

South Oxfordshire LOCAL PLAN 2011-2035



ADOPTED
DECEMBER
2020

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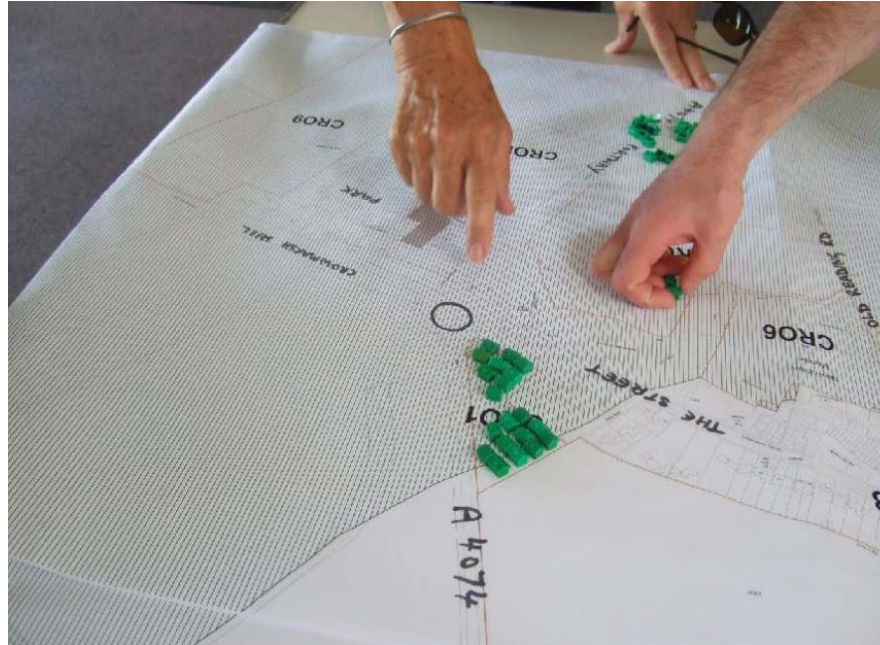


1 INTRODUCTION

South Oxfordshire Local Plan

What is the Local Plan for?

- 1.1 Planning has a key role in enabling us to meet the challenges that the district faces whilst protecting what we value about the district, and also builds on opportunities to make it an even better place.
- 1.2 The Local Plan sets out how development will be planned and delivered across South Oxfordshire to 2035. It sets out a vision, shows how we have developed a strategy which responds to that vision and how it will be delivered working in partnership with everyone with a stake in the future of the district. It also includes policies that are used when we are determining planning applications.
- 1.3 The Local Plan sets out policies for change and includes a strategy for delivering growth from 2011 to 2035. It identifies appropriate areas and sites for development, such as new homes, offices, shops and community facilities. It sets out how valuable historic and natural environments will be protected and enhanced. The policies in this Plan will be used to help make decisions on planning applications in the district.
- 1.4 In preparing this plan we have:
 - Explored how much land is likely to be needed for different uses;
 - Identified the right areas and sites to make sure that we have a healthy supply of developable land;
 - Worked with our neighbouring councils and Oxfordshire County Council, expert advisors (such as the Environment Agency and Natural England) and infrastructure providers (such as Thames Water) to look at how the impacts of development and growth can be managed across South Oxfordshire and beyond;
 - Supported parish and town councils who are working on community-led plans and Neighbourhood Development Plans so that they have had their say on how their local area is shaped; and
 - Listened to our residents, businesses and communities.



The Plan guides development of the district, in strategic terms, over the length of the plan period

What is in the Local Plan?

- 1.5 The Plan guides development of the district, in strategic terms, over the length of the plan period. It provides the basis for growth, through setting out the distribution of new housing, employment and retail development and it also provides the framework for protecting the district's important natural and built environment.
- 1.6 The Plan covers the whole of South Oxfordshire, and the Council has worked and will continue to work with our neighbours to plan for cross-boundary issues, such as how to accommodate the unmet housing needs of Oxford and where new strategic transport and utilities infrastructure are needed.
- 1.7 Whilst the Local Plan provides the broad strategic framework for growth, much of the detail, such as some of the specific non-strategic sites to be allocated for housing, will be finalised at the local level, through Neighbourhood Development Plans (NDPs).

Why we have prepared a Local Plan

- 1.8 In April 2014, the councils across Oxfordshire published a Strategic Housing Market Assessment (SHMA), and this identified that South Oxfordshire needed additional housing beyond that which was planned for in the South Oxfordshire Core Strategy.

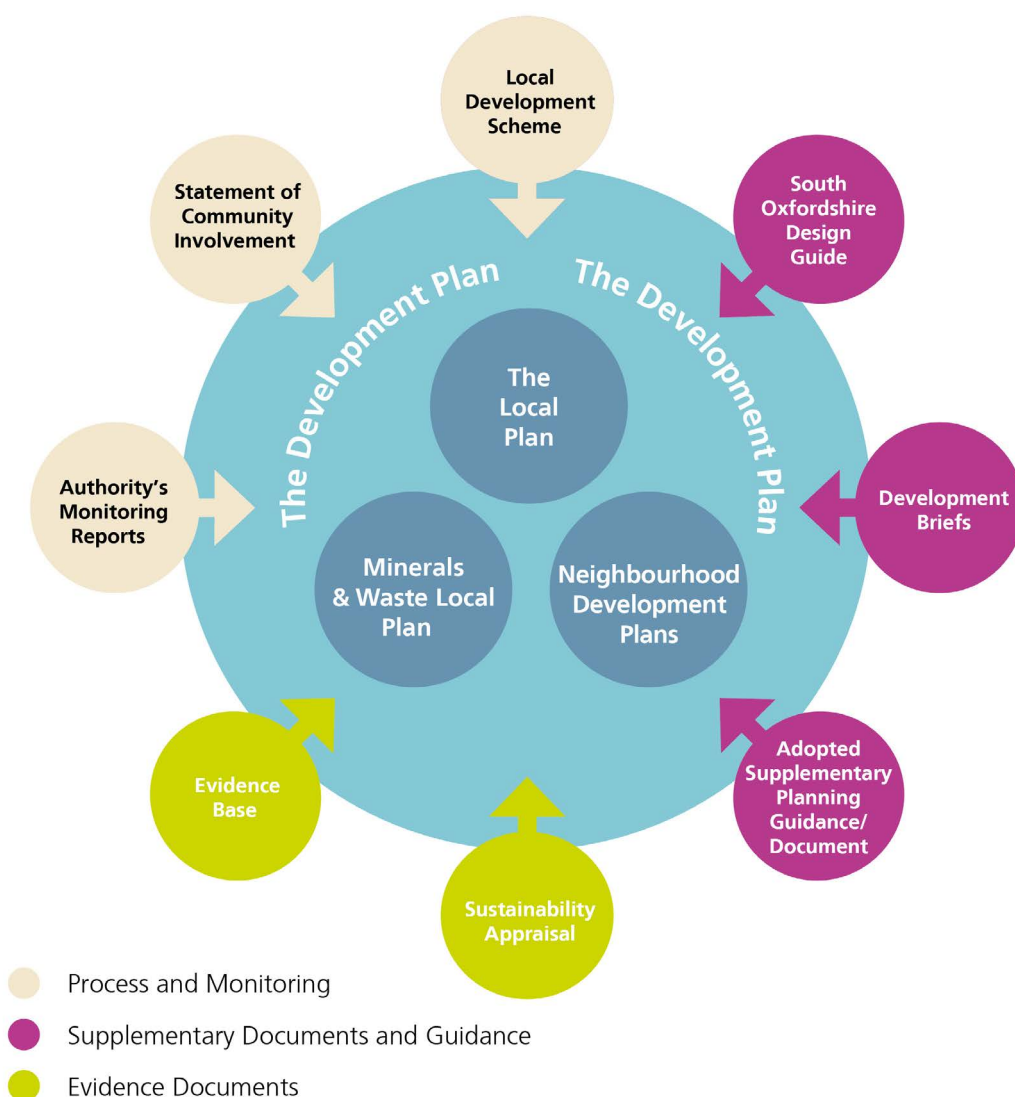
- 1.9 As well as this, Oxford City Council indicated that they would have difficulties in meeting their identified housing need entirely within the city boundary and that other districts across the county could be asked to consider taking some of this “unmet housing need”.
- 1.10 In response the Council decided to review the existing plan and consider how to plan for additional growth in the most advantageous and positive way.
- 1.11 By preparing this Local Plan the Council has helped ensure that it can plan for where, how and when new development takes place, and that it can plan for all needs in the best way.



The Development Plan

1.12 The South Oxfordshire Development Plan is the starting point in making decisions on planning applications. All planning applications will be determined in accordance with the “Development Plan” unless material considerations indicate otherwise. The Development Plan comprises:

- The Local Plan 2035;
- “Made” (adopted) Neighbourhood Development Plans prepared by local communities; and
- Any Development Planning Documents relating to minerals and waste prepared by Oxfordshire County Council.



Neighbourhood Development Plans

- 1.13 In South Oxfordshire, Neighbourhood Development Plans can be prepared by either town or parish councils, or a neighbourhood forum. Once “made” (adopted) they form part of the Development Plan. They set out in more detail how a community wishes to see its area develop. Where Neighbourhood Development Plans are prepared, they must be in general conformity with the Local Plan.
- 1.14 South Oxfordshire District Council will continue to support communities who wish to prepare Neighbourhood Development Plans. Details of how the Council can help with the preparation of Neighbourhood Development Plans are set out on the Council’s website.



Neighbourhood Development Plans form part of the Development Plan

How the Plan was prepared

- 1.15 The Local Plan preparation process started in 2014 and the Plan was adopted in December 2020. The Local Plan has been prepared and supported by an evidence base, it has been the subject of numerous public consultations.



Studies which set out requirements – these provide evidence of the level of need we should plan for, including for housing, employment, shopping and leisure.

Studies which look at the suitability of sites and places for development – these provide information about which places might be most appropriate for development.

Studies which look at the impacts of development – these provide information about how development will affect roads, water supply and so on, and what might need to be done to deal with these impacts.

Public consultation – this Plan has been through several stages of public consultation and a public examination before it was adopted as the Development Plan for the district.

2 VISION AND OBJECTIVES

- 2.1 South Oxfordshire is a beautiful and prosperous place with many strengths: its natural environment, picturesque towns and villages, and a buoyant and successful economy. There are challenges in ensuring that we plan for development in a way that protects and enhances all that is special about our district. In our vision for 2035 we set out how we see the district evolving whilst building on our strengths.
- 2.2 A set of strategic objectives define what the Local Plan 2035 focuses on to deliver our stated vision. Our strategy is an evolution of that developed for the Core Strategy 2012, as we believe it is still appropriate and sustainable, and it reflects valued input from the community.

Our Vision for 2035

South Oxfordshire will remain a beautiful and prosperous place to live. It will be an attractive place for people to work and spend their leisure time.

- 2.3 By meeting our housing and employment needs and the creation of new, sustainable and vibrant places, we will have provided enough homes and jobs for those wishing to live and work within South Oxfordshire. New development will meet the highest standards of design with necessary associated infrastructure.
- 2.4 We have continued to support development at the Towns and Larger Villages. Growth will support employment opportunities and deliver regeneration and infrastructure with a focus on delivering housing and employment at Science Vale¹. We will also allocate new development at strategic locations.
- 2.5 Science Vale will continue to grow as a world-renowned science, research and innovation led hub that attracts business, creates job opportunities, and delivers housing growth. Roads and rail links will have been improved and pedestrian and cycle networks will have made it easier for people to get around, in particular to major employment sites. Didcot will be a flourishing Garden Town, being both the gateway to and the heart of Science Vale.

¹ Science Vale is an area in Southern Oxfordshire, crossing the border of South Oxfordshire and the Vale of White Horse. It is one of the most successful science clusters in the UK. This activity is concentrated around the three centres for science and technology at Harwell Campus, Culham Science Centre, and Milton Park, but is supported by a number of important settlements including Didcot, Wantage and Grove.

