategic and Major Development Sites	Replaced	DE3 - Delivering well-designed new development
CP39: The Historic Environment	Replaced	NH8 - The historic environment
CP40: Sustainable Design and Construction	Replaced	CE1 - Sustainable design and construction
CP41: Renewable Energy	Replaced	CE5 - Renewable energy
CP42: Flood Risk	Replaced	CE6 - Flood risk
CP43: Natural Resources	Replaced	CE7 - Water efficiency
CP44: Landscape	Replaced	NH4 - Chilterns and North Wessex Downs National Landscapes NH6 - Landscape
CP45: Green Infrastructure	Replaced	HP6 - Green infrastructure on new developments
CP46: Conservation and Improvement of Biodiversity	Replaced	NH1 - Biodiversity designations NH2 - Nature recovery
CP47: Delivery and Contingency	Deleted	Sufficiently covered by the National Planning Policy Framework.

## Carried forward, replaced and deleted policies from the Vale of White Horse Local Plan 2031 Part 2

Adopted policy in Vale of White Horse Local Plan 2031 Part 2	Is the policy being carried forward, replaced or deleted in the Joint Local Plan?	Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy
CP4a: Meeting our Housing Needs	Carried forward/Replaced	<p>HOU2 - Sources of housing supply carries forward the following allocations:</p> <ul style="list-style-type: none"> <li>• North-East of East Hanney</li> <li>• South-East of Marcham</li> <li>• North of East Hanney</li> <li>• East of Kingston Bagpuize with Southmoor</li> </ul> <p>Other aspects of this policy have been replaced by:</p> <ul style="list-style-type: none"> <li>• HOU1 - Housing requirement</li> <li>• HOU2 - Sources of housing supply</li> <li>• AS8 - North West of Grove, Grove</li> <li>• AS10 - Land at Dalton Barracks Garden Village, Shippon</li> </ul>
CP8a: Additional Site Allocations for Abingdon-on-Thames and Oxford Fringe Sub-Area	Carried forward/Replaced	<p>HOU2 - Sources of housing supply carries forward the following allocations:</p> <ul style="list-style-type: none"> <li>• North-East of East Hanney</li> <li>• South-East of Marcham</li> <li>• North of East Hanney</li> <li>• East of Kingston Bagpuize with Southmoor</li> </ul> <p>Other aspects of this policy have been replaced by:</p> <ul style="list-style-type: none"> <li>• SP1 - Spatial strategy</li> <li>• HOU1 - Housing requirement</li> <li>• HOU2 - Sources of housing supply</li> <li>• AS10 - Land at Dalton Barracks Garden Village, Shippon</li> </ul>

<b>Adopted policy in Vale of White Horse Local Plan 2031 Part 2</b>	<b>Is the policy being carried forward, replaced or deleted in the Joint Local Plan?</b>	<b>Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy</b>
CP8b: Dalton Barracks Strategic Allocation	Replaced	AS10 - Land at Dalton Barracks Garden Village, Shippon
CP12a: Safeguarding of Land for Strategic Highway Improvements within the Abingdon-on-Thames and Oxford Fringe Sub-Area	Replaced	IN3 - Transport infrastructure and safeguarding
CP13a: Oxford Green Belt	Replaced	SP1 - Spatial strategy
CP14a: Upper Thames Strategic Storage Reservoir	Replaced	IN7 - South East Strategic Reservoir Option (SESRO) safeguarding
CP15a: Additional Site Allocations for South-East Vale Sub-Area	Replaced	SP1 - Spatial strategy HOU1 - Housing requirement HOU2 - Sources of housing supply AS8 - North West of Grove, Grove
CP15c: Grove Comprehensive Development Framework	Deleted	The majority of allocated homes have been granted planning permission and therefore it is not appropriate to produce a Supplementary Planning Document detailing a Comprehensive Development Framework.
CP15b: Harwell Campus Comprehensive Development Framework	Replaced	AS12 - Harwell Campus
CP16b: Didcot Garden Town	Replaced	SP3 - The strategy for Didcot Garden Town
CP18a: Safeguarding of Land for Strategic Highway Improvements within the South-East Vale Sub-Area	Replaced	IN3 - Transport infrastructure and safeguarding

<b>Adopted policy in Vale of White Horse Local Plan 2031 Part 2</b>	<b>Is the policy being carried forward, replaced or deleted in the Joint Local Plan?</b>	<b>Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy</b>
CP19a: Re-opening of Grove Railway Station	Replaced	IN3 - Transport infrastructure and safeguarding
CP20a: Housing Supply for Western Vale Sub-Area	Replaced	SP1 - Spatial strategy HOU1 - Housing requirement HOU2 - Sources of housing supply
CP47a: Delivery and Contingency	Deleted	Sufficiently covered by the National Planning Policy Framework.
DP1: Self and Custom-Build	Replaced	HOU6 - Self-build and custom-build housing HOU7 - Affordable self and custom-build housing
DP2: Space Standards	Replaced	HOU4 - Housing mix and size
DP3: Sub-Division of Dwellings	Replaced	HOU9 - Sub-division of houses
DP4: Residential Annexes	Replaced	HOU16 - Residential extensions and annexes
DP5: Replacement Dwellings in the Open Countryside	Replaced	HOU8 - Replacement dwellings in the countryside
DP6: Rural Workers' Dwellings	Replaced	HOU17 - Rural workers' dwellings
DP7: Re-use, Conversion and Extension of Buildings for Dwellings in the Open Countryside	Deleted	Sufficiently covered by permitted development rights.
DP8: Community Services and Facilities	Replaced	HP2 - Community facilities and services
DP9: Public Houses	Replaced	HP2 - Community facilities and services
DP10: Ancillary Uses on Employment Land	Replaced	JT2 - Protecting our employment sites
DP11: Community Employment Plans	Replaced	JT4 - Community Employment Plans



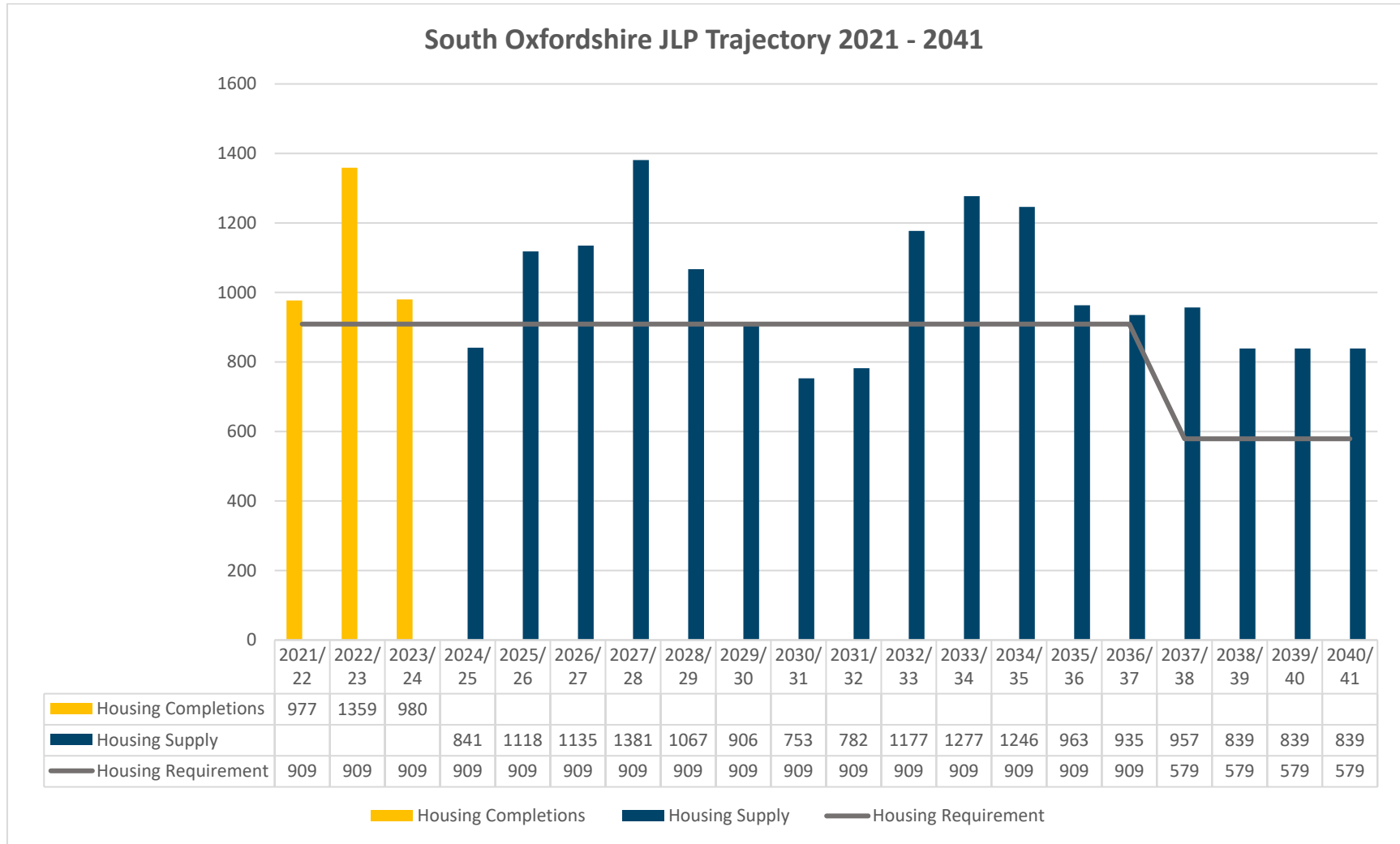
Adopted policy in Vale of White Horse Local Plan 2031 Part 2	Is the policy being carried forward, replaced or deleted in the Joint Local Plan?	Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy
DP12: Rural Diversification and Equestrian Development	Replaced	JT5 - Supporting the rural economy JT6 - Supporting sustainable tourism and the visitor economy TCR4 - Retail and service provision in villages and local centres
DP13a: Primary Shopping Frontages	Deleted	Superseded by changes to the Use Classes Order.
DP13b: Secondary Shopping Frontages	Deleted	Superseded by changes to the Use Classes Order.
DP13c: Other Town Centre Uses	Replaced	TCR2 - Strategy for town and local service centres
DP13d: Faringdon Town Centre	Replaced	TCR2 - Strategy for town and local service centres
DP13e: Local Shopping Centres	Replaced	TCR2 - Strategy for town and local service centres
DP14: Village and Local Shops	Replaced	TCR2 - Strategy for town and local service centres TCR4 - Retail and service provision in villages and local centres
DP15: Retail Parks	Replaced	TCR2 - Strategy for town and local service centres
DP16: Access	Replaced	IN2 - Sustainable transport and accessibility IN5 - Cycle and car parking standards IN6 - Deliveries and freight
DP17: Transport Assessments and Travel Plans	Replaced	IN2 - Sustainable transport and accessibility
DP18: Public Car Parking in Settlements	Replaced	IN5 - Cycle and car parking standards
DP19: Lorries and Roadside Services	Replaced	IN6 - Deliveries and freight

<b>Adopted policy in Vale of White Horse Local Plan 2031 Part 2</b>	<b>Is the policy being carried forward, replaced or deleted in the Joint Local Plan?</b>	<b>Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy</b>
DP20: Public Art	Replaced	DE1 - High quality design
DP21: External Lighting	Replaced	CE11 - Light pollution and dark skies
DP22: Advertisements	Replaced	DE1 - High quality design
DP23: Impact of Development on Amenity	Replaced	DE5 - Neighbouring amenity
DP24: Effect of Neighbouring or Previous Uses on New Developments	Replaced	CE10 - Pollution sources and receptors
DP25: Noise Pollution	Replaced	CE10 - Pollution sources and receptors
DP26: Air Quality	Replaced	CE9 - Air quality
DP27: Land Affected by Contamination	Replaced	CE12 - Soils and contaminated land
DP28: Waste Collection and Recycling	Replaced	DE7 - Waste collection and recycling
DP29: Settlement Character and Gaps	Replaced	NH6 - Landscape
DP30: Watercourses	Replaced	HP10 - Watercourses
DP31: Protection of Public Rights of Way, National Trails and Open Access Areas	Replaced	IN3 - Transport infrastructure and safeguarding
DP32: The Wilts and Berks Canal	Replaced	IN4 - Wilts and Berks Canal Safeguarding
DP33: Open Space	Replaced	HP5 - New facilities for sport, physical activity and recreation HP6 - Green infrastructure on new developments HP7 - Open space in new developments

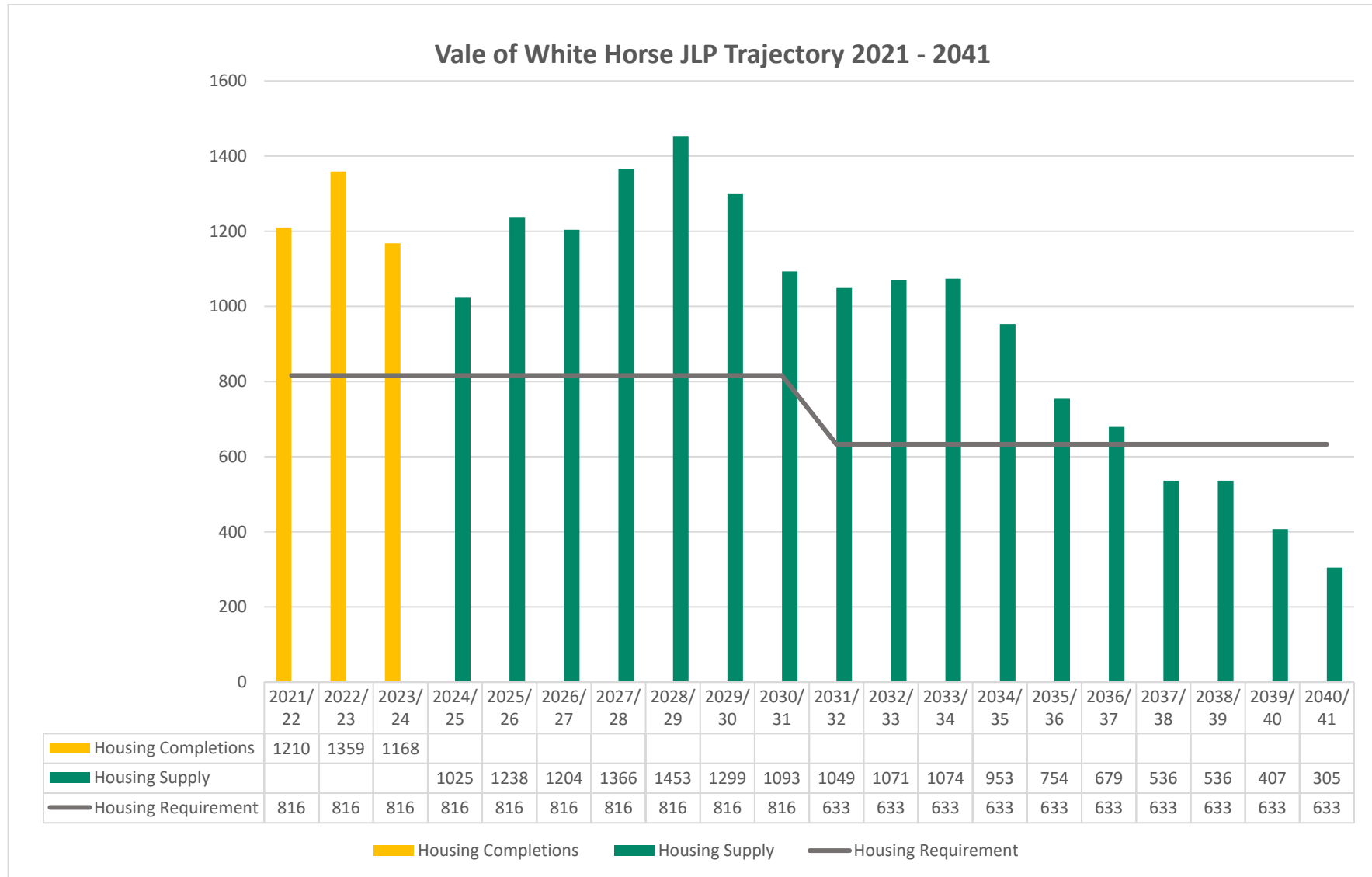
Adopted policy in Vale of White Horse Local Plan 2031 Part 2	Is the policy being carried forward, replaced or deleted in the Joint Local Plan?	Relevant policy or policies in the Joint Local Plan, or reason for the deletion of the adopted policy
		HP8 - Provision for children's play and spaces for young people HP9 - Provision of community food growing opportunities
DP34: Leisure and Sports Facilities	Replaced	HP4 - Existing open space, sport and recreation facilities HP5 - New facilities for sport, physical activity and recreation
DP35: New Countryside Recreation Facilities	Replaced	HP5 - New facilities for sport, physical activity and recreation
DP36: Heritage Assets	Replaced	NH8 - The historic environment
DP37: Conservation Areas	Replaced	NH10 - Conservation Areas
DP38 Listed Buildings	Replaced	NH9 - Listed Buildings
DP39: Archaeology and Scheduled Monuments	Replaced	NH11 - Archaeology and Scheduled Monuments

# Appendix 4. Housing Trajectory

## South Oxfordshire



## Vale of White Horse



## Appendix 5. Carried forward allocations from previous local plans

- A5.1 This appendix contains site allocation policies carried forward from our previous local plans: the South Oxfordshire Local Plan 2035 and the Vale of White Horse Local Plan 2031 Part 1 and Part 2.
- A5.2 These allocation policies contain references to other policies in our previous local plans. These policies are no longer in the Development Plan, and have been replaced by policies in this Joint Local Plan. Appendix 3 contains a table showing which policies in the Joint Local Plan replace those previous policies, so please cross reference these carried forward policies. There may also be references to appendices in previous plans that no longer exist in this Joint Local Plan.

### **HOU2a: Ladygrove East (carried over from the South Oxfordshire Local Plan 2035)**

Land within the allocation at Ladygrove East will be developed to deliver approximately 642 new homes. Proposals will be expected to deliver a network of public urban spaces and public greenspaces (not less than 8 hectares) with the largest greenspace comprising a local park (not less than 6 hectares) containing an equipped children's play area, open grassland, woodland, wetland, ponds and watercourses located in the southwestern part of the allocated area. Other greenspaces will comprise green corridors in the movement network and buffer zones, containing open grassland, earth mounding and woodland. The buffer zones will be of sufficient width to protect homes from noise generated on major distributor roads and to protect road users from the Hadden Hill golf course.

### **HOU2b: Didcot North East (carried forward from the South Oxfordshire Local Plan 2035)**

Land is allocated for 2,030 homes.

### **HOU2c: West of Wallingford (carried over from the South Oxfordshire Local Plan 2035)**

Land within the allocation at West of Wallingford will be developed to deliver approximately 555 new homes. Proposals will be expected to deliver:

- i) Access from the western bypass, with no vehicular access provided through Queen's Avenue and the discouragement of traffic from entering the Wallingford AQMA;

- ii) The western and southern boundaries are reinforced with significant landscape buffers, with no built development along the western boundary adjacent to the bypass.

#### **HOU2d: Land at Wheatley Campus, Oxford Brookes University (carried over from the South Oxfordshire Local Plan 2035)**

1. Land within the strategic allocation at Wheatley Campus will be developed to deliver approximately 500 new homes within the plan period. Higher density development should be located in the eastern and central parts of the site with lower density development in the south western part.
2. Proposals to develop land at Wheatley Campus will be expected to deliver:
  - i) affordable housing provision and mix in accordance with Policy H9;
  - ii) development densities in accordance with Policy STRAT5;
  - iii) any necessary contributions to enhance local school capacity arising from the proposal;
  - iv) all necessary transport infrastructure including:
    - a. improvements to walking and cycling provision;
    - b. contribution to Public Transport provision;
    - c. Travel Plan monitoring.
  - v) a programme of archaeological evaluation and mitigation to be undertaken ahead of any development;
  - vi) appropriate landscaping, including buffers along the A40 and an appropriate countryside edge; and
  - vii) low carbon development and renewable energy where compatible with the terms of the outline planning permission.
3. The proposed development at Wheatley Campus will deliver a scheme in accordance with an agreed comprehensive masterplan. Proposals will be required to deliver a masterplan that demonstrates:
  - i) visual impacts on surrounding countryside has been minimised;
  - ii) valuable individual specimen trees, avenue and groups of trees and native vegetation are retained and respected;
  - iii) surrounding listed buildings and structures (in particular Holton Park) and their setting are conserved and enhanced;
  - iv) an appropriate buffer and setting to Scheduled Monuments within the site (the moated site 580m south west of Church Farm); and

v) appropriate biodiversity measures in accordance with the NPPF.