- 2.6 Through careful management of the Oxford Green Belt we will have made provision towards Oxford City's unmet housing needs whilst protecting the important setting of Oxford and also making appropriate provision for housing, business growth and urban and rural regeneration. The North Wessex Downs and Chilterns Areas of Outstanding Natural Beauty will be protected and enhanced, whilst also allowing for appropriate and sustainable growth in places. Our rich and varied history is celebrated, protected and enhanced for the benefit of residents and visitors.

The North
Wessex Downs
and Chilterns
Areas of
Outstanding
Natural Beauty
will be protected
and enhanced



- 2.7 We will plan for new development at seven strategic locations; Chalgrove, Culham, Berinsfield, Grenoble Road, Northfield, North of Bayswater Brook and Wheatley. We will exceed expectations in terms of healthy living, sustainable travel and the design of buildings, homes and public spaces. Everyone will have access to high quality leisure, retail and cultural facilities which will also attract visitors. South Oxfordshire will continue to be a tourist destination, helping our towns and villages to remain vibrant and prosperous. Communities will thrive, and through neighbourhood planning and community engagement, will have their say on how their local area is shaped.

2.8 The impacts of COVID-19 on the economy and lifestyle were emerging during the examination of this plan. The Plan provides new homes, jobs and infrastructure to meet needs. South Oxfordshire is an area of traditionally high demand and it is reasonable to assume that this will remain the case throughout the plan period. Science Vale and the Ox-Cam Arc is an area which is likely to be important for the country's recovery. The Plan contains sufficient flexibility (for example in its employment policies) to provide an appropriate framework for changing lifestyles and needs. If development needs prove slower in coming forward, or change, this will be monitored (see Chapter 11 of the Plan). The Plan can be reviewed if necessary.

Strategic Objectives

2.9 There are a series of objectives which underpin the Local Plan, which should not be viewed in isolation, but rather should be considered as a full suite of objectives. A balance needs to be struck between the core pillars of sustainable development, including the protection of the environment and the need to provide sufficient development to meet the needs of the existing and future population.

Objective 1 - Settlements

- OBJ 1.1** Support the settlement hierarchy, the growth and development of Didcot Garden Town, the delivery of new development in the district, the growth of our market towns and the vitality of our villages.
- OBJ 1.2** Support rural communities and their 'way of life', recognising that this is what attracts people to the district.
- OBJ 1.3** Meet identified housing needs by delivering high-quality, sustainable, attractive places for people to live and work.
- OBJ 1.4** Focus growth in Science Vale through delivering homes and jobs, retail and leisure facilities and enhanced transport infrastructure.

Objective 2 - Housing

- OBJ 2.1** Deliver a wide range of housing options to cater for the housing needs of our community (including self-build and older persons' accommodation).
- OBJ 2.2** Support the regeneration of housing and facilities to strengthen communities and address deprivation issues.

OBJ 2.3 Support meeting the economic and housing needs of the county as a whole, reflecting the special character of South Oxfordshire.

Objective 3 - Economy

OBJ 3.1 Improve employment opportunities and employment land provision, which will provide high quality local jobs to help retain more skilled residents in the local workforce.

OBJ 3.2 Aim to reduce commuting distances by supporting business growth in locations close to existing business areas, transport connections and broadband provision.

OBJ 3.3 Ensure economic and housing growth are balanced, to support sustainable journeys to work, recognising that we cannot determine where people work – some of whom will choose to travel to employment locations beyond our district, such as London, Oxford and Reading.

OBJ 3.4 Support the retail and service sectors as well as low and high-tech industries.

OBJ 3.5 Create the conditions whereby world-renowned and cutting edge industries choose to locate and grow their businesses here, contributing to a strong and successful economy, in line with the Strategic Economic Plan for Oxfordshire.

OBJ 3.6 Inspire the next generation of workers by planning for high quality education facilities.

OBJ 3.7 Encourage tourism by protecting our built and natural assets, such as the Thames, and providing services and facilities for visitors.

Objective 4 - Infrastructure

OBJ 4.1 Ensure that essential infrastructure is delivered to support our existing residents and services as well as growth.

OBJ 4.2 Make sustainable transport, walking and cycling an attractive and viable choice for people, whilst recognising that car travel and parking provision will continue to be important in this predominantly rural district.

Objective 5 - Design

- OBJ 5.1** Deliver high quality, innovative, well designed and locally distinctive developments in sustainable locations with regard to the South Oxfordshire Design Guide.
- OBJ 5.2** Support development that respects the scale and character of our towns and villages, enhancing the special character of our historic settlements and the surrounding countryside.

Objective 6 - Community

- OBJ 6.1** Champion neighbourhood planning, empowering local communities to direct development within their area and provide support to ensure Neighbourhood Development Plans are deliverable, achievable and sustainable.
- OBJ 6.2** Provide access to high quality leisure, recreation, cultural, community and health facilities.
- OBJ 6.3** Ensure all communities have access to the services and facilities they value, supporting access to sport and recreation and the health and wellbeing of everyone.

Objective 7 - Natural and Built Environment

- OBJ 7.1** Protect and enhance the natural environment, including biodiversity, the landscape, green infrastructure and our waterways, placing particular importance on the value of the Oxford Green Belt, our two Areas of Outstanding Natural Beauty and the River Thames.
- OBJ 7.2** Conserve and enhance our rich and varied historic assets and their settings, celebrating these as some of our strongest attributes.

Objective 8 - Climate Change

- OBJ 8.1** Minimise carbon emissions and other pollution such as water, air, noise and light, and increase our resilience to the likely impact of climate change, especially flooding. Lower energy use and support an increase in renewable energy use. Support growth in locations that help reduce the need to travel.



INNOVATION CENTRE

3 OUR SPATIAL STRATEGY

Introduction

- 3.1 Our spatial strategy sets out how we will deliver the vision and objectives set out in Chapter 2. It identifies the roles that Science Vale, including Didcot Garden Town and Culham, the market towns, the villages and the countryside, including areas adjacent to Oxford City allocated for strategic development in this Plan will play in the future. It shows where new homes will be built, where opportunities to provide new jobs will be created, and where infrastructure and services will be required. It shows how we will work in partnership to deliver the strategy with those responsible for key services, including healthcare, education, transport, water supply and community safety and with others such as affordable housing providers.
- 3.2 Local planning authorities have a responsibility to plan positively and work collaboratively. We cannot plan in isolation, and South Oxfordshire has been working with, and continues to work with the other Oxfordshire authorities, supported by the Oxfordshire Growth Board, Local Enterprise Partnership, key stakeholders, our parish and town councils and infrastructure providers and with government. We have signed up to the Oxfordshire Housing and Growth Deal which commits the Oxfordshire authorities to delivering growth.
- 3.3 The Plan seeks to meet needs identified for South Oxfordshire as well as all the needs apportioned to the district arising from our neighbour Oxford City. A joint work programme with the other Oxfordshire authorities² identified the scale of Oxford City's unmet needs and how they can best be met.
- 3.4 All allocations made in the Core Strategy are retained and the Local Plan makes provision for housing to meet additional housing requirements identified in the Oxfordshire Strategic Housing Market Assessment (SHMA) 2014. The strategy has been updated to help address the key challenges facing the district now and to make best use of available opportunities.
- 3.5 Our strategy delivers sustainable development, supporting the presumption in favour of sustainable development set out in national policy.

² Cherwell District Council, Oxford City Council, Oxfordshire County Council, Vale of White Horse District Council and West Oxfordshire District Council

The Strategy

3.6 Historically, growth in South Oxfordshire has been largely focused upon Didcot and the market towns of Thame, Wallingford and Henley-on-Thames. Other than Wallingford, these towns are located towards the boundary of our district and the historic focus of development to the periphery of the district has led to a reduction in development to support the investment in services and infrastructure in other areas.

3.7 The issues and options version of the Local Plan presented a series of potential options for the distribution of development within the district.

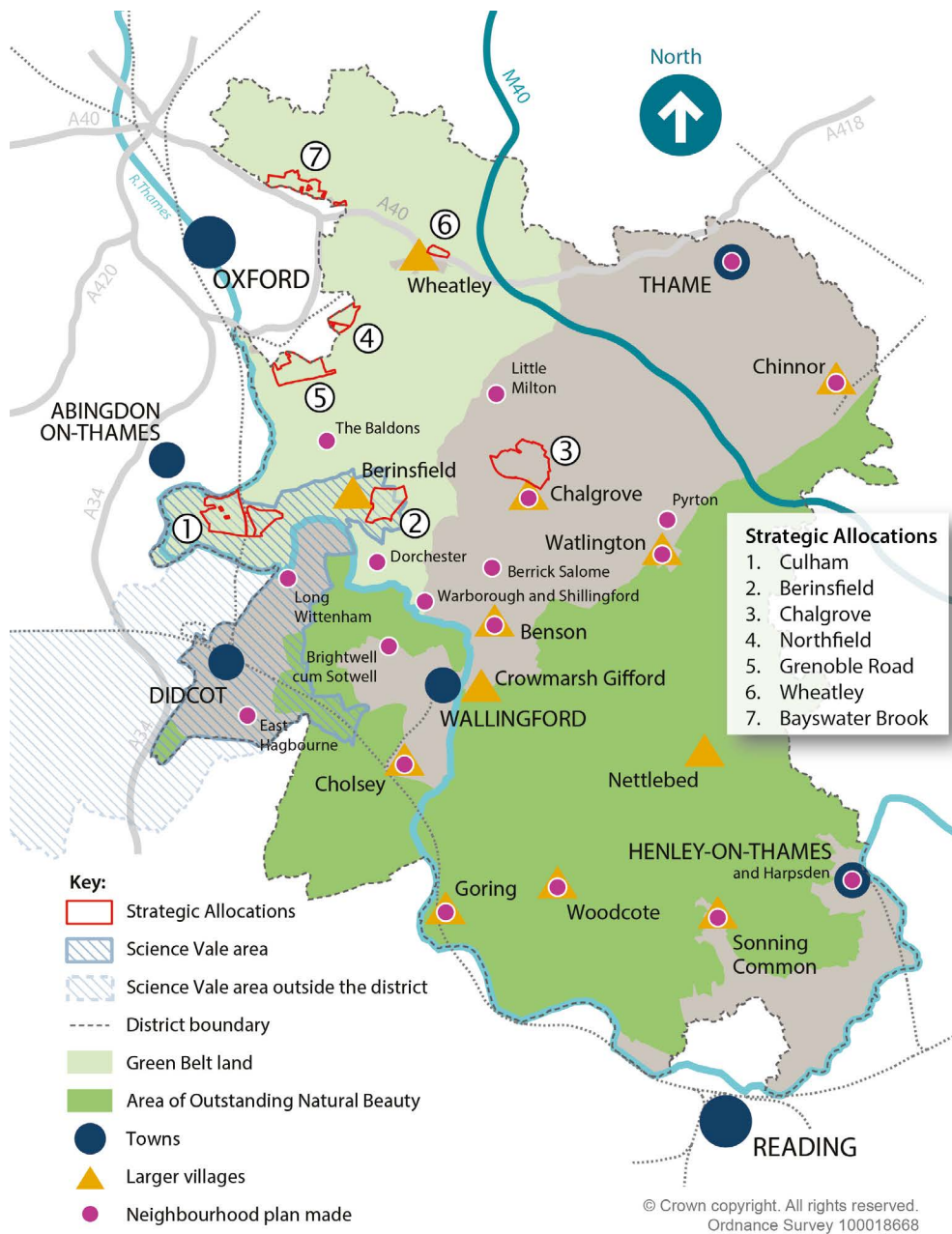
- a) Core Strategy approach
- b) Science Vale and 'sustainable settlements'
- c) All in Science Vale
- d) All in single new settlement
- e) Dispersal
- f) Next to neighbouring major urban areas (Reading/Oxford)
- g) Raising densities (from 25dph)
- h) Locating development in settlements where it could help fund projects.