4. Existing sports facilities should be retained or replaced within the development or, where this is not achievable because of site constraints, replacement facilities should be provided close to Wheatley or Holton to ensure that there is no local deficit of quantity or quality created by the redevelopment of the site.
5. The Wheatley Campus site is removed from the Green Belt and inset as shown in Land inset from the Green Belt (Appendix 4).
6. Appropriate biodiversity measures in accordance with the NPPF

#### **HOU2e: Joyce Grove, Nettlebed (carried over from the South Oxfordshire Local Plan 2035)**

1. This allocation will be expected to deliver:
  - i. a residential development of approximately 20 dwellings wholly within the existing listed building and associated buildings;
  - ii. a scheme of an appropriate scale and layout in a form that respects the listed building and its setting; and
  - iii. appropriate and safe means of access.

#### **HOU2f: North-East of East Hanney (carried over from the Vale of White Horse Local Plan 2031: Part 2)**

Housing Allocation Up to 50 dwellings, subject to masterplanning

Site Specific Requirements:

Key objectives:

- To deliver a high quality and sustainable village extension to the north-east of East Hanney village which is in keeping with the rural setting and character of the area and integrates with the centre of the village so residents can access existing facilities.

Urban design principles:



- The site should seek to maximise connectivity, where possible, through adjacent sites, and with the existing core of the village to the west.
- Masterplanning should take into account the strategy for introducing a more positive and sensitive edge to the development, in relation to the existing settlement.
- The design of the properties should be no higher than two storeys.

#### Utilities:

- Upgrades to the sewer network may be required ahead of occupation.

#### Access and highways:

- Consider in detail access arrangements for the site.
- Contribute towards infrastructure improvements along the A338 (Frilford Lights) and elsewhere if required.
- Contribute towards the further enhancement of bus services in the area.
- A junction capacity assessment is required

#### Social and community:

- Contribute towards improvements to the existing healthcare and other community facilities in the area.
- Contribute towards the expansion of the existing St. James Primary School and any necessary nursery provision.
- Contribute towards the expansion of existing secondary school places in the area.

#### Landscape considerations:

- This land forms the eastern and northern approach to the village, and is highly visible from the main road; indicating a need for careful landscaping.
- Protect and integrate existing trees and hedges into the development, where possible.

#### Biodiversity and Green Infrastructure:

- Consider methods to enhance the biodiversity value of the site for both the natural environment and future occupants of the new development
  - Provide wildlife buffers along all watercourses of at least 10 metres, and enhance existing habitats for protected species including water voles if required.
- Flood risk and drainage:

- A site-specific Flood Risk Assessment will be required.

### **HOU2g: South-West of Faringdon (carried over from the Vale of White Horse Local Plan 2031: Part 1)**

Use: Around 200 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Faringdon which is integrated with Faringdon so residents can access existing facilities in the town.
- To protect the landscape setting of Faringdon and the wider area.

Urban design principles:

- Include linkages to the existing and planned facilities and services, including the adjacent public open space and to the adjacent site allocation (Great Coxwell Parish, South Faringdon).
- The layout and design of the scheme should be sensitive to the topography of the site and avoid being visually obtrusive when viewed from the surrounding countryside.

Utilities:

- Overhead power line that crosses a small section of the site (in the south western corner) will need to be considered as part of an overall masterplan for the site.
- Upgrade the sewer network.

Access and highways:

- Access can be taken from B4019 Highworth Road.
- Local mitigation (e.g. footways, crossing points, traffic management etc.) will be required.
- Contribute towards wider improvements along the A420 corridor and any necessary mitigation measures identified through the site Transport Assessment.
- Consider funding the relocation of existing bus stops on Coxwell Road nearer to the Highworth Road junction to reduce walking distances (currently at least 500 metres) and redesign these stops to deter car parking.

- Contribute to the route 66 strategy of improved bus service frequency between Swindon, Faringdon and Oxford, and associated infrastructure improvements.
- The site allocation wraps around the Faze youth club and former highway depot on Highworth Road. Careful consideration must be given to how the site is accessed in relation to the need to ensure the safety of users of the youth club (pedestrian and vehicular).

#### Social and community:

- Contribute towards increasing nearby primary school capacity and capacity at Faringdon Community College.
- Development must not prevent Oxfordshire County Council from fully utilising the adjacent former highway depot and youth club site.
- Development must be set back from shared boundaries to avoid giving rise to complaints due to noise / lighting etc. arising from the adjacent uses.

#### Environmental health:

- Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

#### Landscape considerations:

- The mass and scale of the built form should be designed to avoid being visually intrusive in sensitive views from the surrounding countryside.
- The site includes a visually prominent hill with a tree clump. The impact of introducing buildings on the rising ground which is part of the landform should be assessed to avoid adverse impacts on the distinctive clump feature.
- Create a new landscape structure (including new tree / hedgerow planting) to contain the new housing. The landscape structure should build on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy.
- Retain and enhance existing hedgerows on the boundary.
- Protect views towards the site from Faringdon, Badbury Hill and the Thames Valley.
- Sensitively design the new access and junction from the B4019 to avoid harm to the rural character of the road and minimise loss of the existing mature hedgerow.
- Retain the historic field pattern within the site, utilising tree belts and hedgerows as a framework for the subdivision of the site into development land parcels.

- Plant new native woodland belt along the western and southern boundaries to link existing woodland belts and create a strong, vegetated edge to the settlement and backdrop to views of the clump from Badbury Hill.
- The Landscape Strategy for the site should contribute to the aims of the Great Western Community Forest, including provisions for the creation of a diverse woodland environment.

Biodiversity and Green Infrastructure:

- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Faringdon.

**HOU2h: Milton Heights (carried over from the Vale of White Horse Local Plan 2031: Part 1)**

Use: Around 400 homes, subject to masterplanning.

Key objectives:

- The development of this site shall take into account the design and layout of nearby strategic housing sites, including Valley Park and North West Valley Park, with respect to each of the following:
  - Pedestrian and vehicular access routes, including public rights of way (PRoW).
  - The location of facilities and services and the creation of desire lines in the direction of these.
  - Green Infrastructure.
  - Areas of open space.
- To deliver an exemplar, sustainable development and community that is integrated with the existing settlement of Milton Heights.
- To contribute towards infrastructure in the Science Vale Area Strategy as set out in the Oxfordshire Local Transport Plan.

Urban design principles:

- Masterplanning should take into account the strategy for growth in this area and ensure that development positively contributes to the wider objectives of Science Vale; a vital area for UK economic growth.
- Mitigate the visual impact of the site, particularly from the A4130. Design site roads to permit the operation of bus routes through the site from Didcot centre to Milton Park and Harwell Campus.

- The site is adjacent to St. Blaise Primary School. Development must not prevent the school from expanding its facilities on site due to proximity of buildings or overlooking / child protection issues. Therefore, any development must be set back from the shared boundaries.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A34) and market housing.

#### Utilities:

- Upgrade the sewer network.

#### Access and highways:

- Investigate access arrangements. Access may be provided from the A4130 Milton Hill. A major upgrade of Milton Hill will be required between the access point and Milton interchange.
- Local mitigation (e.g. footways, crossing points, traffic management etc.) will be required.
- Contribute towards future strategic infrastructure improvement for Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Contribute to general bus network enhancement. Provision of a new bus stop should be considered.
- Opportunity to link pedestrian and cycle routes from this site to the North West Valley Park site allocation over A34.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- The site is adjacent to St. Blaise Primary School. Any development must ensure that future traffic and access arrangements at the site do not give rise to a greater risk to vehicular / pedestrian / cyclist safety arising as a result of the potential for conflict between school children walking / cycling to school and commuter traffic leaving / arriving at the proposed development site.

#### Social and community:

- Contribute towards increasing the capacity of St. Blaise Primary School. Land for the expansion of the school will need to be identified.
- Contribute to a new secondary school at Great Western Park or Didcot North East.
- Provide public open space and recreational facilities in accordance with the Vale's emerging playing pitch strategy.
- Contribute towards additional community facilities and services.

#### Environmental health:

- Investigate potential noise and air pollution impacts from the A34, A4130 and railway; mitigate (if required) to offset any adverse impacts.
- Site is considered a high risk to groundwater; mitigation measures may be required to prevent any detrimental impact on groundwater quality.

#### Landscape considerations:

- Retain and enhance existing boundary vegetation, tree belts and orchards.
- Protect distant views from the higher ground to the north (Corallian Ridge) and the North Wessex Downs to the south.
- Create linkages with the existing village.
- Plant a new woodland edge to the south and eastern boundaries to create a strong countryside edge and link with the existing and new Green Infrastructure.
- Create a new landscape structure using existing or former field boundaries, tree belts and woodland to sub-divide the site and meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy.

#### Biodiversity and Green Infrastructure:

- Assess the ecological value of the two ponds within 500 metres of the southern site boundary.
- Retain and enhance the settings of tree belts.

#### Flood risk and drainage:

- Investigate areas that are susceptible to flooding and mitigate (if necessary).

#### **HOU2i North-West Radley (carried over from the Vale of White Horse Local Plan 2031: Part 1)**

Use: Around 240 homes, subject to masterplanning.

#### Key objectives:

- To deliver a high quality and sustainable urban extension to Radley which is integrated with Radley so residents can access existing facilities in the village.

- To protect the landscape setting of the village.

#### Urban design principles:

- Include linkages (where possible and appropriate) between the site, the adjacent housing developments and nearby facilities and services
- Preserve the setting of Radley College, including views to and from the College as well as the parkland setting of the College.

#### Utilities:

- Overhead power line that traverses the southern part of the site will need to be considered as part of an overall masterplan for this site.
- Upgrade the sewer network.

#### Access and highways:

- Contribute towards delivery of south facing slips on the A34 at Lodge Hill.
- Access to be provided from White's Lane which has poor alignment; a highway improvement scheme will be required to remove sub-standard bends.
- Local mitigation (e.g. footways, crossing points, traffic management etc.) may be required within Radley and beyond.
- Contribute towards future strategic infrastructure improvements to Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Contribute towards the cost of enhancing the Abingdon-on-Thames-Kennington-Oxford premium bus route, with particular emphasis on the reliability and frequency of the peak hour service.
- Improvements to existing bus stops (Gooseacre and Radley Church) and walking access routes to these and the rail station may also be required.

#### Social and community:

- Contribute towards the expansion of Radley Primary School and expansion of secondary school capacity in Abingdon-on-Thames.

#### Environmental health:

- Consider potential impact on Abingdon-on-Thames Air Quality Management Area (AQMA) and mitigate (if necessary).

- The site lies partly over the footprint of Whites Lane landfill. Undertake adequate contaminated land investigations to ensure that the land is safe and suitable for the intended use.

Landscape considerations:

- Carefully design the interface between the existing settlement of Radley and the new development with improved footpath linkages.
- Reinforce the landscape approach to Radley along White's Lane with planting.
- Retain existing trees and hedgerows (where possible).
- Consider potential impacts on the North Vale Corallian Ridge.
- Conserve and enhance the semi-rural setting of the historic core of Radley.

**HOU2j South of Kennington (carried over from the Vale of White Horse Local Plan 2031: Part 1)**

Use: Around 270 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Kennington which is integrated with Kennington so residents can access existing facilities in the village.

Urban design principles:

- Include links to Radley Large Wood, adjacent housing and nearby facilities and services (where possible and appropriate).
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. the railway line) and market housing.

Utilities:

- Overhead power lines traversing the southern part of the site will need to be considered as part of an overall masterplan for this site.
- Upgrade the sewer network.

Access and highways:



- Contribute towards delivery of south facing slips on the A34 at Lodge Hill.
- Access from Sandford Lane is not likely to be acceptable; principle access for the site should be obtained from Kennington Road via a suitable junction.
- Local mitigation (e.g. footways, crossing points, traffic management etc.) may be required within Kennington and beyond.
- Contribute towards future strategic infrastructure improvements to Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Contribute towards the cost of enhancing the Abingdon-on-Thames-Kennington-Oxford premium bus route, with particular emphasis on the reliability and frequency of the peak hour service.
- Provide new footpaths to connect directly with the Pebble Hill Premium Route bus stops.

#### Social and community:

- Contribute towards education provision

#### Environmental health:

- Site is located adjacent to the historic landfill site at Sandford Lane. Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.
- Mitigate noise pollution from the rail-line.

#### Landscape considerations:

- Sensitively design the layout to take account of the gradient of the site, particularly to the south and views in and out of the site.
- Create a new village edge on the southern side of the development with planting.
- A buffer should reduce the impact of the railway.
- Retain existing mature tree belts surrounding the north, western and southern boundaries of the site.
- Retain existing small copse and infill gaps in tree cover.
- Provide a wooded link between the copse and Radley Large Wood.
- Consider potential impacts on the North Vale Corallian Ridge.

- Include appropriate landscape mitigation measures within the design to minimise the visual impact of the development on the Green Belt.

Biodiversity and green infrastructure:

- Development should contribute towards management of the adjacent Local Wildlife Site.

Flood risk and drainage:

- Investigate the flooding potential of the stream which passes through the site and propose appropriate mitigation measures (if necessary).

### **HOU2k North of Shrivenham (carried over from the Vale of White Horse Local Plan 2031: Part 1)**

Use: Around 500 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Shrivenham which is integrated with Shrivenham so residents can access existing facilities in the village.
- To have regard to the Shrivenham Community Survey.

Urban design principles:

- Site will require a masterplan showing a comprehensive phasing programme for development.
- Provide areas of public open space in appropriate locations so that these areas enhance the overall appearance of the site.
- Create clear and well designed links and connections between the existing movement network, housing and areas of open space.
- The layout of any development scheme must take account of important views in this area.
- Development should be sensitively designed to conserve and enhance the setting of Shrivenham conservation area, which adjoins the site to the south east.

Utilities:

- Upgrade the sewer network.

- A detailed water supply strategy will be required.

#### Access and highways:

- Access can be taken from B4000 Highworth Road.
- A strategic junction improvement on the A420 at Shrivenham, in the form of a roundabout, will be required in the vicinity of Highworth Road to directly access the site.
- Local mitigation (e.g. footways, crossing points, traffic management etc.) will be required.
- Contribute towards wider improvements along the A420 corridor and any necessary mitigation measures identified through the site Transport Assessment.
- Developer should fund a new pair of bus stops and connecting footpath on Faringdon Road near the junction with Pennyhooks Lane.
- Contribute to the route 66 strategy of improved bus service frequency between Swindon, Faringdon and Oxford, and associated infrastructure improvements.

#### Social and community

- Contribute towards increasing primary school capacity in Shrivenham, including the potential expansion or relocation of Shrivenham Primary School.
- Contribute towards increasing secondary school capacity at Faringdon Community College.

#### Landscape considerations:

- Plant woodland along the northern boundary to create a new strong edge of settlement.
- Include landscaping measures to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy, the aims of Policy NE12 (Great Western Community Forest) of the Local Plan 2011 and any updates to this policy set out in the Local Plan 2031 Part 2.
- Undertake detailed assessment of the impact on the setting of the Conservation Area.
- Retain part of the south of the site (the area closest to Shrivenham Conservation Area) to preserve the existing character of the conservation area.
- Views across the site to the listed church (St. Andrews) should be accommodated in the site layout.
- Enhance existing footpath routes and create new links, especially east/west across the site.

- Retain existing trees and hedgerows.

Environmental health:

- Investigate potential noise and air pollution impacts from the A420 and mitigate (if required) to offset any adverse impacts.

Biodiversity and Green Infrastructure:

- Undertake a tree survey to establish which trees should be retained.
- Demonstrate that development will not affect the hydrological systems which feed into the Tuckmill Meadows Site of Special Scientific Interest (SSSI), which is located in close proximity to the site to the north east.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Shrivenham. In this regard land adjacent to the site to the north could contribute towards the Green Infrastructure provision.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Shrivenham, and ensure there is no recreational impact on Tuckmill Meadows SSSI.

**HOU2I West of Stanford in the Vale (carried over from the Vale of White Horse Local Plan 2031: Part 1)**

Use: Around 200 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Stanford-in-the-Vale which is well integrated with Stanford-in-the-Vale, so residents can access existing facilities in the village.

Urban design principles:

- Include linkages between the site and adjacent housing developments and nearby facilities and services where possible and appropriate.
- Design of the development should include appropriate landscape mitigation measures to minimise the visual impact of the development on the countryside.

Utilities:

- Upgrade the sewer network.

#### Access and highways:

- Access can be taken from the A417 Faringdon Road.
- A crossing facility on A417 will be required.
- Local mitigation (e.g. footways, crossing points, traffic management, PRow etc.) will be required.
- Contribute towards any necessary mitigation measures identified through the site Transport Assessment.
- Contribute towards improving the Faringdon-Wantage bus service 67 passing the site. Additional bus stops will be required near the junction of Cottage Road and Faringdon Road, along with a high-quality footpath connecting to the development site.
- Contribute towards wider improvements along the A420 corridor.

#### Social and community:

- Contribute towards increasing nearby primary school capacity and secondary school capacity serving the area at Faringdon Community College.

#### Environmental health

- Investigate potential noise and air pollution impacts from the A417, the industrial estate and the quarry; mitigation measures may be required to offset any adverse impacts.
- Site is near to Shellingford Quarry landfill; liaise with the Environment Agency regarding perimeter gas monitoring from the site.
- Part of site formerly utilised for general quarrying; undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

#### Landscape considerations:

- Create a new landscape structure to contain the new housing and limit the impact on the wider landscape. The landscape structure should build on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy.
- Additional tree planting along the A417 and in existing hedgerows along northern boundary of the site.
- Create a link with the recreation ground east of the A417.

- Landscape Strategy should contribute to the aims of the Great Western Community Forest, including provisions for the creation of a diverse woodland environment.

Biodiversity and Green Infrastructure:

- Undertake a hedgerows analysis to determine any hedgerows that are worthy of retention.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding West Stanford-in-the-Vale.

Flood risk and drainage:

- A small part of the site (in the south east) is susceptible to surface water flooding; investigate and mitigate (if necessary).

Minerals

- Sand and limestone deposits within the site are constrained by existing adjacent housing and other development. Consequently, Oxfordshire County Council has no justification for an objection to housing development on this site on minerals safeguarding policy grounds

**HOU2m Land South of Park Road, Faringdon (carried over from the Vale of White Horse Local Plan 2031: Part 1)**

Use: Around 350 homes and up to 3 ha of business development compatible with neighbouring uses, subject to masterplanning

Key objectives:

- To deliver a high quality, sustainable and mixed use urban extension which is integrated with the existing development in Faringdon so residents can access existing facilities in the village.

Urban design principles:

- Adopt a permeable, perimeter block layout within the site to optimise connectivity.
- Carefully consider street frontages in order to create an appropriate building line and incorporate active frontages.
- Use public open spaces in the design to form a well connected network of green areas suitable for formal and informal recreation.
- The primary school should be located in a suitable position to allow for connectivity between it and Faringdon Community College.

- Buildings should be predominantly two storey, with potential for some 2 ½ storey along the northern edge.
- The built form should incorporate appropriate visual and amenity mitigation measures to address the proximity of the A420.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A420) and market housing.

#### Utilities:

- Upgrade the sewer network.

#### Access and highways:

- Investigate access arrangements. Access via Park Road will require improvements (e.g. widening). A417/A420 junction should be improved. Ensure footpaths and cycle ways connect to Faringdon centre and other areas where infrastructure and services are located, including to the secondary school.
- Retain Sandhill Lane.
- Proposals should include a road through the site of a suitable standard to serve the employment development in the south western corner.

#### Social and community:

- A new 'two form entry' primary school will be required on the site. This should be 2.22 ha to allow for future growth.
- Contributions towards extending and improving Faringdon Community College will be required.

#### Environmental health:

- Investigate potential noise and air pollution impacts from the A420 and mitigate (if required) to offset any adverse impacts.
- Address any issues of contaminated land arising from quarrying by undertaking a contaminated land investigation to ensure that the land is safe and suitable for the intended use.

#### Landscape considerations:

- This is a sensitive site which contributes to the landscape setting of Faringdon and The Folly. Views from the A420 and the south east are particularly important. Careful siting of development and extensive landscaping will be required to mitigate the impact on the landscape.
- The Landscape Strategy should contribute to the Great Western Community Forest, including provisions for the creation of a diverse woodland environment.

- Integrate existing trees and hedges into the development.

Biodiversity and Green Infrastructure:

- Incorporate measures to protect the SSSI on the edge of the site.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Faringdon. Historic environment and cultural heritage:
- An archaeological field evaluation of the site has shown evidence suggesting activity between the late 1st and early 4th centuries AD. A programme of archaeological work, prior to commencement of development, is recommended including:
  - organising and implementing an archaeological investigation; and
  - following the approval of the Written Scheme of Investigation, a staged programme of archaeological investigation carried out by the commissioned archaeological organisation in accordance with the approved Written Scheme of Investigation. The programme of work should include all processing, research and analysis necessary to produce an accessible and useable archive and a full report for publication which should be submitted to the Local Planning Authority.

**HOU2n North of Abingdon-on-Thames (carried over from the Vale of White Horse Local Plan 2031: Part 1)**

Use: Around 800 homes, subject to detailed masterplanning.