Drawing on a combined approach to the distribution of new housing development enables a series of benefits to be delivered through the Local Plan

3.8 Each of these options was consulted upon and tested through the Sustainability Appraisal. The final strategy is to principally focus development at Science Vale and sustainable settlements (which include Towns and Larger Villages), where over 70% of housing will be located and to deliver elements of some of these options rather than favouring any one scenario in isolation. The strategy draws together the Core Strategy approach with development at Science Vale and next to the neighbouring major urban area of Oxford. It is also complemented by the location of development to fund regeneration and by the Local Plan raising densities. Drawing on a combined approach to the distribution of new housing development enables a series of benefits to be delivered through the Local Plan and this ensures that the housing needs of the district can be accommodated.

3.9 Our strategy supports the delivery of new housing and economic growth and translates our vision and objectives under inter-related spatial themes to:

- Support a strong network of vibrant settlements including the regeneration of town centres, making the whole district more sustainable, recognising the rural nature of South Oxfordshire and the effects generated by nearby major centres;
- Contribute to tackling climate change;



- Support a movement strategy that strengthens connections to key places, allows a choice of transport modes and manages traffic to improve environmental quality;
- Create a thriving economy in urban and rural areas with a range of work opportunities including more high value jobs and enable the up-skilling of our workforce to support existing and new businesses;
- Deliver sufficient new homes to meet the needs of the communities and economy supported by appropriate infrastructure, services and facilities;
- Maintain and enhance the built, historic and natural environment and ensure good quality developments and design.

- 3.10 The Local Plan seeks to build upon the existing settlement hierarchy and actively create a sustainable pattern of development throughout the district. It identifies strategic allocations at seven locations at Chalgrove, Culham, Berinsfield, Grenoble Road, Northfield, North of Bayswater Brook and Wheatley.
- 3.11 The spatial strategy supports growth in locations that help reduce the need to travel such as the focus at Science Vale, Towns and Larger Villages as well as allocations adjacent to the City of Oxford. Appendix 16 of the Local Plan highlights all elements of the Local Plan where the Plan helps to minimise carbon emissions, lower energy use and help to reduce the need to travel.

Policy STRAT1: The Overall Strategy

1. **Proposals for development in South Oxfordshire will be assessed using national policy and guidance and the whole of the Development Plan* and should be consistent with the overall strategy of:**
 - i) **focusing major new development in Science Vale including sustainable growth at Didcot Garden Town and Culham so that this area can play an enhanced role in providing homes, jobs and services with improved transport connectivity;**
 - ii) **providing strategic allocations at Chalgrove, Culham, Berinsfield, Grenoble Road, Northfield, North of Bayswater Brook and Wheatley including necessary infrastructure and community facilities;**
 - iii) **close working with partner agencies, neighbouring local authorities, communities and other stakeholders to ensure the timely delivery of our strategy, which will deliver a significant amount of growth beyond the end of the plan period;**
 - iv) **supporting and enhancing the economic and social dependencies between our towns and villages;**
 - v) **supporting the roles of Henley-on-Thames, Thame and Wallingford by maintaining and improving the attractiveness of their town centres through measures that include environmental improvements and mixed-use developments and by providing new homes, jobs, services and infrastructure;**
 - vi) **meeting unmet housing needs of Oxford City on strategic allocations adjacent to the boundary of Oxford near to where that need arises;**
 - vii) **supporting and enhancing the roles of the Larger Villages of Benson, Berinsfield, Chalgrove, Chinnor, Cholsey, Crowmarsh Gifford, Goring-on-Thames, Nettlebed, Sonning Common,**

- Watlington, Wheatley and Woodcote as local service centres;**
- viii) supporting Smaller and Other Villages by allowing for limited amounts of housing and employment to help secure the provision and retention of services;**
 - ix) protecting and enhancing the countryside and particularly those areas within the two AONBs and Oxford Green Belt by ensuring that outside of the towns and villages any change relates to very specific needs such as those of the agricultural industry or enhancement of the environment;**
 - x) supporting and enhancing our historic environment; and**
 - xi) contributing to tackling climate change.**

*The Development Plan is outlined in paragraph 1.12

This policy contributes towards achieving objectives 1, 2, 3, 4, 6, 7 & 8.

- 3.12 Understanding the nature of our towns and villages and how they inter-relate and link with places outside the district is a vital part of our strategy. Movement patterns are complex and vary with the purpose of the journey. Some key services such as main hospitals and regional shopping centres will continue to be provided outside the district, particularly in Oxford and Reading.
- 3.13 The strategy can influence how services and employment are accessed and where new development is located within the district. It can support and influence where and how service providers deliver their services and encourage different and improved ways of delivery.
- 3.14 South Oxfordshire has around 140 settlements, although some are just isolated groups of houses with no community facilities. These vary considerably in size and character reflecting their natural setting and historical development. The settlements in the district have been categorised by the services and facilities they offer and a hierarchy of policies has been established on this basis. We looked at these against a range of criteria on employment opportunities, schools, health services, recreation and leisure opportunities and access to shops and public transport provision to prepare a settlement assessment and hierarchy³. Villages have been categorised as being either “Larger Villages”, with a wide range of services and facilities in sustainable locations, or “Smaller Villages” that have a more limited range of services. There is a clear distinction between the villages in the settlement hierarchy but we will be promoting development through this Plan to the most sustainable locations. We are directing development to the Larger Villages to complement the spatial strategy and will support those Neighbourhood Development Plan groups who

**South
Oxfordshire
has around
140 settlements**

³ Settlement Assessment
Background Paper, South
Oxfordshire December 2018

wish to promote development in the Smaller Villages. In addition, there are “Other Villages” which lie at the bottom of the settlement hierarchy, being hamlets or very small settlements with very limited or no services. Our Local Plan reflects the status of settlements in this assessment.

- 3.15 Our vision and objectives for South Oxfordshire recognise the rural nature of our district and the importance of our rural settlements in contributing to what makes South Oxfordshire such a beautiful and prosperous place to live. Our strategy for the 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 development takes place within the more sustainable locations of the district.

Meeting our Housing and Employment Needs

- 3.16 National Planning Policy is clear that local planning authorities should, as a minimum, provide for the objectively assessed needs for market and affordable housing in their area. They should also provide for any needs that cannot be met within neighbouring areas where this has been agreed through a statement of common ground.

- 3.17 The NPPF⁴ and Planning Practice Guidance⁵ expects local planning authorities to use the “standard method” to establish the minimum local housing need figure. For South Oxfordshire this results in an annual housing need of 627 homes a year. This figure represents the minimum annual housing need for South Oxfordshire. It does not automatically translate into the housing requirement for the Local Plan, which has taken into account other factors when determining the homes to plan for.

- 3.18 The Planning Practice Guidance⁶ explains that the standard method for working out housing need is just the starting point for working out how many homes to plan for. It does not attempt to predict the impact that future government policies, changing economic circumstances or other factors, might have on demographic behaviour. The Guidance states that Councils should consider uplifting the housing requirement for the Local Plan above the results of the standard method. It gives the examples of where a housing or growth deal is in place, where strategic infrastructure improvements are planned to support new homes, where an authority has agreed to take on unmet need from a neighbour (based on that authority’s standard method results), and where a recent Strategic Housing Market Assessment (SHMA) suggests higher levels of need.

⁴ Paragraph 60

^{5, 6} See Planning Practice Guidance - Housing Needs Assessment

- 3.19 South Oxfordshire is a partner of the Oxfordshire Housing and Growth Deal. Along with the other District and County Councils in Oxfordshire, we have collectively committed to plan for 100,000 new homes between 2011 and 2031. In return for this commitment to deliver higher than our local housing needs, government has granted some flexibilities with regard to our housing land supply in the short term, as well as committing to £150m worth of infrastructure funding for the first five years of the deal.
- 3.20 The Growth Deal itself is not however an assessment of housing need. It does not seek to model the growth in population, address affordability or identify the effects of changes in government policy or economic circumstances might have on housing needs. Consequently, the Growth Deal does not identify housing requirement for each district, nor does it attempt to apportion any housing needs from one authority to another.
- 3.21 The Deal derives its aspirational housing target from the Oxfordshire SHMA. The SHMA was published in April 2014 and is therefore close to the five-year lifespan that planning documents have before the NPPF directs they must be reviewed. Furthermore, the SHMA is based on 2011 “interim” household projections, and so the base data on which it is grounded is now quite dated. The SHMA is also based on a methodology for working out housing needs that was set out in the first NPPF (March 2012) and original Planning Practice Guidance.
- 3.22 However, the SHMA is the only document that provides an evidenced approach to the 100,000 homes identified in the Oxfordshire Growth Deal. It is also the only document that seeks to split the 100,000 home target between each of the constituent authorities. The SHMA looked at both the expected growth in population, the anticipated economic growth between 2011 and 2031 and the need to support affordable housing provision.
- 3.23 The SHMA is based on economic forecasts and considers a number of possible economic growth scenarios. In South Oxfordshire, the evidence considers that the provision of 750 dwellings a year would support economic growth. It represents the committed economic growth scenario forecast in the SHMA and takes forward planned growth set out in the Strategic Economic Plan. This is primarily to meet the needs of our existing businesses wishing to expand and to allow for new business formation at similar rates to the past. A proportion of this provision would also meet the need for affordable housing in the district.
- 3.24 Based on these assessments, the SHMA made recommendations in terms of the housing range that the Local Plan should be planning for which recognised that the affordable housing evidence provided a basis for considering higher housing

In South Oxfordshire, the evidence considers that the provision of 750 dwellings a year would support economic growth

provision. This was presented in the form of a range which identifies a total need for between 14,500 and 16,500 homes for South Oxfordshire over the twenty-year period 2011-2031. This would equate to an annual provision of between 725-825 new homes. The 100,000 home target of the Growth Deal is based on the midpoint of this range (775 homes a year).

Oxford City Council has identified that it will have difficulty in meeting its own identified housing commitments of the Growth Deal

3.25 The Growth Deal commitments and the Oxfordshire SHMA are a sound justification for uplifting South Oxfordshire's housing requirement above the 627 homes per year from the standard method. Taken together, the evidence sets a housing requirement for South Oxfordshire of 775 homes a year between 2011 and 2035, or a total plan requirement of 18,600 homes. This is explained further in Section 5 of this Plan and the Housing Topic Paper.

3.26 Oxford City Council has identified that it will have difficulty in meeting its own identified housing commitments of the Growth Deal, and has asked the other Oxfordshire authorities to assist in the provision of housing. South Oxfordshire District Council has engaged constructively, actively and on an ongoing basis with all the authorities and relevant prescribed bodies in Oxfordshire under the Duty to Cooperate to identify the scale of unmet need and how Oxford City's housing requirement should be distributed across the county.

3.27 In September 2016 the Oxfordshire Growth Board considered a Memorandum of Cooperation between each of its five members on how to accommodate the levels of unmet need arising from Oxford City. This was based on the housing need set out in the 2014 SHMA and consequently the Oxfordshire Growth Deal. It sets out an amount of housing for each authority to plan for, based on an assumed unmet need of 15,000 homes from Oxford City. It also included an agreement that the delivery of these homes would be monitored as part of housing land supply calculations from 1 April 2021 to allow local plans to come forward to address this need.

3.28 The Council considers that it can meet the full 4,950 homes apportioned to South Oxfordshire through this agreement, and proposes to monitor this between 1 April 2021 and 31 March 2035.

3.29 The Oxford City Council Local Plan identifies a housing target of 1,400 homes a year based on the Oxfordshire SHMA, the Oxfordshire Growth Deal, and a 2018 SHMA "roll forward". This Council has agreed to support Oxford City in meeting their housing needs to 2036. The Local Plan does so through providing a total of 4,950 homes between 1 April 2021 and 31 March 2035.

3.30 To ensure that we meet the needs requested by Oxford City, the Local Plan has



identified strategic sites on the edge of the City. These sites will also provide an increased level of affordable housing in line with those levels required by Oxford City as set out in Policy H9 (Affordable Housing).

- 3.31 Along with the other authorities in Oxfordshire, the Council will continue to monitor the housing needs of Oxford City. The Oxfordshire Plan 2050 will be the appropriate plan for addressing any needs that arise for Oxford City beyond 2036.
- 3.32 There is an uncertainty as to how the emerging Oxford to Cambridge corridor might impact on South Oxfordshire and the other districts of Oxfordshire. A Ministerial Statement has been published⁷ endorsing the recommendations of the NIC⁸ to establish a new corridor between the two cities, but uncertainty remains as to how the corridor is to actually be created and how the growth plans adopted by Councils across the corridor might be aligned. South Oxfordshire will be undertaking a review of its Local Plan once both Oxford City and South Oxfordshire have adopted their plans and the implications of the Oxford to Cambridge corridor, including the route of a proposed Expressway between the two cities, are clearer. This is the most appropriate and responsible manner in which to plan for additional homes until the full extent is known.
- 3.33 The housing requirement for South Oxfordshire is set out in Policy STRAT2.
- 3.34 National Planning Policy requires that planning policies should help create the conditions in which businesses can invest, expand and adapt. It is clear that local planning authorities should set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth.
- 3.35 The 2014 SHMA forecasts anticipated economic growth across Oxfordshire and the district between 2011 and 2031. The SHMA forecasts a total increase in

⁷ <https://www.gov.uk/government/publications/cambridge-milton-keynes-oxford-arc-study-government-response>

⁸ <https://www.nic.org.uk/publications/partnering-prosperity-new-deal-cambridge-milton-keynes-oxford-arc/>

employment of around 88,000 people for Oxfordshire with an increase of 11,455 jobs in South Oxfordshire from 2011 to 2031. The 2017 'South Oxfordshire Employment Land Review Addendum' (SOELRA) examines the forecasts of the 2014 SHMA. Based on the SHMA, the SOELRA projects an increase of 12,403 jobs from 2011 to 2033.

- 3.36 To plan for the economic growth forecast in the 2014 SHMA, the SOELRA forecasts that 35.9 hectares of additional employment land is required in the district over the period 2011 to 2033. As this employment forecast ends at 2033, to account for the additional years in the plan period, a further 3.2 hectares is required. This results in a minimum requirement of 39.1 hectares of employment land in the district over the period 2011 to 2035.
- 3.37 In order encourage sustainable economic growth and meet this requirement, the Local Plan identifies locations and allocations for employment throughout the district, dispersed between the Plan's strategic allocations and the sustainable locations. This approach reflects the Local Plan's spatial strategy.
- 3.38 Our locations for employment are as follows, as set out further in Policy EMP1:
- Within Science Vale:
- Culham Science Centre and the adjacent strategic site;
 - Didcot, albeit with some in the Vale of White Horse;
 - the strategic sites in Berinsfield.
- At sustainable locations:
- The strategic sites in Chalgrove and Grenoble Road; the towns of Henley-on-Thames, Thame and Wallingford with sites to be identified in Neighbourhood Development Plans; and
 - at Crowmarsh Gifford with sites to be identified in Neighbourhood Development Plans.

Policy STRAT2: South Oxfordshire Housing and Employment Requirements

- 1. During the plan period, provision will be made to meet the following requirements:**
- 2. Housing requirements**
 - **South Oxfordshire Minimum Housing Requirement - 18,600 between 1 April 2011 and 31 March 2035;**
 - **4,950 homes addressing Oxford's unmet housing need (between 1 April 2021 and 31 March 2035).**
 - **Total housing requirement for the plan period 23,550 homes.**

The annual requirement is as follows:

- 2011/12 to 2025/26 - 900 homes per annum;
- 2026/27 to 2031/32 - 1,120 homes per annum;
- 2032/33 to 2034/35 - 1,110 homes per annum.

3. Employment land requirements

- **South Oxfordshire Minimum Employment Land Requirement 39.1 hectares between 1 April 2011 and 31 March 2035.**

4. These requirements are to be delivered in accordance with the spatial strategy set out in STRAT1.

5. The locations and trajectory for housing development is identified in Policy H1.

6. The appropriate level of new housing and employment will be monitored and a review undertaken within five years following the adoption of the Local Plan, taking into account the most up-to-date evidence available at that time.

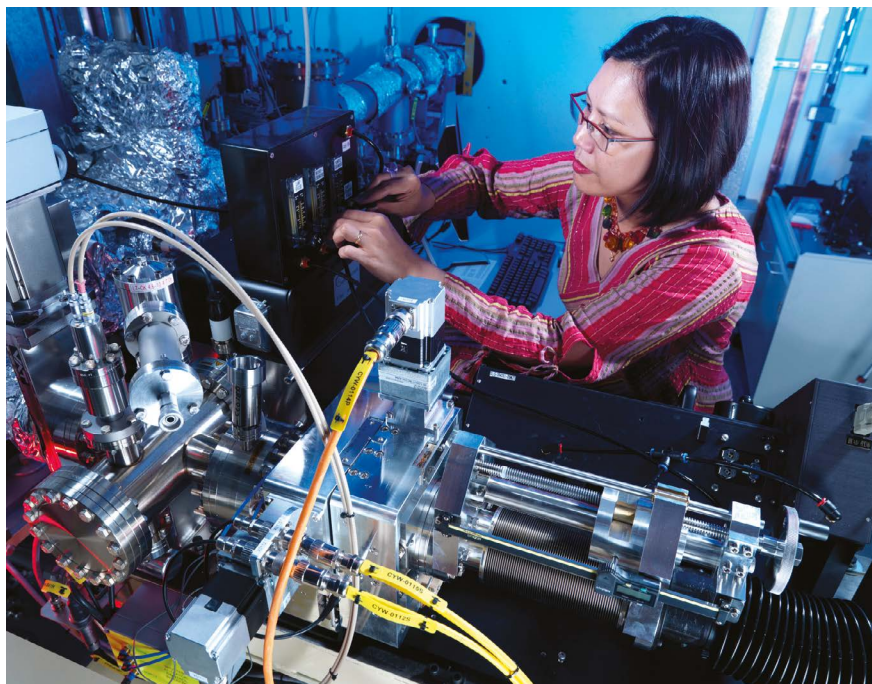
This policy contributes towards achieving objectives 2 & 3.

Didcot and Science Vale

3.39 Science Vale is already an international location for science and technology. From this strong starting point, we need to capitalise on Science Vale's opportunity to provide an even better environment for business to flourish. Science Vale is one of the most successful science clusters in the UK. This activity is concentrated around the three centres for science at Harwell Campus, Culham Science Centre and Milton Park, but is supported by a number of important settlements. Didcot is at the heart of Science Vale. It makes the first and leaves the last impression on anyone travelling to Science Vale from elsewhere in the UK or from across the globe and it provides the ideal opportunity to act both as a gateway and a hub.

3.40 The Local Plan's vision for Science Vale in 2035 is grounded in continuing this story of economic success and channelling this prosperity into improved social and environmental wellbeing: the area will consist of thriving communities that have benefited from sustainable growth and the successful delivery of major infrastructure.

From this strong starting point, we need to capitalise on Science Vale's opportunity to provide an even better environment for business to flourish



3.41 One of the priorities for Science Vale is to provide an environment in which science-led business can flourish. Part of this is ensuring that the Local Plan promotes an attractive and diverse housing offer, set in an area with good transport and communications networks, links to university research, 'big science', the space sector and cutting edge technology. Clustering development in one area gives a critical mass of economic, social and cultural activity to support the delivery of infrastructure and sustain vibrant town centres. Science Vale has fewer development constraints than much of Oxfordshire and offers well established road and rail networks. These transportation links are already driving investment and supporting job growth. Continued economic growth is supported with a priority to respect the Oxford Green Belt and North Wessex Downs Area of Outstanding Natural Beauty.

Didcot is the gateway to Science Vale

3.42 Didcot is the gateway to Science Vale. It connects Science Vale with the rest of the UK through direct train services to Oxford, London, and Bristol. Yet the economic and social links between Didcot and the rest of Science Vale remain weak. An important part of our strategy for Science Vale is to improve and strengthen its relationship with Didcot, and realise Didcot's full potential as a thriving and attractive location to live, work and visit. We will do this by providing the homes, jobs, skills, and infrastructure needed to turn Didcot into a successful and sustainable town in its own right, and a vital part of a thriving Science Vale.

The Strategy for Science Vale

3.43 Our strategic approach for Science Vale:

- Excellent design embedded in development throughout Science Vale
- Protection for the distinctive character and heritage of Science Vale's towns, villages and countryside
- A range of new homes, to balance the new jobs
- Opportunities for people to build their own homes in appropriate locations
- Didcot transformed into a well serviced and well connected high quality urban hub, including new social infrastructure (such as schools and medical facilities and a new leisure centre) to support the growing population
- A "step change" in travel choices away from car travel towards public transport, cycling and walking with Didcot at the heart of a fully connected Science Vale
- Didcot Parkway Railway Station and its role as a major rail interchange improved
- New innovative housing to be provided linked to the existing Culham Science Centre
- Culham railway station to be improved and transformed into a focal point for the new community
- A new railway station at Grove in the longer term
- Improvements to capacity of the rail lines
- Convenient bus services throughout the area
- More and better cycling and walking links to encourage reliable, active and healthy travel
- Improved access onto the A34
- Aspirations for Superfast Broadband across all of Science Vale by 2035.

Didcot Garden Town

3.44 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 outset⁹.

3.45 The designation of Didcot as a Garden Town is an exciting opportunity. Both South Oxfordshire and Vale of White Horse District Councils are working closely together and in partnership with Oxfordshire County Council and other key stakeholders to develop a joined up vision and delivery strategy for the area. The Didcot Masterplan Area is shown in Appendix 6.

⁹DCLG 2016. Locally-led Garden Villages, Towns and Cities.

- 3.46 It is important the area realises its potential as a thriving and attractive location to live, work and visit and in particular to provide a high quality service centre at the heart of Science Vale. This will allow Science Vale's international reputation for science and technology to support continued and accelerated growth of businesses in these sectors.
- 3.47 The Garden Town initiative will help to shape growth already identified through the Local Plan for housing, employment and infrastructure.
- 3.48 To support the successful implementation of the Garden Town initiative, six high level principles have been developed to help shape development proposals that come forward. Proposals for development within the Garden Town Masterplan Area as set out in the Didcot Garden Town Delivery Plan will be expected to demonstrate how they comply with these principles in accordance with Policy STRAT3.
- 3.49 The Housing and Infrastructure Fund awarded to Oxfordshire County Council of £218m will enable the delivery of infrastructure to support key sites in and around Didcot. This includes sites in Vale of White Horse District.

Policy STRAT3: Didcot Garden Town

1. **Within the Didcot Garden Town masterplan area the Local Plan will:**
 - i) **promote Didcot as the gateway to Science Vale;**
 - ii) **identify Didcot as the focus of sustainable major new development for Science Vale;**
 - iii) **support and the delivery of ambitious Green Infrastructure provision and plan safe, healthy and active spaces, supported by Policy ENV5;**
 - iv) **focus on enhancing rail services to Didcot, complemented by measures to enhance Didcot Parkway station and improve access by all sustainable modes of transport;**
 - v) **strike a balance to provide for housing growth and economic growth;**
 - vi) **assist in having policies supporting the acquisition of significant funding investment and safeguarding land to implement infrastructure schemes;**
 - vii) **enable flexibility and resilience to plan for future changes, including changing community needs, addressing climate change and impacts, supporting technology and scientific advances in**

- infrastructure provision;
- viii) require infrastructure to unlock development in Didcot Town Centre, Didcot and the wider area;
 - ix) support the continued delivery of development in the Science Vale and Didcot Enterprise Zones.
2. To deliver Didcot Garden Town, housing allocations at Didcot are made in Policy H2 New Housing in Didcot.
 3. Significant infrastructure improvements are committed to under Policy TRANS1b Supporting Strategic Transport Investment. Infrastructure will need to be in place to enable sites allocated in the Local Plan in and around Didcot to be delivered.
 4. Provision is made for employment at identified employment sites across Didcot in line with Policy EMP1 The Amount and Distribution of New Employment Land and EMP4 Employment Land in Didcot.
 5. Didcot's role as a major town centre is established in Policy TC2 Town Centre Hierarchy.
 6. Proposals for development within the Didcot Garden Town Masterplan Area, as defined on the Policies Map and shown by Appendix 6, will be expected to demonstrate how they positively contribute to the achievement of the Didcot Garden Town Masterplan Principles (Figure 1).