Key objectives:

- To deliver a high quality, sustainable urban extension to Abingdon-on-Thames integrated with Abingdon-on-Thames so residents can access existing facilities in the town.

Urban design principles:

- Prepare a Green Infrastructure (GI) strategy for the entirety of the site to set the framework for development. Development should:
  - contribute to GI provision around the northern edge of Abingdon-on-Thames, linking to Radley Park and the Sports Centre; o create a substantive GI corridor linking the Sports Centre Grounds to Lodge Hill along the line of the stream; and
  - enhance GI between the site and Lodge Hill.



- Development should include links from the east to the west of the site, from the site to the ring road and beyond into the development to the south of the ring road. A pedestrian crossing will need to be provided along this route to connect development sites to the north and south of the ring road. This will need to be undertaken in consultation with Oxfordshire County Council.
- Adopt a permeable, perimeter block layout within the site to optimise connectivity within and beyond the site.
- Create a sense of place around the River Stert, e.g. by providing a linear walkway whilst taking advantage of any existing paths and public rights of way.
- Houses will need to front onto the ring road but the treatment of the area between the ring road and the housing line will need to be carefully considered. Create an attractive area at this location along the ring road with particular consideration being given to soft and hard landscaping for the benefit of both pedestrians and cyclists.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A34) and market housing.

#### Utilities:

- Overhead power lines traversing the western part of the western portion of the site will need to be considered as part of an overall masterplan for this site.
- Upgrade the sewer network.

#### Access and highways:

- Contribute towards delivery of south facing slips on A34 at Lodge Hill.
- Access for the western portion of the site to be provided off Dunmore Road (not Oxford Road). Implications of access arrangements on residential road junctions and potential congestion along Dunmore Road will need to be investigated. Junction improvements at Dunmore Road/A4183 may be required. Access arrangements for the eastern portion of the site will need to be investigated.
- Contribute towards future strategic infrastructure improvements to Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- Improve or make financial contributions towards improved bus services (e.g. bus stops, pedestrian crossing, shelters and real time information displays) in Abingdon-on-Thames, including on the A4183 to the north of Peachcroft Roundabout, along Copenhagen Drive and Dunmore Road, as appropriate.

- Contribute towards additional buses from north Abingdon-on-Thames towards Didcot and other Science Vale destinations to reduce the number of car journeys in this direction at peak times.
- Include appropriate provision for pedestrians to cross Dunmore Road and Twelve Acre Drive.

#### Social and community:

- A new 'one and a half form entry' primary school will be required on the site. This should be on a 2.22 ha site to allow for future growth.
- Contribute towards expanding secondary school capacity in Abingdon-on-Thames.
- Police presence will need to be provided on site either through a neighbourhood office or as part of a community hub.

#### Environmental health:

- Investigate potential noise and air pollution impacts from the A34, A4183, Dunmore Road and Twelve Acre Drive and mitigate (if required) to offset any adverse impacts.
- Consider potential impact on Abingdon-on-Thames Air Quality Management Area (AQMA) and mitigate (if necessary).

#### Landscape considerations:

- Limit development to those parts of the site identified in the Landscape Capacity Study (2014) and east of Oxford Road Landscape and Visual Impact Assessment (LVIA) as being suitable for development.
- Retain existing trees and hedgerows
- Plant additional trees along the A34, the ring road and along Twelve Acre Drive.
- Further woodland planting south of Lodge Hill.
- Limit development to the lower slopes of Lodge Hill.
- Consider potential impacts on the North Vale Corallian Ridge.
- Design of the development should include appropriate landscape mitigation measures to minimise the visual impact of the development on the Green Belt.
- Ensure that any development within the Oxford Green Belt only consists of compatible uses.

#### Biodiversity and green infrastructure:

- Incorporate an appropriate buffer along either side of the River Stert into the overall development.

#### Flood risk and drainage:

- Mitigate any detrimental impact on groundwater quality (if required)

#### **HOU2o South of Faringdon (carried over from the Vale of White Horse Local Plan 2031: Part 1)**

Use: Around 200 homes, subject to masterplanning.

#### Key objectives:

- To deliver a high quality and sustainable urban extension to Faringdon which is integrated with Faringdon so residents can access existing facilities in the town.
- To protect the landscape setting of Great Coxwell and retain an open gap between the village and the proposed development in Faringdon.

#### Urban design principles:

- Include linkages to the existing and planned facilities and services on site and to the adjacent site allocations (South West of Faringdon and East of Coxwell Road, Faringdon).
- Housing will need to front the public realm, including roads and areas of public open space.

#### Utilities:

- Upgrade the sewer network.

#### Access and highways:

- Access should be provided from Coxwell Road. A major upgrade of A420/Great Coxwell Road junction will be required.
- Contribute to bus stops, frequency and infrastructure improvements along the strategic 66 bus route.
- Contribute towards wider improvements along the A420 corridor and any necessary mitigation measures identified through the site Transport Assessment.
- Provide adequate pedestrian and cycle links to Fernham Road and Coxwell Road.

#### Social and community:

- Contribute towards increasing primary school capacity in Faringdon and increasing secondary school capacity at Faringdon College.

### **HOU2p Monks Farm (North Grove) (carried over from the Vale of White Horse Local Plan 2031: Part 1)**

Use: Around 885 homes and circa 6 ha of employment land, subject to masterplanning.

Key objectives:

- To deliver a high quality, sustainable and mixed use urban extension which is integrated with Grove so residents can access existing facilities in the village.
- To contribute to balanced employment and housing growth in Science Vale.
- To contribute towards infrastructure in the Science Vale Area Strategy.

Urban design principles:

- Adopt a permeable, perimeter block layout within the site to optimise connectivity.
- Carefully consider street frontages in order to create an appropriate building line and incorporate active frontages, particularly along the Grove Northern Link Road (GNLR).
- Use public open spaces in the design to form a well connected network of green areas suitable for formal and informal recreation.
- Buildings should be predominantly two storey, although some 2 ½ storey may be acceptable as urban design 'features'.
- 'Undevelopable' land around Letcombe Brook and land used for noise and odour buffers shall not be counted towards recreational space.
- Submit a Heritage Statement to show how the listed buildings on Monks Farm and Grove Wick Farm, together with their setting, have been sensitively considered.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable areas of the site (e.g. A338) and market housing.

Utilities:

- Upgrade the sewer network.

#### Access and highways:

- Investigate access arrangements. Proposals should seek to deliver site access arrangements which enable Monks Farm to connect to the A338.
- Contribute towards A417 and A338 site access and A338 corridor improvements, including Frilford junction.
- Deliver the Grove Northern Link Road (GNLR) required for access to the Grove Airfield development with site boundary.
- Contribute towards the Wantage Eastern Link Road and any necessary mitigation measures identified through the site Transport Assessment.
- Provide a network of safe and attractive footpaths and cycle tracks connecting with Grove village centre and the Science Vale area.

#### Social and community:

- Contribute towards expanding Grove Church of England Primary School or provide a new school within the Monks Farm site.
- Contribute towards a new secondary school at Grove Airfield.
- Contributions towards improvements to, or replacement of the Wantage Leisure Centre.

#### Environmental health:

- Investigate potential noise impacts from the railway line (abutting the northern boundary) and the William's F1 site and garage (adjacent to the north eastern part of the site). Mitigation measures will be required to offset any adverse impacts.
- An odour buffer around the sewage works to the north of the site. Development shall not take place in the odour buffer.

#### Landscape considerations:

- Create a new landscape structure to contain the new housing and limit the impact on the wider landscape. The landscape structure should build on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy and coordinate with the Grove Airfield development and existing Grove.
- The Letcombe Brook and its flood plain is a positive asset within the landscape and care should be taken with the siting of any development along its boundary.
- Retain, enhance and sensitively integrate existing rights of way into the development.
- Retain trees and hedgerows, particularly along the western verge, provided they are in good condition and make a positive contribution to the landscape.

#### Biodiversity and Green Infrastructure:

- A maximum of three crossings over the Brook will be allowed to reduce the impact on ecology.
- The main road bridge over the Letcombe Brook will need to be designed so that the bridge does not compromise the functioning of the ecological corridor. Enhancements to the Letcombe Brook and its corridor should include restoration of the channel and surrounding habitats.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Wantage and Grove.

#### Flood risk and drainage:

- No development should take place within Flood Zones 2 and 3 (with the exception of the Grove Northern Link Road).
- No development should take place within Letcombe Brook corridor and flood zones (other than Grove Northern Link Road, see SFRA for further details).
- Investigate potential impacts of foul water discharge into the Letcombe Brook from Wantage Sewerage Treatment Works. Some mitigation of flows from the sewerage works can be made by a reduction in the surface water runoff. If appropriate, mitigation or compensation measures should be provided to offset any negative impacts on the Brook.
- Run-off less than Greenfield run-off rates for surface water for the development should be discussed and agreed with the Council's ecologist, flood engineer and the Environment Agency.

#### **HOU2q Grove Airfield (carried over from the Vale of White Horse Local Plan 2031: Part 2)**

The former airfield west of Grove is identified as a strategic housing site where development will last beyond the lifetime of this plan. proposals will only be permitted where they are in accordance with comprehensive development principles and guidelines which achieve a distinctive high quality, sustainable development which will integrate successfully with the existing village and its community and where all necessary on site and off site

infrastructure and service requirements are met. The infrastructure and facilities to service the new development will be required to be provided at the earliest practicable stage of the development. The development of the site will include the on site provision of:

- i) about 2500 dwellings to 2021, of which some 500 dwellings will be built by 2011. The land developed for housing (about 62.5 hectares) will be at 40 dwellings per hectare average net density over the site as a whole;
- ii) a mix of dwelling types and sizes in accordance with policy h16 below;

- iii) 40% of the dwelling units to be affordable housing in accordance with policy h17, with the units distributed evenly throughout the area used for housing;
- iv) housing suitable for the elderly, with warden control, if appropriate to the identified need;
- v) a mixed-use local centre accessible to all to include:
  - a. a primary school
  - b. a community centre of at least 1400 square metres
  - c. an indoor community sports hall and hard surfaced areas for sport
  - d. a library
  - e. local shops and retail services, including a supermarket and further small premises including at least a pharmacy, a post office and a public house, cafe or wine bar (not less than 1000 square metres in total)
  - f. small premises within class b1 of the use classes order
  - g. live-work units with internal access between the workspace and a dwelling at upper floor level
  - h. residential uses on the upper storeys of uses d-g) above, where appropriate
  - i. a primary civic space including a paved pedestrian area and public garden
  - j. facilities for pre-school children
  - k. parking for cars, motorcycles, mopeds and cycles and
  - l. closed circuit television;
- vi) an additional primary school;
- vii) a secondary school;
- viii) facilities for teenagers;
- ix) a network of open spaces linked by safe and convenient pedestrian and cycle routes to the local centre and the surrounding countryside to include:
  - a. equipped and informal children's play areas within or close to the land developed for housing (about 5 hectares)
  - b. civic spaces (about 3 hectares)
  - c. playing fields for outdoor community sport (about 11.25 hectares)