This policy contributes towards achieving objective 1, 2, 3, 4, 5, 6, 7 & 8.

Figure 1 - Didcot Garden Town Principles

Design - The Garden Town will be characterised by design that adds value to Didcot and endures over time; it will encourage pioneering architecture of buildings and careful urban design of the spaces in between, prioritising green spaces over roads and car parks. All new proposals should show the application of the Council's adopted Design Guide SPD and demonstrate best practice design standards.

Local Character - The Garden Town 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, natural beauty, and green living, in part delivered through strengthened physical connections and active public and private sector collaboration with the Science Vale.

Density and tenure - The Garden Town will incorporate a variety of densities, housing types and tenures to meet the needs of a diverse community. 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. Professionally managed homes for private rent (also known as build to rent) could play an important role in meeting housing need.

Transport and movement - The Garden Town will reduce reliance on motorised vehicles and will promote a step-change towards active and public transport through the creation of a highly legible, attractive and accessible movement network and the appropriate location of housing, employment and leisure facilities. The Garden Town will seek to improve opportunities for access to sport and physical activities through Sport England's active Design Principles. Cycling and pedestrian links between the Garden Town, its surrounding villages, natural assets and the strategic employment sites will be enhanced.

Heritage - The Garden Town will conserve and enhance heritage assets, both designated and non-designated, within and adjacent to the development area. 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, other sources and/ or through further investigation and assessment.

Landscape and Green Infrastructure - New development in the Garden Town will enhance the natural environment, through enhancing green and blue infrastructure networks, creating ecological networks to support an increase (or where possible achieve a net gain) in biodiversity and supporting climate resilience through the use of adaptation and design measures. The Garden Town 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.

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.

Implementing the Spatial Strategy

Policy STRAT4: Strategic Development

1. **New development will be provided within strategic allocations in order to deliver the scale and distribution of development set out in Policies STRAT1 and STRAT2 in this chapter.**
2. **Development proposals should enable a comprehensive scheme to be delivered within each strategic allocation. Developers must ensure that the sites provide an appropriate scale and mix of uses, in suitable locations, to create sustainable developments that support and complement the role of existing settlements and communities.**
3. **Proposals must be accompanied by a comprehensive masterplan for the entire strategic allocation. This should demonstrate how new development will integrate with and complement its surroundings in an appropriate manner.**
4. **Proposals must ensure that necessary supporting infrastructure is provided. Developers must engage with relevant infrastructure providers to ensure the implementation of the Infrastructure Delivery Plan.**
5. **Proposals to deliver strategic development need to be supported by:**
 - i) **a Landscape and Visual Impact Assessment;**
 - ii) **a Health Impact Assessment;**
 - iii) **a Transport Assessment;**

- iv) an Air Quality Assessment;
 - v) an Arboricultural Survey;
 - vi) an Ecological Impact Assessment;
 - vii) a site specific flood risk assessment which takes into consideration the findings and recommendations of the Strategic Flood Risk Assessment;
 - viii) a Heritage Impact Assessment;
 - ix) an archaeological desk based assessment to provide an assessment of archaeological significance; and
 - x) a statement of how it is intended to achieve low carbon emissions and facilitate renewable energy generation.
6. Each development will be expected to provide:
- i) a scheme of an appropriate scale, layout and form which respects the surrounding character and setting;
 - ii) high quality public transport facilities and connections within and adjacent to the site;
 - iii) appropriate vehicular, cycle and pedestrian access including safe and attractive connections with nearby communities and employment areas;
 - iv) investigation and mitigation by the developer of any former land uses on the site which may give rise to contamination;
 - v) a Noise Assessment including noise during construction and noise insulation of development;
 - vi) a Landscape Management Plan to provide appropriate landscaping and an integrated network of Green Infrastructure;
 - vii) an Ecological and Landscape Management Plan to be provided to manage habitats onsite;
 - viii) an integrated water management plan to include proposed foul and surface water drainage strategies;
 - ix) leisure facilities and playing pitches as outlined in the Council's current Leisure Study; and
 - x) low carbon development and renewable energy.
7. This policy will also be used to determine planning applications for large scale major development.

This policy contributes towards achieving objectives 1, 2, 3, 4, 5, 6, 7 & 8.

Housing Density

Policy STRAT5: Residential Densities

1. Planning permission will only be granted where it can be demonstrated that the proposal optimises the 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 a development should be informed by:
 - i) the capacity of the site and the need to use land efficiently in accordance with Policy DES7: Efficient use of resources;
 - ii) the need to achieve high quality design that respects local character;
 - iii) local circumstances and site constraints, including the required housing mix, and the need to protect or enhance the local environment, Areas of Outstanding Natural Beauty, heritage assets, and important landscape, habitats and townscape;
 - iv) the site's (or, on strategic allocations, the relevant part of the sites's) current and future level of accessibility to local services and facilities by walking, cycling and public transport; and
 - v) the need to minimise detrimental impacts on the amenity of future and/or adjoining occupiers.
3. Sites well related to existing towns and villages and served by public transport or with good accessibility by foot or bicycle to the town centres of Didcot, Henley, Thame and Wallingford 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 dph (net) unless there is a clear conflict with delivering a high-quality design or other clearly justified planning reasons for a lower density.
4. Given the size, function and location of the strategic allocations it may be more appropriate for these sites to create a new character rather than trying to reflect or scale up the existing local character.
5. Applicants should demonstrate that a scheme makes the optimal use of the site as part of the masterplan or Design and Access Statement,

where these are required to support a planning application.

This policy contributes towards achieving objectives 1, 2, 4, 5, 7 & 8.

- 3.50 The NPPF requires consideration of how to efficiently use available land for housing in the District. The previous Core Strategy density policy aimed to achieve a net density of 25 dwellings per hectare. The Council has undertaken research in support of this Local Plan which indicates that this is likely to be an ineffective use of land, especially in many of our larger settlements.
- 3.51 The research has demonstrated that the Local Plan should be requiring higher densities in South Oxfordshire than our previous policy. The benefits of doing so include maximising the commercial viability of existing services and facilities by concentrating more people within walking distance of them, using less available land for development, encouraging the development of smaller (1 and 2-bedroom properties) which are needed in the district, and resulting in longer term energy efficiencies.
- 3.52 The approach supports that set out in the NPPF, in that the policy concentrates higher densities where there are sustainable transport opportunities – including rail and buses, but also walking and cycling (meaning close to existing services, facilities, and employment opportunities).
- 3.53 Our research indicates that the minimum net density of 45dph where relevant can be achieved with a built form that is consistent with the settlement it relates to.
- 3.54 Whilst there are opportunities to optimise density of development to maximise the capacity of sites, the design of a site needs to pay careful attention 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.



Green Belt

3.55 In 1992 the Central Oxfordshire Local Plan defined the boundaries of the Green Belt within South Oxfordshire.

3.56 The five purposes of the Green Belt are to:

- check the unrestricted sprawl of large built up areas;
- prevent neighbouring towns merging into one another;
- assist in safeguarding the countryside from encroachment;
- preserve the setting and special character of historic towns (such as Oxford);
- assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

3.57 The Plan has made alterations to the Green Belt to accommodate our strategic allocations at Culham, Berinsfield, Grenoble Road, Northfield, Land North of Bayswater Brook and Wheatley. These alterations are shown at Appendix 4. The individual sections within the Plan which are relevant to each of these strategic allocations, provide specific detail on the approach for its release and mitigation. The policy requires compensatory measures to be delivered to remediate for the removal of land from the Green Belt. This is required by the National Planning Policy Framework at paragraph 138. Each relevant strategic allocation policy where Green Belt has been altered sets out requirements for the site and some of these measures could be considered as compensatory measures. Evidence on landscape, biodiversity or recreational needs with site specific recommendations and opportunities will also provide recommendations for enhancements that would deliver compensatory improvements on remaining Green Belt. The compensatory gain would be expected to be demonstrated through the individual site masterplans and secured through developer contributions if these enhancements are outside of the red line boundary of a planning application.

3.58 The Local Plan gives substantial weight to protecting the Green Belt when considering any planning application. Only appropriate development will be permitted in the Green Belt in accordance with national planning policy; inappropriate development will only be permitted in very special circumstances.

The Local Plan gives substantial weight to protecting the Green Belt when considering any planning application

Policy STRAT6: Green Belt

- 1. To ensure the Green Belt continues to serve its key functions, it will be protected from harmful development. Within its boundaries, development will be restricted to those limited types of development which are deemed appropriate by the NPPF, unless very special circumstances can be demonstrated. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.**
- 2. The Green Belt boundary has been altered to accommodate strategic allocations at STRAT8, STRAT9, STRAT10i, STRAT11, STRAT12, STRAT13 and STRAT14, where the development should deliver compensatory improvements to the environmental quality and accessibility of the remaining Green Belt land, with measures supported by evidence of landscape, biodiversity or recreational needs and opportunities. The boundaries of the reviewed Green Belt are identified on the changes to the Green Belt boundary maps (see Appendix 4).**
- 3. Detailed amendments to the Green Belt made by the Wheatley Neighbourhood Development Plan must be in compliance with the requirements of the NPPF and the need identified within the Local Plan.**
- 4. Where land has been removed from the Green Belt, new development should be carefully designed to minimise visual impact.**

This policy contributes towards achieving objectives 6 and 7.

Land at Chalgrove Airfield

3.59 Chalgrove Airfield is a former Second World War airfield located directly north of the village of Chalgrove, north east of the B480, approximately 11 miles to the east of central Oxford and approximately 5 miles south of junction 7 of the M40 motorway.

3.60 The airfield opened in 1943 and was closed in July 1946 when it was leased to the Martin-Baker company for development and testing of aircraft ejection seats. Martin-Baker Aircraft Company Limited ("Martin-Baker") undertake the

development and testing of aircraft ejection equipment and the operation of a pyrotechnic facility at Chalgrove Airfield and also use the runway at Chalgrove for the landing and take-off of its own aircraft as well as the aircraft of customers. The site contains three runways and a perimeter track surrounded by security fencing, with managed grass across the rest of the site. Buildings, including the war-time t-2 hangers, are located to the east of the site. The site is currently owned by Homes England, but leased and used by Martin-Baker. Chalgrove Airfield has a CAA Ordinary Licence (number P683) that allows flights for the public transport of passengers or for flying instruction as authorised by the licensee (Martin-Baker). The site of the Monument Industrial Estate to the southeast of the airfield was once part of the airfield. The Local Plan safeguards land for Martin-Baker's continued operations and it supports opportunities for increased employment at Monument Business Park.

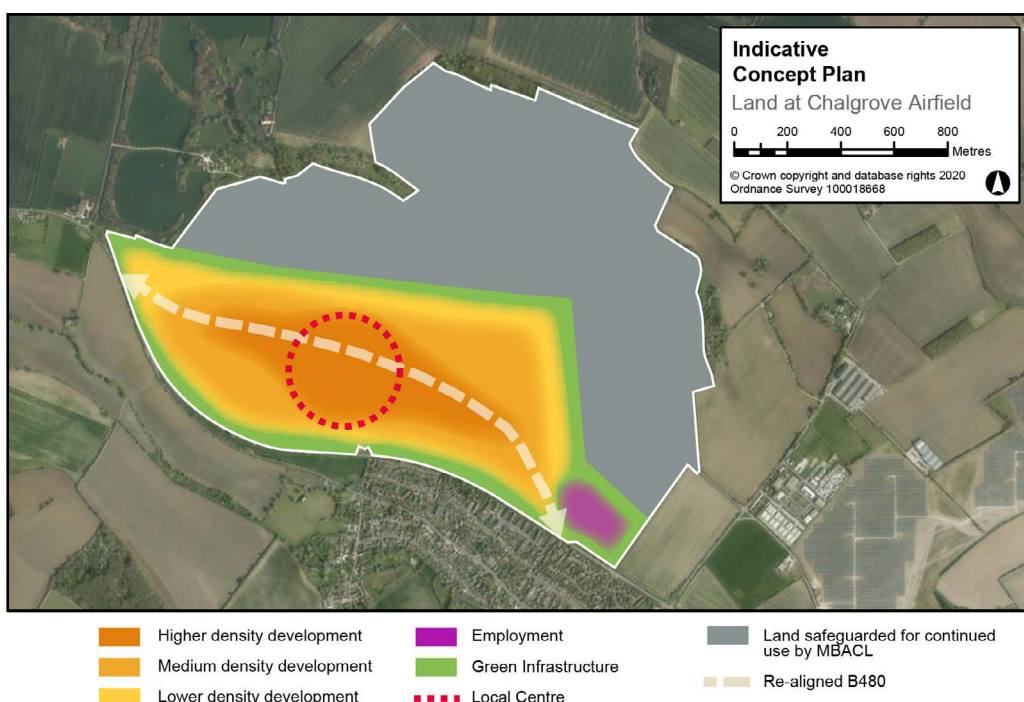
- 3.61 RAF Benson were consulted on the disposal of the airfield site and its transfer from the Ministry of Defence to Homes England. The MoD has confirmed that it has not held flying or landing rights since Martin-Baker's occupation of the site. Any existing arrangements has been agreed between RAF Benson and the tenants Martin-Baker, not the landowners. It has also stated that its disposal would not have proceeded if operations at Benson were impacted.
- 3.62 Homes England, as land owner, had been working with their tenant Martin-Baker to bring forward proposals for development. Homes England has confirmed that they Homes England will continue to try to work with Martin-Baker to agree terms to facilitate the development. In the event that this continues to be unsuccessful, they will seek to use their statutory powers of Compulsory Purchase Order (CPO) to bring this site forward for development. They have advised that their objective is to retain Martin-Baker on site. Martin-Baker have advised that they will resist Chalgrove Airfield being allocated as a strategic housing site and will resist any use of compulsory purchase.
- 3.63 It is recognised that there exists uncertainty of this site and the outcome of a CPO. The housing trajectory clarifies that the Plan is not reliant on development coming forward on this site in the first five years of the plan period and indeed, no completions have been identified on the site until 2025/2026 at the earliest. The future of this site and the allocation will be monitored, and if circumstances change the allocation can be revisited through the first review of the Local Plan.
- 3.64 The airfield is flat and largely free from constraints. The site is predominantly "previously developed land". There are no known ecological constraints. "Chalgrove Field 1643", a registered historic battlefield, is located partly within and to the east of the site and represents a significant constraint. The Martin-

Baker facility is located on part of this historic battlefield. Detailed heritage and archaeological surveys need to be undertaken in line with Policy STRAT4. These must make a full record of the significance of heritage assets, demonstrate how adverse impacts will be avoided, and they should maximise opportunities for increasing understanding and education.

3.65 The site is not located within or adjoining an Air Quality Management Area (AQMA) or Air Quality Monitoring Area. However, the neighbouring settlement of Watlington approximately 3.2 miles east along the B480 has an Air Quality Management Area located around its centre. Additionally, the nearby settlements of Stadhampton which is situated to the west of the site along the B480 toward Oxford and Little Milton to the north east of the site along the A329 on the route towards M40/A40 are subject to air quality monitoring. An Air Quality Screening Assessment is to be undertaken in line with Policy STRAT4 and demonstrate how adverse impacts can be appropriately mitigated.

We will support the delivery of a sustainable community with appropriate infrastructure...

3.66 The site is located outside of Flood Zones 2 and 3, however, there are water courses in the area and 'run off' from the airfield is known to be a local issue. The site is also outside the AONB and the Green Belt and is centrally placed in South Oxfordshire. We will support the delivery of a sustainable community with appropriate infrastructure, a range of services and facilities including employment, schools and retail alongside integrated Green Infrastructure and leisure opportunities.



Policy STRAT7: Land at Chalgrove Airfield

Site area: 255 hectares

1. Land within the strategic allocation at Chalgrove Airfield will be developed to deliver approximately 3,000 new homes with at least 2,105 to be delivered within the plan period, 5 hectares of employment land, 3 pitches for Gypsies and Travellers, education facilities, public open spaces, retail and supporting services and other community facilities.
2. Proposals to develop Chalgrove Airfield will be expected to deliver:
 - i) land safeguarded for the future operations of Martin-Baker to include a re-aligned runway to be designed in line with Civil Aviation Authority (CAA) standards;
 - ii) affordable housing provision and mix in accordance with Policy H9;
 - iii) a net increase of at least 5ha employment land required to be delivered during the plan period on a dedicated employment site located where it relates well to and supports the operations at Monument Business Park;
 - iv) the required pitches for Gypsies and Travellers to be incorporated in the site masterplan and be appropriately located in line with Policy H14 and be delivered during the plan period;
 - v) sufficient additional education capacity, likely to be two 2 form entry primary schools including early years provision (each 2.22ha), one new 8 form entry secondary school with sixth form (10.55ha) which incorporates a relocation for Icknield School from Watlington and off-site contributions to Special Educational Needs (SEN);
 - vi) sufficient health care facilities on site or provision of off-site contributions to serve the existing and future demand in this area, in accordance with the Infrastructure Delivery Plan;
 - vii) provision of convenience and comparison floorspace to meet the day-to-day needs of Chalgrove and the wider local community in accordance with Policy TC2: Town Centre Hierarchy;
 - viii) all necessary transport infrastructure referring to the Infrastructure Delivery Plan, which is likely to include:
 - a. re-alignment of the B480 through the site;
 - b. improvements to highway infrastructure through direct mitigation or significant contributions to new or improved roads, such as a bypass or edge road, including sustainable

- transport improvements, and where appropriate in association with relevant Neighbourhood Development Plans and any wider County Council highway infrastructure strategy, around, but not limited to Benson, Stadhampton Chiselhampton and Watlington, including highway intervention measures to mitigate additional impacts, both transport and environmental (including air quality), in Cuxham, Chiselhampton, Little Milton, Shirburn and other settlements where justified. In particular, land will need to be identified and secured for delivery for the proposed route of the Chiselhampton, Stadhampton and Cuxham bypasses, as supported by more detailed evidence as it comes forward with due regard to the heritage and landscape setting of the existing settlements, as examined through the planning application process;
- c. improvements to the Public Transport network through significant contributions to new or improved services to include but not limited to increased frequency on the Chalgrove to Oxford bus route of 4 buses per hour to be supported by highway improvements on the B480 corridor, and an east west bus service linking Chalgrove to Didcot (and where feasible other employment and growth areas) with a target frequency of 2 buses per hour; and
 - d. links that encourage walking and cycling through the site and to adjacent employment and into the village of Chalgrove and to other local destinations by providing new connections or improving the existing public rights of way network.
- ix) an integrated network of Green Infrastructure can be provided that both links wildlife habitats and enhances ecologically important habitats and open space provision as set out in the Infrastructure Delivery Plan;
 - x) a scheme that delivers specific mitigation and management of surface water and runoff for the benefit of the existing village of Chalgrove;
 - xi) mitigation of potential impact on residential amenity associated with the continued use of part of the site as an airfield including but not limited to noise pollution; and
 - xii) low carbon development and renewable energy in accordance with STRAT4.
3. The proposed development at Chalgrove Airfield will deliver a scheme in accordance with an agreed comprehensive masterplan taking

into consideration the indicative concept plan. The masterplan must be prepared in collaboration and agreed with the Local Planning Authority in consultation with Oxfordshire County Council. The proposals will be expected to deliver a masterplan that demonstrates:

- i) high-quality development that is integrated and relates closely to the existing settlement of Chalgrove;
 - ii) regard to the continued safe use of the airfield and considers how the site layout and design can mitigate any potential impacts associated with the continued use of the re-aligned runway;
 - iii) safe access and egress with regard to the existing road network and proposed development in close proximity to the site;
 - iv) long distance views from the AONB have been considered;
 - v) addresses heritage assets and their settings in accordance with Policies ENV6 to ENV10 of this Plan and the NPPF;
 - vi) a layout that delivers higher density development (a minimum of 50 dph) in and around the local centre and along key public transport routes. Density should then gradually reduce from these locations outwards to provide a transition across the site, with lower density development located on the edges of the site, to minimise the landscape and heritage impact of the development and support the integration of the development with the existing settlement. The average density for the whole site will be between 35 and 50 dph;
 - vii) high quality walking and cycling routes within the site;
 - viii) provision of infrastructure to support public transport through the site; and
 - ix) a net gain in biodiversity which is integrated into the masterplan through the creation of priority habitats, and significant native tree planting, with any residual impacts offset through the ecological improvement of a named site in South Oxfordshire under the promoter's control in line with an agreed management plan or a recognised biodiversity offsetting scheme.
4. The number and phasing of homes to be permitted and the timing of housing delivery linked to the planned infrastructure needs to be informed by further evidence as per the requirements of other policies in the Plan including Policy TRANS4. This will be agreed (and potentially conditioned) through the planning application process, in consultation with the relevant statutory authority.

This policy contributes towards achieving objectives 1, 2, 3, 4, 5, 6, 7 & 8

Land at Culham Science Centre

3.67 Culham Science Centre (CSC) is owned by the United Kingdom Atomic Energy Authority (UKAEA) and is located within 'Science Vale'. The site hosts the Culham Centre for Fusion Energy which includes the Joint European Torus (JET) project. It is the leading UK centre for fusion research and technology and is of international importance. The site also hosts a number of related businesses. The UKAEA aims to redevelop the CSC buildings within the next five years as the current stock is outdated. The Government is committed to this world renowned technology innovation enclave with high levels of investment planned. CSC cannot expand without necessary infrastructure, including the Didcot to Culham River Crossing and Clifton Hampden Bypass.

3.68 The Council recognises the key role of the CSC site and supports and encourages its redevelopment. This site has been inset from the Green Belt as a result of this Plan. A masterplan should be prepared and agreed with the Local Planning Authority that will consider the future of the whole site. This approach to Culham is consistent with the objective to increase the number of high quality jobs in the district.

The Local Plan proposes development here that will have access to employment opportunities as well as public transport at the railway station

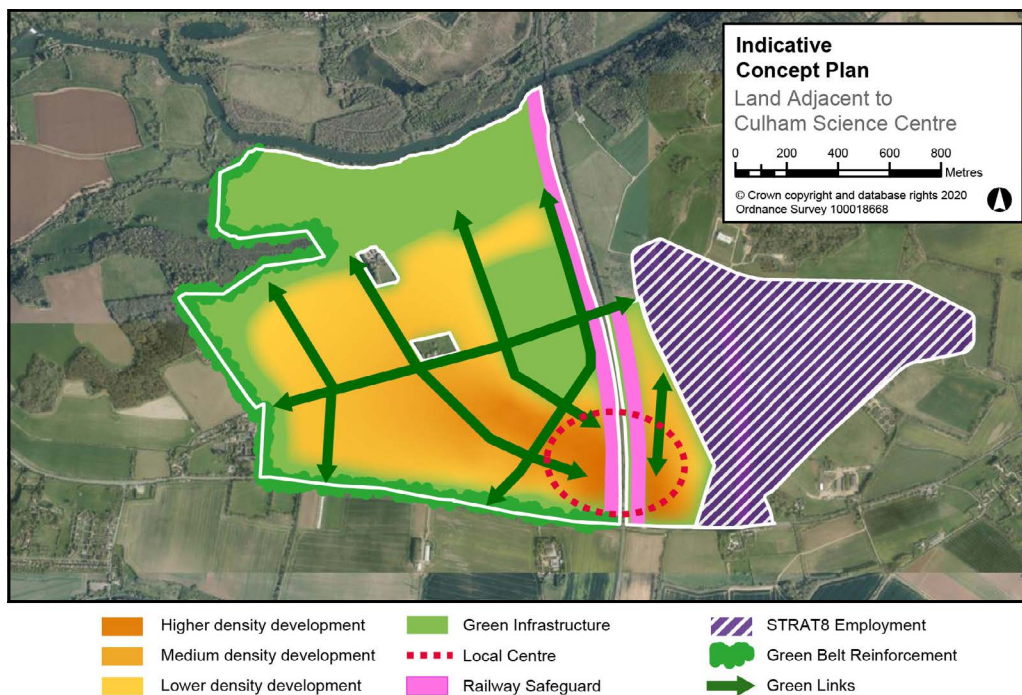
3.69 The Council will continue to support the redevelopment and intensification of the Culham Science Centre for research and science based business. At the adjacent 'No. 1 site' and land west of the railway the Council expects a mixed use development to be brought forward including the retention of employment land, but with improved premises, comprehensively across the allocated site and Culham Science Centre. This provides an opportunity to provide significant development in a sustainable location. The Local Plan proposes development here that will have access to employment opportunities as well as public transport at the railway station. This will be a community within Science Vale that can make the most of advancing technologies such as clean heat and power generation and autonomous vehicles. This development will include a variety of services and facilities to support a new community including schools, health care and retail. Development in this location will also help enable much needed road infrastructure in the area through part-funding. The road infrastructure is being forward funded from government in anticipation that there will be contributions from the developers benefitting from the infrastructure.