- d. a community park (of some 23 hectares)
- e. structural landscaping areas and a buffer zone to Grove Technology Park (of some 12.5 hectares);
- x) a public art project or projects;
- xi) measures to encourage the efficient use of energy, water and other resources;
- xii) surface water drainage works;
- xiii) a network of footpaths, cycle tracks, roads and bus routes and associated provision within the site with connections to existing and future networks;
- xiv) the realignment of Denchworth Road or an alternative road south of Grove to Mably Way in the first phase of the development;
- xv) a new road from the site to the A338 north of Grove to be started early in the second phase of development and completed before any more than 1,500 dwellings in total have been built on the site;
- xvi) financial contributions will be sought towards the following measures that will not be provided on the site including:
  - a. the provision of off site footpaths and cycle track links, road improvements and traffic management measures in Grove, Wantage and the surrounding area. these will include:
    - measures to minimise traffic from the development using Denchworth Road and Oxford Lane within the current built-up area of Grove to access the A338, and Harcourt Road, Harcourt Way and Charlton village road through Wantage
    - improving the links from the site to facilities in Grove and Wantage, including to the proposed rail station, the health centre in Mably Way, Wantage town centre and Grove Technology Park
    - improving cycle links to Milton Park and the Harwell Science and Innovation Campus
    - improving the A338 North of Grove, the A417 east of Wantage and accesses to the A34
    - a relief road scheme for Wantage;
  - b. the provision of improved public transport services and associated facilities (including bus priority measures and high-quality bus waiting facilities) to:
    - the proposed rail station at Grove



- Wantage and the main employment areas at the Harwell Science and Innovation Campus, Milton Park, Abingdon and Oxford; and
- c. enhancing existing infrastructure and services in grove and wantage including wantage swimming pool and fire station and the restoration of the wilts and berks canal.

### **HOU2r Valley Park (carried over from the Vale of White Horse Local Plan 2031: Part 1)**

Use: At least 2,550 homes, subject to masterplanning.

Key objectives:

- The development of this site shall take into account the design and layout of nearby strategic housing sites, including North West Valley Park, Milton Heights and the existing site at Great Western Park (which is partly located in South Oxfordshire), with respect to each of the following:
  - Pedestrian and vehicular access routes, including public rights of way (PRoW).
  - The location of facilities and services and the creation of desire lines in the direction of these.
  - Green Infrastructure.
  - Areas of open space.
- To deliver an exemplar, sustainable and mixed use urban extension.
- To create a sustainable community that is integrated with Didcot, Great Western Park and the Milton Park Enterprise Zone so residents can access existing services and facilities in these locations.
- To contribute to balanced employment and housing growth in Science Vale.
- To contribute towards infrastructure in the Science Vale Area Strategy as set out in the Oxfordshire Local Transport Plan.

Urban design principles:

- The site will be brought forward with a masterplan showing a comprehensive phasing programme for development.
- Valley Park and North West Valley Park should be planned together, preferably as a joint plan or as a minimum through closely aligned masterplans taking an integrated approach to the joint site area

- Masterplanning should take into account the strategy for growth in this area and ensure that development positively contributes to the wider objectives of Science Vale; a vital area for UK economic growth.
- The Design and Access Statement for the site will need to consider the distinctive character areas within the site.
- Site is a gateway to Didcot and development should carefully consider the uses on the frontage of the A4130.
- The development must be designed having regard to the layout of the North-West Valley Park development to the west and the Great Western Park development to the east.
- Design of the development should enable a high degree of integration and connectivity between new and existing communities, particularly the Great Western Park development and North-West Valley Park development.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A34) and market housing.
- Careful consideration of street frontages should ensure that an appropriate building line is established and incorporation of active frontages.
- A layout that maximises the potential for sustainable journeys within the neighbourhood, on foot or by bicycle, with a legible hierarchy of routes, will be particularly encouraged.
- Spatial layout of site should provide good permeability by the bus, so this mode of transport can operate efficiently on direct routes, with stops linked to concentrations of population.
- Provide public open space that will form a well connected network of green areas suitable for both formal and informal recreation.
- The primary schools and neighbourhood centre will need to be centrally located and on key nodes/legible routes to ensure that these are accessible to all of the community.

#### Utilities:

- Contribute to a new gas supply.
- Contribute to new electrical substations.
- Retain the 11,000 volt power lines that cross the site.
- Install cable networks.
- Connect to local water mains.

- Upgrade the sewer network.

#### Access and highways:

- Provide the proposed Harwell Link Road (Core Policy 17).
- Investigate access arrangements. Vehicular access to be provided onto A4130 and through Valley Park to the B4493 to the A417. Access on the A4130 will need to take into account the Science Bridge and enable its delivery.
- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- Connect footpaths, cycle tracks, roads and bus routes to: o local services and facilities on the site; o secondary school and district centre at Great Western Park; o Didcot Railway Station; o Didcot Town Centre; o Harwell Campus; and o Milton Park (via an improved footpath and cycle access under the railway at Backhill Lane).
- The northern corridor of the site will accommodate the landing of the Science Bridge and associated transport works, including duelling of the A130. This land should help frame the gateway to Didcot and have a positive impact on the transformation. A footpath and cycleway from Great Western Park and the existing local centre to Milton Park should be provided along this corridor to offer a more attractive approach to the town from the A34. A boulevard type approach will be encouraged.
- Contribute towards new high-quality bus services to Didcot town centre/railway station and to the major employment sites at Milton Park and Harwell Campus, until such a time as these services can be operated on a fully-commercial basis.
- Design site roads to permit the operation of bus routes through the site from Didcot centre to Milton Park and Harwell Campus.
- Contribute towards any necessary mitigation measures identified through the site Transport Assessment.

#### Social and community:

- Three new primary schools are required in respect of the two sites. One new primary school will be required on the North West Valley Park site and two other new primary schools will be required on the Valley Park site.
- Contribute to a new secondary school at Great Western Park or Didcot North East.
- Provide land (1.6 ha) and contribute towards a 100 pupil special needs school.
- Provide a neighbourhood centre of approximately 500 sqm, to include local shops and other community facilities to serve the development.
- Provide a community centre of approximately 1400 sqm.

- Provide public open space and improved recreational facilities in Didcot in accordance with the Vale's emerging playing pitch strategy.
- Public open space should be dispersed throughout the site to create a network of interlinked spaces
- Playing pitches will need to be provided and should be delivered in a way that maximizes permeability and legibility throughout the site.
- Contribute towards the Didcot Leisure Centre.
- Police presence will need to be provided on site either through a neighbourhood office or as part of a community hub.

#### Environmental health:

- Investigate potential noise and air pollution impacts from the A34, A4130 and railway; mitigate (if required) to offset any adverse impacts
- Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

#### Landscape considerations:

- The boundary between the development areas and Harwell village must be carefully treated in order to protect the separate identities of Valley Park and Harwell.
- Sensitively plan development to the south of the site to avoid any adverse impact on the setting of the North Wessex Downs AONB. Landscaping and design features should be used to minimise any noise and light pollution impacts on the AONB.
- Retain and enhance the footpath to the south of the site (the Driftway).
- Retain parkland trees within the site and retain and enhance existing boundary vegetation.
- Create a new landscape structure building on existing landscape features to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy with a masterplan which coordinates with the adjacent Great Western Park to provide linkages.

#### Biodiversity and Green Infrastructure:

- A site-wide mitigation strategy will be required and a suitable receptor site/nature reserve identified.
- Contribute towards redressing the identified Green Infrastructure deficit in the area surrounding Didcot, link into other strategies for the area (e.g. the emerging GI strategy for Science Vale) and provide attractive green pathways through and around the proposed development areas e.g. use of Harwell Cow Lane bridge into Harwell Village, use of Driftway as an

historic green road. This may be delivered by providing sufficient Green Infrastructure on site or through a financial contribution for off site provision.

Flood risk and drainage:

- Drainage Strategy should set out the sewerage infrastructure provision. The sewer route through the site will be protected by an easement. The site will be connected to the sewage treatment works located to the north of Great Western Park.
- No development will be permitted within Flood Zones 2 and 3.
- Areas to the north of the site are susceptible to surface water flooding; investigate and mitigate (if necessary).
- Site is considered high risk to groundwater; mitigation measures may be required to prevent any detrimental impact on groundwater quality.
- Contribute to attenuation features for surface water draining into the sewers.

### **HOU2s East of Kingston Bagpuize with Southmoor (carried over from the Vale of White Horse Local Plan 2031: Part 2)**

Housing Allocation Around 600 dwellings, subject to masterplanning.

Site Specific Requirements:

Key objectives:

- To deliver a high quality and sustainable urban extension to Kingston Bagpuize with Southmoor (Fyfield and Tubney Parish) which is integrated with the adjoining settlement of Kingston Bagpuize with Southmoor so residents can access existing facilities in the village.

Urban design principles:

- The site should be carefully masterplanned, taking into consideration nearby permissions and allocations while including opportunities to increase the site's connectivity and linkages to the centre of the existing settlement (to the west), and the wider community.
- Respect the setting of the site's current rural setting.
- All adjacent features require careful consideration, namely the A420 to the north, the committed housing sites to the west and south, the Millennium Green to the west, and Kingston Bagpuize Conservation Area to the southwest. Also, masterplanning

should consider the value of the old Oxford Road, which runs through the site as a Bridleway and cycleway, linking Kingston Bagpuize to Fyfield and beyond.

- Adopt a permeable, perimeter block layout within the site to optimise connectivity within and beyond the site. • The masterplan should address potential conflicts between school and other traffic.
- Affordable housing should be evenly distributed across the site and should not be used as a buffer between less desirable aspects of the site (e.g. A420) and market housing.

#### Utilities:

- Overhead power lines traversing the site will need to be considered as part of the overall masterplan.
- Upgrades to the sewer network may be required ahead of occupation.
- A detailed water supply strategy will be required.