3.70 This Local Plan has inset Culham Science Centre and land adjacent to it from the Green Belt. The site is at the outer edge of the Green Belt. This location is also at a distance from the special historic setting of the City of Oxford and

does not make a significant contribution towards the purposes of including land in the Green Belt to check the unrestricted sprawl of Oxford City. The exceptional circumstances justifying a release of the Green Belt through the Local Plan in this area are:

- To enable the Culham Science Centre to realise its full potential as a science campus where publicly funded science research and commercial technology growth can flourish.
- The additional land provides an opportunity to deliver housing adjacent to one of the major employers in southern Oxfordshire.
- Development in this location is at the heart of Science Vale and supports the delivery of much needed significant strategic infrastructure.

- 3.71 The Council supports delivery of a new Thames crossing between Didcot and Culham as well as the Clifton Hampden Bypass, as identified in Policy TRANS1b. This crossing has strategic transport benefits and is required to support development allocated in this Local Plan, as well as development allocated in the Vale Local Plan Part 1 and Part 2. It is also part of a package of transport infrastructure in this area as identified in the Science Vale Area Transport Strategy in the Oxfordshire Local Transport Plan 4.
- 3.72 The delivery of the following infrastructure is expected to be complete in 2024, as it is to be forward funded by the Government's 'Housing and Infrastructure Fund' and other existing funding:
- the Didcot to Culham River Crossing; and
 - the Clifton Hampden Bypass.
- 3.73 The Culham Brake Site of Special Scientific Interest (SSSI) is located to the north west of the STRAT9 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 the SSSI is watered directly by the Swift Ditch. Appropriate consideration should be given to the SSSI in developing detailed proposals for this site which should be in compliance with the indicative concept plan below.
- 3.74 STRAT9 covers part of a minerals safeguarding area as identified in Oxfordshire County Council's Minerals and Waste Core Strategy and the Policies Map identifies the location of other minerals safeguarding in the vicinity.



Policy STRAT8: Culham Science Centre

Site area: 77 hectares

1. Proposals for the redevelopment and intensification of the Culham Science Centre will be supported where this does not have an unacceptable visual impact, particularly on the character and appearance of the surrounding countryside and the Registered Parkland associated with Nuneham House.
2. In combination with the adjacent strategic allocation (Policy STRAT9) this site will deliver at least a net increase in employment land of 7.3 hectares (with the existing 10 hectares of the No.1 site retained but redistributed across the two strategic allocations). The exact siting and phasing of the employment development must be agreed through the master planning and subsequent planning application process including addressing any heritage assets and their settings in accordance with Policy ENV6 and the NPPF.
3. Proposals for development on the site should seek to achieve a net gain in biodiversity. Any residual biodiversity loss should be offset through a recognised offsetting scheme.

4. Opportunities that support job growth and appropriate diversification or enterprise “clustering” will be supported to complement the wider development proposed in the area. Working proactively with the UK Atomic Energy Authority and development partners a masterplan for the site that facilitates this growth must be prepared and agreed with the Local Planning Authority.
5. Proposals will be expected to deliver low carbon development and renewable energy in accordance with STRAT4.
6. The Culham Science Centre is removed from the Green Belt and inset as shown on Land inset from the Green Belt Boundary (Appendix 4) to enable this development to be brought forward.

This policy contributes towards achieving objectives 1, 3 & 8.

Policy STRAT9: Land Adjacent to Culham Science Centre

Site Area : 217 hectares

1. Land within the strategic allocation adjacent to Culham Science Centre will be developed to deliver approximately 3,500 new homes, with approximately 2,100 homes within the plan period, a net increase of at least 7.3 hectares of employment land in combination with the adjacent Science Centre, 3 pitches for Gypsies and Travellers and supporting services and facilities.
2. Proposals to develop Culham will be expected to deliver:
 - i) in combination with the adjacent Science Centre a net increase of employment land of at least 7.3 hectares (with the existing 10 hectares of the No.1 site retained but redistributed across the two strategic allocations). The exact siting and phasing of the employment development will be agreed through the planning application process;
 - ii) affordable housing provision and mix in accordance with Policy H9;
 - iii) sufficient additional education capacity, likely to be a total of two new 2 form entry primary schools and one new 8 form entry secondary school with sixth form on site and appropriate

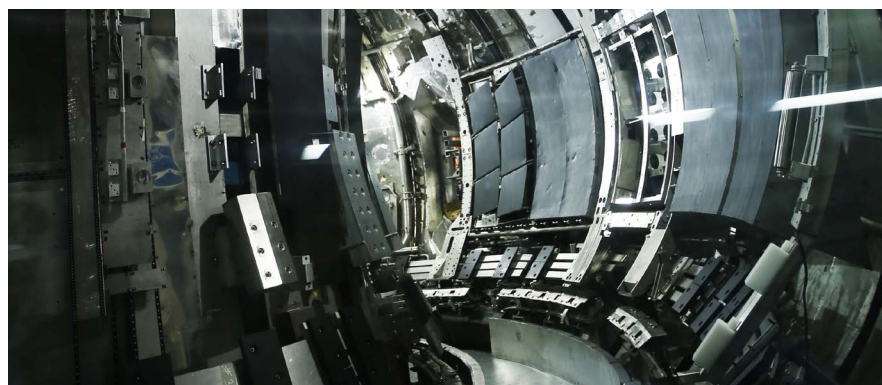
- contributions towards Special Education Needs (SEN);
 - iv) sufficient health care capacity, likely to be a total of one new GP surgery on site to serve existing and future demand in this area in accordance with the Infrastructure Delivery Plan;
 - v) provision of convenience floorspace that meets the day-to-day needs of the local community only without impacting on the vitality and viability of existing centres in accordance with Policy TC2 – Retail Hierarchy;
 - vi) all necessary infrastructure, referring to the Infrastructure Delivery Plan, which is likely to include:
 - a. new junctions onto the A415 and significant contributions towards the Clifton Hampden Bypass, the Didcot to Culham River Crossing, and upgrading the A4074/B4015 junction at Golden Balls;
 - b. provision for excellent sustainable transport facilities including, but not limited to, new and improvements to existing cycle and footpaths including contributions towards a 'Cycle Premium Route' that is proposed between Didcot and Culham; provision of a new cycle bridge and associated connectivity and paths across the River Thames to connect appropriately with Abingdon on Thames to the north of the site; bus improvements including provision of a scheduled bus service, with a minimum of two buses per hour between Berinsfield, Culham and Abingdon, with options to extend or vary services to locations such as Cowley, Chalgrove and Didcot;
 - c. contributions to Culham station improvements including longer platforms, public realm, new station building, and potentially car parking.
 - vii) the provision of appropriate communal parks and gardens and amenity greenspace allotments, children's playspace and open space in accordance with the Infrastructure Delivery Plan; and
 - viii) low carbon development and renewable energy in accordance with STRAT4.
3. The proposed development at Culham will deliver a scheme in accordance with an agreed comprehensive masterplan taking into consideration the indicative concept plan. The masterplan must be prepared in collaboration and agreed with the Local Planning Authority in consultation with Oxfordshire County Council. The proposals will be expected to deliver a masterplan that demonstrates:
- i) 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 Science Centre;
- ii) 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 then 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;
 - iii) a layout that recognises the overhead power lines on the site and avoids the built form beneath these where possible;
 - iv) appropriate landscaping and an integrated network of Green Infrastructure throughout the site and in particular along the boundaries of the strategic allocation, which would allow limited through views, creating a permanent defensible edge to protect the Oxford Green Belt. This shall be based on landscape character, including historic landscape characterisation, considering the contribution of the site to the setting of Oxford, that preserve and enhance the surrounding Green Belt Way and River Thames long distance footpaths;
 - v) a layout and form that respects the setting of the heritage assets within and beyond the site; in particular the listed buildings and structures (the Culham railway station and rail bridges and “Schola Europaea”) and the Registered Park and Garden associated with Nuneham House;
 - vi) a layout that has land which remains undeveloped to the northern border of the site and that should be utilised for flood plain storage, protecting the physical boundary features on the site;
 - vii) 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, the Biodiversity Action Plan (BAP) priority sites to the north of Culham, and that within the Culham Science Centre and numerous BAP priority habitats, including the BAP priority habitat south of Culham Railway station;
 - viii) high quality walking and cycling routes within the site;
 - ix) provision of infrastructure to support public transport through the site; and
 - x) a net gain in biodiversity which is integrated into the masterplan

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. Any residual biodiversity loss should be offset through a recognised biodiversity offsetting scheme.

4. Archaeological evaluation will need to be undertaken ahead of the determination of any planning application in order to assess the significance of deposits in line with the NPPF. A scheme of appropriate mitigation will be required following this evaluation including the physical preservation of significant archaeological features and their setting where appropriate.
5. Proposals will need to take account of Policy EP5: Minerals Safeguarding Areas. This policy encourages developers to extract minerals prior to non-mineral development taking place, where this is practical and environmentally feasible.
6. The number and phasing of homes to be permitted and the timing of housing delivery linked to the planned infrastructure needs to be informed by further evidence as per the requirements of other policies in the Plan including Policy TRANS4. This will be agreed, (and potentially conditioned) through the planning application process, in consultation with the relevant statutory authority.
7. Land adjacent to Culham Science Centre is removed from the Green Belt and inset as shown on Land inset from the Green Belt Boundary (Appendix 4) to enable this development to be brought forward.

This policy contributes towards achieving objectives 1, 2, 3, 4, 5, 6, 7 & 8.



Land at Berinsfield

3.75 The village of Berinsfield was previously 'washed over' by the Green Belt. The Local Plan insets the built up area of the village and an area of greenfield land to the east of the village from the Green Belt.

3.76 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 the necessary and specific benefits that cannot be achieved by developing elsewhere in the district. The location is also at a distance from the special historic setting of Oxford and does not make a significant contribution towards the purposes of including land in the Green Belt to check the unrestricted sprawl of Oxford.

3.77 In April 2016, the Council 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.

3.78 Given this, the exceptional circumstances for releasing land from the Green Belt at Berinsfield are as follows:

- the tenure mix of housing in Berinsfield is more unbalanced than in other parts of the district, with higher levels of social rent. Releasing land for development will help to rebalance the mix as well as provide further opportunities for employment and service provision; and
- for Oxfordshire, the village scores highly on the Indices of Deprivation (2019), particularly in the following domains:
 - income;
 - employment;
 - education, skills and training, including adult skills, children and young people; and
 - access to housing, including affordability.

Development in this specific location will help to address these matters.

3.79 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 through the Community Investment Scheme, including the requirements set out in Policies STRAT10 and STRAT10i. 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 need 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 NPPF definition of 'other affordable routes to home ownership' such as shared ownership.