#### Access and highways:

- The occupation of dwellings on the site will not begin prior to (1) the completion of the upgrade to Frilford Junction unless an alternative phasing plan is agreed with the County Council and (2) satisfactory air quality mitigation for Marcham.
- Access to be provided from A420 and the A415 via two new developer delivered roundabouts and a new link road through this site, provided to a standard acceptable to Oxfordshire County Council. The A415 roundabout will link with the business park.
- Contribute towards infrastructure improvements on the A420, A415 (including Frilford Junction) and any necessary mitigation measures identified through the site Transport Assessment.
- Contribute towards increasing the frequency of bus services.
- Provide for buses to travel through the site and provide bus stop infrastructure.
- Provide measures to alleviate current traffic flows through the centre of Kingston Bagpuize with Southmoor. • Provide high quality pedestrian and cycle links including pedestrian crossings where necessary.
- Replace existing A420 laybys if surveys indicate a need.

#### Social and community:

- A new one form entry primary school including nursery provision will be required on site. This should be on a 2.22 ha site to allow for further growth.

- Contribute towards the need for additional secondary school places in the Faringdon/Botley/Abingdon area.
- Provide, subject to viability, a new local centre adjacent to the proposed primary school, located and designed to meet the needs of the expanded village.
- Contribute towards improvements to the existing healthcare and other community facilities in the area.

#### Environmental health:

- Investigate potential noise and air pollution impacts from the A420 and A415 and mitigate (if required) to offset any adverse impacts.
- Buffers shall not be counted towards recreational space.
- Undertake ground contamination surveys to ensure that the site is suitable for its intended use.

#### Landscape considerations:

- This land forms the eastern approach to the village and is highly visible from the main road; indicating a need for careful landscaping.
- Consider the sensitive approach to Kingston Bagpuize House and Kingston Bagpuize Park along the A415, which forms part of the Kingston Bagpuize Conservation Area.
- Retain existing trees and hedgerows and incorporate them into the connected Green Infrastructure of the site.
- Mass and scale of the built form should be designed to avoid being visually intrusive to sensitive views from the surrounding countryside, North Vale Corallian Ridge, A420, A415 and public rights of way.
- Retain and respect the eastern edge of the site marked by Aelfrith's Dyke, an early medieval boundary ditch, part of the Anglo-Saxon landscape.

#### Biodiversity and Green Infrastructure:

- The adjacent Millennium Green (nature reserve) is associated with a population of Great Crested Newts. Undertake necessary studies to investigate possible impact on protected species and set out measures to mitigate against any harmful impacts.
- Consider potential impacts, including recreational disturbance, to Frilford Heath SSSI and Appleton Lower Common SSSI, which are linked to the site by a bridleway.

- Consider green space provision for people and wildlife with potential to attract people away from the more sensitive designated sites nearby.
- Include Green Infrastructure to retain a mosaic of habitats and linear features to ensure that structural diversity and habitat connectivity through the site is maintained.
- Implement a sensitive directional lighting scheme to ensure that additional lighting does not impact on the retained green corridors across the site.
- Include biodiversity enhancements such as SUDS, hedgerow and tree planting, creation of ponds, creation of habitat for bats in buildings and bird boxes, creation of hibernacula for reptiles and amphibians, log piles for invertebrates, hedgehog domes and creation of wildflower grasslands in the development design in line with planning policy and the Natural Environment and Rural Communities Act (NERC) 2006 (which places a duty on local authorities to enhance biodiversity). Provision should be made for the long-term management of these areas.

Flood risk and drainage:

- Opportunities to incorporate Green Infrastructure within the SUDs to improve biodiversity and water quality are encouraged.
- Mitigation measures may be required to prevent any detrimental impact on the groundwater quality.

### **HOU2t South-East of Marcham (carried over from the Vale of White Horse Local Plan 2031: Part 2)**

Housing Allocation Around 90 dwellings, subject to masterplanning

Site Specific Requirements:

Key objectives:

- To deliver a high quality and sustainable village extension to the south-east of Marcham which is integrated with Marcham village so residents can access existing facilities in the settlement.

Urban design principles:

- Seek to enhance the connectivity of the site with Marcham village.
- Buildings should be no higher than two storeys.



- Masterplanning should take into account the strategy for introducing an edge to the development in relation to the existing settlement and the safeguarded route adjacent.

#### Utilities:

- Upgrades to the sewer network may be required ahead of occupation.

#### Access and highways:

- Investigate access arrangements. Access should be possible onto the A415.
- Consider potential options to alleviate current traffic flows through the centre of Marcham, which is a designated Air Quality Management Area (AQMA).
- Contribute towards infrastructure improvements along the A415 (Marcham Bypass, Frilford Lights) and elsewhere if required.
- Ensure that land safeguarded for Marcham bypass is not affected by development.
- Contribute towards existing public transport routes in the area. There may be the potential to enhance the Abingdon / Witney route along the A415, and the potential to deliver a new bus stop adjacent to the site.
- Contribute towards enhancing the existing cycle and footpath network infrastructure into Abingdon-on-Thames, including at Marcham Interchange.

#### Social and community:

- Contribute towards improvements to the existing healthcare and other community facilities in the area.
- Contribute towards primary school provision either in Marcham or at the nearby development at Dalton Barracks and for early child care provision
- Contribute towards expansion of the existing secondary school capacity for the area in Abingdon-on-Thames.

#### Environmental health:

- Consider potential impact on Marcham Air Quality Management Area by undertaking an air quality impact assessment and identify practical mitigation where appropriate.
- The site may be adversely affected by road noise, resulting in an impact on any proposed residential development. Proposals will need to demonstrate suitability for the existing acoustic environment.

#### Landscape considerations:

- Consideration will need to be given to the impact from development on the Lowland Vale landscape.
- Consider additional mitigation planting to the south and east of the development.

Biodiversity and Green Infrastructure:

- Proposals should demonstrate that there would be no adverse impact on Cothill Fen SAC, Dry Sandford Pit SSSI, Barrow Farm Fen SSSI and Frilford Heath ponds and fen SSSI.
- Consider methods to enhance the biodiversity value of the site for both the natural environment, and future occupants of the new development.
- Regard should be taken to the area of Priority Habitat adjacent to the site. Green Infrastructure design should consider including new orchard areas.
- Provide details on how the site will contribute to the delivery of new Green Infrastructure and/or the improvement of existing assets.

Flood risk and drainage:

- A site-specific Flood Risk Assessment will be required.

**HOU2u Crab Hill (North East Wantage and South East Grove) (carried over from the Vale of White Horse Local Plan 2031: Part 1)**

Use: Around 1500 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality, sustainable urban extension which is integrated with Wantage so residents can access existing facilities in the town.
- To contribute to balanced employment and housing growth in Science Vale.

Urban design principles:

- Development densities should generally be lower towards the outer limits of the site to help create a successful transition to the countryside.
- Adopt a permeable, perimeter block layout within the site to optimise connectivity.

- Use public open spaces in the design to form a well connected network of green areas suitable for formal and informal recreation.
- Suitably locate the new primary school to ensure accessibility to all of the community.
- A maximum building height of three storeys should apply and should be limited to areas of greater density, such as the neighbourhood centre, or to create landmark features or points of interest to provide legibility and generate variety.

#### Utilities:

- Upgrade the sewer network.

#### Access and highways:

- Investigate access arrangements.
- Provide the eastern and western extents of the Wantage Eastern Link Road (WELR) at the A417 and A338 for direct access. The full WELR will be supported by other developer contributions within the Wantage and Grove area.
- Contribute towards any necessary mitigation measures identified through the site Transport Assessment.
- Improve pedestrian and cycle links to Wantage town centre, secondary schools and to the Science Vale area.
- Retain or appropriately divert existing public footpaths and byways unless otherwise specifically agreed.
- Agree appropriate treatment of Byway Open to All Traffic (BOAT) with Oxfordshire County Council.

#### Social and community:

- A new 'two form entry' primary school will be required on site. This will need to be provided on 2.22ha of land and as part of Phase 1 of development.
- Contribute towards a new secondary school at Grove Airfield.
- Contribute to improvements to, or replacement of, the Wantage Leisure Centre.

#### Environmental health:

- Investigate potential noise and air pollution impacts along the edge of the site where it adjoins the A417 and the Wantage Eastern Link Road (WELR).
- Remediate any contamination from the electricity substation on the site and telecoms mast north of the site.
- An electromagnetic field survey of the telecoms mast on site.

#### Landscape considerations:

- This is a prominent and visible site. Development must be sensitively designed to minimise any impact on the AONB and the wider Lowland Vale landscape.
- Design of development needs to consider the views into and out of the development, including the screening and/ or framing of views to reduce the impact on this sensitive landscape.
- Shelterbelt planting should be used to minimise any impact upon the landscape.
- Sensitive design of the Wantage Eastern Link Road to minimise the visual impact of the proposals due to the levels changes east of the A338.
- Retain, where possible, existing trees, woodland and hedges, particularly those along the edges of the site.

#### Biodiversity and Green Infrastructure:

- Contribute towards the identified Green Infrastructure deficit in the area surrounding Wantage.

### **HOU2v North-West of Abingdon-on-Thames (carried over from the Vale of White Horse Local Plan 2031: Part 1)**

Use: Around 200 homes, subject to detailed masterplanning.

#### Key objectives:

- To deliver a high quality and sustainable urban extension to Abingdon-on-Thames which is integrated with Abingdon-on-Thames so residents can access existing facilities in the town.

#### Urban design principles:

- Provide appropriate setbacks from all physical barriers along the boundaries of the site.
- Provide access to the adjacent recreational ground.

#### Access and highways:

- Contribute towards delivery of south facing slips on A34 at Lodge Hill.
- Access should be provided from Copenhagen Drive and Dunmore Road. Implications of access arrangements on residential road junctions and potential congestion along Dunmore Road will need to be investigated. Junction improvements at

Dunmore Road/A4183 may be required. • Contribute towards future strategic infrastructure improvements to Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.

- Layout of site should be mindful of future expansion of the A34 and should not preclude this.
- Improve or make financial contributions towards improved bus services (e.g. bus stops, pedestrian crossing, shelters and real time information displays) in Abingdon-on-Thames, including on the B4017 to the north of Wildmoor Roundabout, along Copenhagen Drive and Dunmore Road, as appropriate.
- Contribute to the cost of an hourly bus service between Abingdon and Cumnor (extending to Oxford), which would be routed along the Wootton Road through the development site.
- Development should include appropriate provision for pedestrians to cross Dunmore Road.

#### Social and community:

- Contribute towards a new 'one and a half form entry' primary school on the North Abingdon-on-Thames site
- Contribute towards expanding secondary school capacity in Abingdon-on-Thames.

#### Environmental health:

- Investigate potential noise and air pollution impacts from the A34, Copenhagen Drive, Dunmore Road, and the B4017 and mitigate (if required) to offset any adverse impacts.
- Consider potential impact on Abingdon-on-Thames Air Quality Management Area (AQMA) and mitigate (if necessary).

#### Landscape considerations:

- Provide a wide recreational landscape corridor along the southern boundary to Dunmore Road to link the playing fields with the Sports Centre.
- Reinforce stream side vegetation along the eastern boundary.
- Plant a woodland belt and copse along Wootton Road to prevent visual intrusion on views through the A34 bridge in the approach from Wootton.
- Improve tree cover along the A34 boundary to screen the road and mitigate noise.
- Protect and enhance existing boundary features.
- Include appropriate landscape mitigation measures within design to minimise the visual impact of the development on the Green Belt.

#### Flood risk and drainage:

- Locate development outside of Flood Zones 2 and 3.
- The south west corner of the site is susceptible to surface water flooding; investigate and mitigate (if necessary).
- Site is considered a high risk to groundwater; mitigation measures may be required to prevent any detrimental impact on groundwater quality.

#### **HOU2w North of East Hanney (carried over from the Vale of White Horse Local Plan 2031: Part 2)**

Housing Allocation Up to 80 dwellings, subject to masterplanning

#### Site Specific Requirements:

#### Key objectives:

- To deliver a high quality and sustainable village extension to the north of East Hanney village which is in keeping with the rural setting and character of the area and integrates with the centre of the village so residents can access existing facilities.

#### Urban design principles:

- The site should seek to maximise connectivity with the existing settlement to the south.
- Provide a pedestrian link to Ashfields Lane, for safe access to the bus stop and village facilities.
- Masterplanning should take into account the strategy for introducing a more positive and sensitive edge to the development, in relation to the existing settlement.
- Lower densities should be located towards the southern boundary of the development. Dwellings closest to Ashfields Lane should have a frontage onto the lane, reflecting the existing pattern of development.

#### Utilities:

- Upgrades to the sewer network may be required ahead of occupation.

#### Access and highways:

- Consider in detail access arrangements for the site.
- Contribute towards infrastructure improvements along the A338 (Frilford Lights) and elsewhere if required.

- Contribute towards the further enhancement of bus services in the area.
- A junction capacity assessment is required

Social and community:

- Contribute towards improvements to the existing healthcare and other community facilities in the area.
- Contribute towards the expansion of the existing St. James Primary School and any necessary additional nursery provision.
- Contribute towards the expansion of existing secondary school places in the area.

**HOU2x Land East of Sutton Courtenay (carried over from the Vale of White Horse Local Plan 2031: Part 1)**

Use: Around 220 homes, subject to masterplanning.

Key objectives:

- To deliver a high quality and sustainable urban extension to Sutton Courtenay which is integrated with Sutton Courtenay so residents can access existing facilities in the village.

Urban design principles:

- Create a Green Infrastructure link to the recreation ground located to the north of the site.
- Sensitively design development to minimise any impact on the setting of Sutton Courtenay Conservation Area, which lies in close proximity to the site to the west.
- An appropriate settlement edge should be incorporated into the design of the eastern boundary.

Utilities:

- Overhead power line which crosses a small section of the site to the west will need to be considered as part of an overall masterplan for the site.
- Upgrade the sewer network.

Access and highways:

- Investigate access arrangements. Contribution and/or on site mitigation towards countryside access will be sought from the development.

- Contribute towards future strategic infrastructure improvements to Abingdon-on-Thames and any necessary mitigation measures identified through the site Transport Assessment.
- Relocate existing bus stops at High Street Garage closer to the junction of the High Street with Frilsham Street, along with improved infrastructure (e.g. shelters) and footways.
- Contribute towards the cost of an enhanced frequency of bus service (route 32) between Didcot and Abingdon-on-Thames via Sutton Courtenay.

#### Social and community:

- Contribute towards education provision.

#### Environmental health:

- Investigate potential noise and odour impacts from the nearby landfill operations and mitigate (if required) to offset any adverse impacts.
- Site is in proximity to the Hobbyhorse Lane North and South landfill uses. Undertake contaminated land investigations to ensure that the land is safe and suitable for the intended use.

#### Landscape considerations:

- Retain and enhance existing vegetation to boundaries.
- Create a new landscape structure, building on existing landscape features, to meet the Oxfordshire Wildlife and Landscape Study (OWLS) landscape strategy, Policy NE11 (areas for landscape enhancement) of the Local Plan 2011 and any updates to this policy set out in the Local Plan 2031 Part 2.

#### Biodiversity and green infrastructure:

- Integrate existing hedges.
- Contribute towards redressing the identified partial Green Infrastructure deficit in Sutton Courtenay.

#### Flood risk and drainage:

- Parts of the site are susceptible to surface water flooding (particularly in the north east and south east of the site); investigate and mitigate (if necessary).

#### Minerals:



- Site is underlain by deposits of sand and gravel. Surrounding land uses limit amount of commercially workable mineral resource and consequently Oxfordshire County Council has no justification for an objection to housing development on this site on minerals safeguarding policy grounds.

### **JT1(g) Didcot A Power Station (carried over from the Vale of White Horse Local Plan 2031: Part 1)**

The Council supports the redevelopment of the Didcot A site to provide a high quality mixed-use development. The site will continue to be reserved for a range of uses, particularly employment (B1, B2 and B8). Other acceptable uses for the site include, but are not limited to, residential (C1, C2 and C3), ancillary retail, an element of bulky goods retail, leisure (D2) and community uses. Any proposed uses for the site must have regard to relevant policies contained within South Oxfordshire District Council's Adopted Core Strategy.

Proposals for retail development that exceed 500 square metres gross retail floorspace will need to be subject to a retail impact assessment to demonstrate there would be no adverse impacts on the vitality and viability on nearby centres.

The mix of these uses will need to reflect demand, suitability of the site and any transport implications to be identified by a detailed transport assessment with appropriate mitigation provided. Any development will need to be appropriate to the site's location adjacent to Didcot B Power Station.

These uses need to be carefully considered in the masterplanning process to ensure that the site incorporates the following key design principles:

- The creation of a mixed-use local centre forming a high street and active frontages on the main routes through the site;
- Strong connectivity with Didcot town centre, Milton Park and Valley Park;
- Design across the site must have regard to sensitive views from elevated positions towards (but not limited to) residential amenity space, the treatment of facades and rooftops of prominent buildings, and reducing the visual impact of car parks;
- Any residential development (C2 and C3) to be situated towards the south of the site and separate from the movement of heavy goods vehicles along key transport corridors; and
- Integrated SUDS and natural landscape features throughout the site.

The proposed route of the new Science Bridge and A4130 re-routing is safeguarded. Planning permission will not be granted for development that would prejudice the construction or effective operation of this highway infrastructure in accordance with Core Policy 17.

## Appendix 6. Advisory Note on Seeking Marketing and/or Viability Evidence from Applicants

- A6.1 As explained under Policies JT2 (Protecting our employment sites), JT7 (Overnight visitor accommodation) and HP2 (Community facilities and services) in this plan, there may be instances where the continued use of a site or premises for a particular land use is no longer appropriate or viable. In circumstances where a development proposal would involve the loss of any land uses set out in the above policies, the respective council will require the applicant to provide evidence that (1) the current use is no longer economically viable, and (2) that there is no market interest for continued use of the site under the same Use Class.
- A6.2 Under Policy NH9 (Listed Buildings), where a development proposal would lead to substantial harm or total loss of significance of a Listed Building (including its setting), the councils will require evidence to demonstrate that no viable use of the heritage asset can be found in the medium term through appropriate marketing that will enable its conservation.

### Viability Evidence

- A6.3 The scope and scale of evidence required to demonstrate viability should be agreed in advance with the councils and, where feasible, all information should be gathered while the site is still in operation.
- A6.4 The information gathered and subsequent viability assessment should not focus solely on the needs of the current operator or their chosen business model, rather it should examine the full range of potential operational modes to demonstrate that this is not workable in the long-term.
- A6.5 The level of detail required will vary depending on site specifics and the nature of the proposal. However, as a general guide, the following would be helpful:
- A valuation of the site in its existing use, rather than the 'hope value' of alternative uses.
  - The total cost of development or redevelopment of the site for continuation of its existing use.
  - Evidence to justify the rents, sales values, capital values and rental yields used in the appraisal.
  - Consideration of the potential for grant funding from public or charitable bodies to support continuation of its existing use.

- Evidence of whether the business or facility has been operated positively.
- Evidence to demonstrate that it would not be economically viable to retain the site for its existing use.
- Sensitivity testing to support the robustness of the report conclusions against changing market conditions.

## Marketing Evidence

A6.6 Similarly, the period and extent of marketing evidence should also be agreed in advance with the councils and will vary depending on site specifics. Sufficient information should be gathered during the marketing campaign to demonstrate compliance with the respective plan policy and must be submitted alongside any planning application.

A6.7 Where relevant, the councils may ask for some (or all) of the following evidence:

- Details of the marketing campaign for the site over a continuous period of at least 12 months, starting from when the advertising board is erected and the property is advertised online (i.e. not simply from when agents were appointed) to the date of the submission of the planning application. In certain cases, a longer period of marketing may be required to provide sufficient evidence that there has been no market interest.
- Details of a sustained advertising campaign for the duration of the marketing period, through a variety of media and outlets, including relevant trade magazines, journals and websites, local press and any publications produced by local business networks and support agencies.
- Dated photographs of visible, well-maintained marketing boards of an appropriate size, quality, scale, location and number, containing contact information and posted in a prominent location on site for the duration of the marketing period (subject to advertising consent if required).
- Appointment of a professionally accredited local or national agent with a track record of letting commercial space in the area. This should include a copy of the dated letter of instruction to the agent.
- A targeted mail shot or email to a list of potential purchasers.
- Evidence that full property details and particulars have been made available to enquirers on request.
- Web-based marketing material in a prominent location on the appointed commercial agent's website, as well as listings on popular online property databases and local or specialist channels, where appropriate.

- Inclusion of key details (such as: existing lawful use of the advertised premises, type and size of the site, address and location, leasehold rent and/or freehold sale information) in all marketing material.
- Confirmation from three independent, professionally accredited agents that the advertised rent/sales price is reasonable, reflecting market rates in the local area and the condition of the property (including a comparison to similar regional properties).
- Evidence to confirm that the lease terms are attractive and relevant to the current market, including local comparisons.
- Commentary on the number and details of enquiries received (number of viewings and the advertised rent at the time, including any details of why the interest was not pursued and other pertinent feedback).
- Details of any offers received and why a sale/letting did not complete, including reasons for any refusals.
- Where the property is not vacant, evidence that the existing tenant intends to move out.

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South Oxfordshire and Vale of White Horse  
**Joint Local Plan 2041**



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