3.80 The Council has undertaken a number of studies which indicate that Berinsfield requires investment and regeneration. The Council will support this by further work to explore detailed solutions for the regeneration of Berinsfield in accordance with Policy STRAT10. This will identify the form that development should take in order to deliver the regeneration package identified.

3.81 The Council's most recent evidence suggests that the necessary regeneration package will need to include the following:

- premises for Berinsfield children's centre;
- expanded premises for Abbey Woods Academy or a new primary school;
- premises for the Adult Learning Centre;
- expanded premises for a health centre;
- upgraded or new premises for the Abbey Sports Centre; and
- a 'Community Hub' building – a flexible community space that enables the co-location of a range of different users and groups.

3.82 The South Oxfordshire Core Strategy (adopted 2012) explained the exceptional circumstances warranting a review of the Green Belt boundary at Berinsfield. These were supported by the Inspector at its examination. In line with the exceptional circumstances warranting the review, the examining Inspector considered that the review of the Green Belt boundary at Berinsfield should not be confined to drawing a tight boundary around the built up area.

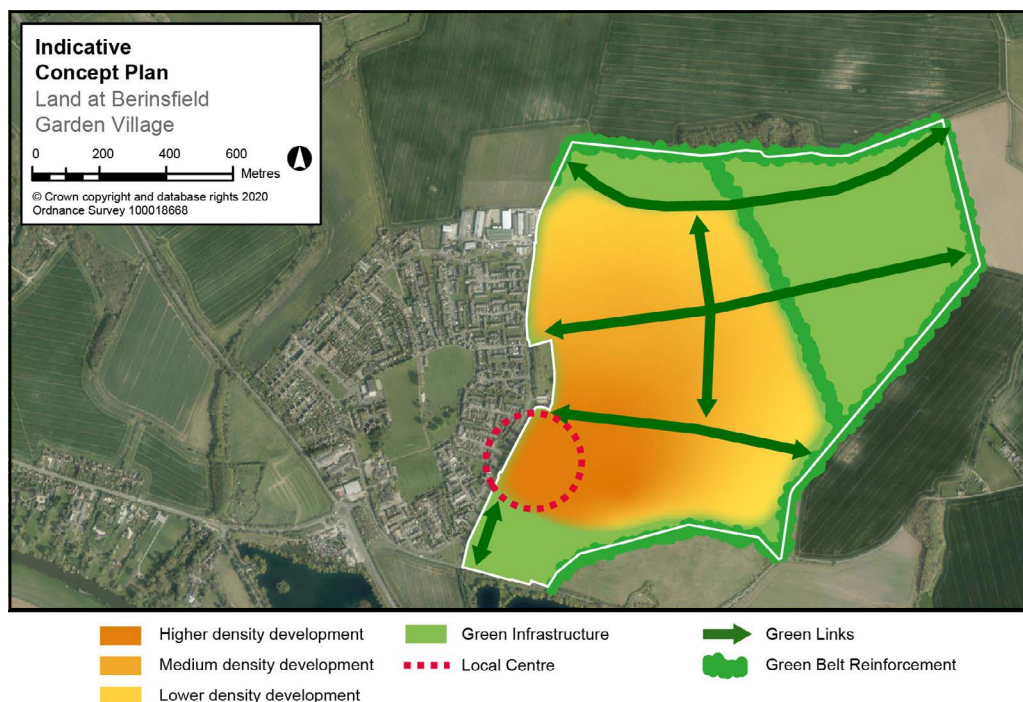
In order to deliver the regeneration package the Plan needs to allow for a sufficient number of homes to be built at the village

3.83 In order to deliver the 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, improvements to Golden Balls roundabout and a new secondary school on the strategic allocation at Culham.

3.84 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.

- 3.85 The proposed strategic allocation therefore extends to around 130 hectares. Not all of this land will be needed for development. As part of the cooperative masterplanning process the proposals will need to respond to particular constraints. 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.
- 3.86 Policy STRAT10 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.
- 3.87 Given that the existing village of Berinsfield is now inset from the Green Belt, the Council is also allocating the important open space within the centre of the village as Local Green Space with the support of the local community.
- 3.88 Berinsfield was awarded Garden Village status in June 2019 and Policy STRAT10 sets out the principles that development within the Garden Village, including land within the strategic allocation in Policy STRAT10i, should accord with. As identified in the Garden Village Bid there is potential for the project to become an exemplar for the delivery of high quality place making and well-being.



Policy STRAT10: Berinsfield Garden Village

1. **Berinsfield Garden Village is defined as the existing village and any future development that is contiguous to the existing village including land within the strategic allocation in Policy STRAT10i: Land at Berinsfield Garden Village.**
2. **All development within the Berinsfield Garden Village will meet the Garden Village principles as set out by the Town and Country Planning Association (TCPA) and in accordance with the Berinsfield Garden Village principles below:**
 - i) **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;**
 - ii) **forward thinking – a resilient garden village, masterplanned at a human scale that incorporates sustainable energy, adaptable homes and smart street lighting that avoids night sky light pollution;**
 - iii) **landscape led – a green garden village with a minimum 38 per cent usable green space in built-up areas, minimum 10 per cent biodiversity net gain and design that responds visually to topography and aspect, multi-functional blue-green infrastructure with integrated SuDS from rooftop to attenuation;**
 - iv) **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;**
 - v) **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;**
 - vi) **sustainable transport and access – an accessible garden village that prioritises walking and cycling, well designed parking solutions, integrated public transport, built in capacity in homes, businesses and public space to enable innovative transport solutions and safe neighbourhoods with natural surveillance and smart lighting;**
 - vii) **attention to detail – a legible garden village that people can find their way in, through landmarks, character areas and waymarked routes, detailed design to make local trips more**

attractive on foot or by bike and use of high-quality materials and design.

This policy contributes towards achieving objectives 1, 2, 4, 5, 6, 7 & 8

Policy STRAT10i: Land at Berinsfield Garden Village

Site Area: 132 hectares

- 1. Land within the strategic allocation at Berinsfield Garden Village will be developed to provide around 1,700 new homes within the plan period, at least 5 hectares of additional employment land and supporting services and facilities. The number of new homes should demonstrably support the regeneration of Berinsfield and the delivery of the necessary social infrastructure.**
- 2. The proposals to develop land at Berinsfield will be expected to deliver:**
 - i) development in accordance with Policy STRAT10;**
 - ii) the necessary regeneration package, 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 will be provided within the new development;**
 - iii) affordable housing provision in accordance with Policy H9 and a mix 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;**
 - iv) sufficient education capacity, which is likely to require one additional primary school provided on site, contributions to the enhancement of Abbey Woods Primary School, and contributions to a new secondary school and Special Education Needs (SEN) provided off site;**
 - v) 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 centres in accordance with Policy TC2 – Retail Hierarchy;**

- vi) all necessary transport infrastructure, referring to the Infrastructure Delivery Plan, which is likely to include:
 - a. a new junction and access onto the A4074 to the north of the existing A4074/A415 junction;
 - b. upgrades to the existing A4074/A415 junction;
 - c. contributions towards upgrading the A4074/B4015 junction at Golden Balls, the Clifton Hampden bypass, and the Thames River crossing between Culham and Didcot Garden Town;
 - d. provision for excellent public transport facilities including pump priming a scheduled bus service, with a minimum of two buses per hour between Berinsfield, Culham and Abingdon, with options to extend or vary services to Chalgrove and Didcot;
 - e. 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; specifically (but not limited to) improving the existing pedestrian/cyclist infrastructure along the A415 from Berinsfield to Culham, and providing for a cycle route from Berinsfield to Oxford.
 - vii) an integrated network of Green Infrastructure that links locally important wildlife sites and the enhancement of ecologically important habitats including areas of woodland and open space provision as set out in the Infrastructure Delivery Plan;
 - viii) an accompanying minerals assessment that considers if minerals can be extracted in accordance with Policy EP5;
 - ix) an accompanying archaeological evaluation that considers the areas of known and potential archaeological interest of the site in accordance with Policy ENV9; and
 - x) low carbon development and renewable energy in accordance with STRAT4.
3. The proposed development at Berinsfield will deliver a scheme in accordance with an agreed comprehensive masterplan taking into consideration the indicative concept plan. The masterplan must be prepared in collaboration and agreed with the Local Planning Authority in consultation with Oxfordshire County Council. The proposals will be expected to deliver a masterplan that demonstrates:
- i) 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;
- ii) 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;
 - iii) it has taken account of the archaeological evaluation and identified an appropriate scheme of mitigation, including the physical preservation of significant archaeological features and their setting, where appropriate;
 - iv) 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;
 - v) a net gain in biodiversity delivered on site which includes extensive new woodland planting in the north and east of the site, significant new woodland buffers around the site boundaries and green linkages through the site;
 - vi) high quality walking and cycling routes within the site; and
 - vii) provision of infrastructure to support public transport through the site.
4. The number and phasing of homes to be permitted and the timing of the housing delivery linked to the planned infrastructure needs to be informed by further evidence as per the requirements of other policies in the Plan including Policy TRANS4. This will be agreed (and potentially conditioned) through the planning application process, in consultation with the relevant statutory authority.
5. Land at Berinsfield is removed from the Green Belt and inset as a Garden Village settlement as shown on Land inset from the Green Belt Boundary (Appendix 4) specifically to enable this development to be brought forward.

This policy contributes towards achieving objectives 1, 2, 3, 4, 5, 6, 7 & 8.

Policy STRAT10ii: Berinsfield Local Green Space

- 1. Land identified in Appendix 2, figure (ii), at the centre of Berinsfield is allocated as Local Green Space.**

This policy contributes towards achieving objective 6.

Grenoble Road

- 3.89 Land to the south of Grenoble Road is adjacent to the south of Oxford City and was previously located entirely within the Green Belt. 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 entirely greenfield land and 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.
- 3.90 An urban extension to the southern edge of Oxford will promote a sustainable form of development that will in part help the City in addressing its housing commitments of the Oxfordshire Growth Deal. Development at Grenoble Road will provide specific benefits that would not be achievable elsewhere in the district; notably the provision of a new Park and Ride site to the south of Oxford, the provision of affordable housing, an extension to the South 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.
- 3.91 There are several Green Belt studies that have assessed the contribution of the land at Grenoble Road to the Green Belt:
- South Oxfordshire Green Belt Study (September 2015) – Kirkham Landscape Planning Ltd and Terra Firma Consultancy
 - Oxford Green Belt Study (October 2015) – Land Use Consultants
 - South Oxfordshire Strategic Sites Green Belt Study (November 2018) – Land Use Consultants
- 3.92 The Terra Firma Report (September 2015) identified that Grenoble Road provided a strong sense of containment for the city. The study also concluded that the site played an important role in separating Oxford from Garsington, with some intervisibility between the site and Garsington, Marsh Baldon and

Toot Baldon. The study recommended insetting a small parcel of land to the southwest of the caravan park from the Green Belt.

3.93 The Oxford Green Belt Study (LUC - October 2015) assessed the site as part of the wider parcel of OX15. It noted significant urbanising influences within the site such as the sewage treatment works, the caravan park, the substation and pylons crossing the site. The study concluded that the site had a limited relationship with the historic areas of Oxford.

3.94 The South Oxfordshire Strategic Sites Green Belt Study (November 2018) considered that the development of Grenoble Road would constitute urban sprawl, but the higher ground to the south provides containment that would limit the extent of this sprawl. The study concluded that allocating the site would result in moderate harm to the Green Belt.

3.95 The Council took into account the government's policy in the NPPF relating to the Green Belt, and concluded that exceptional circumstances existed to release the site from the Green Belt. These include:

- the development of this site will help to provide for Oxford City's unmet housing need, including affordable housing need, close to where that need arises;
- the provision of a new Park and Ride site to the south of Oxford;
- an opportunity to provide an extension to the South Oxford Science Park; and
- the ability to contribute to the regeneration of Blackbird Leys.

Policy STRAT11 includes mitigation measures to maintain a sense of openness between the site and surrounding villages.

3.96 The site has a number of challenges that development would need to address. 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.

3.97 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 is that it can 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

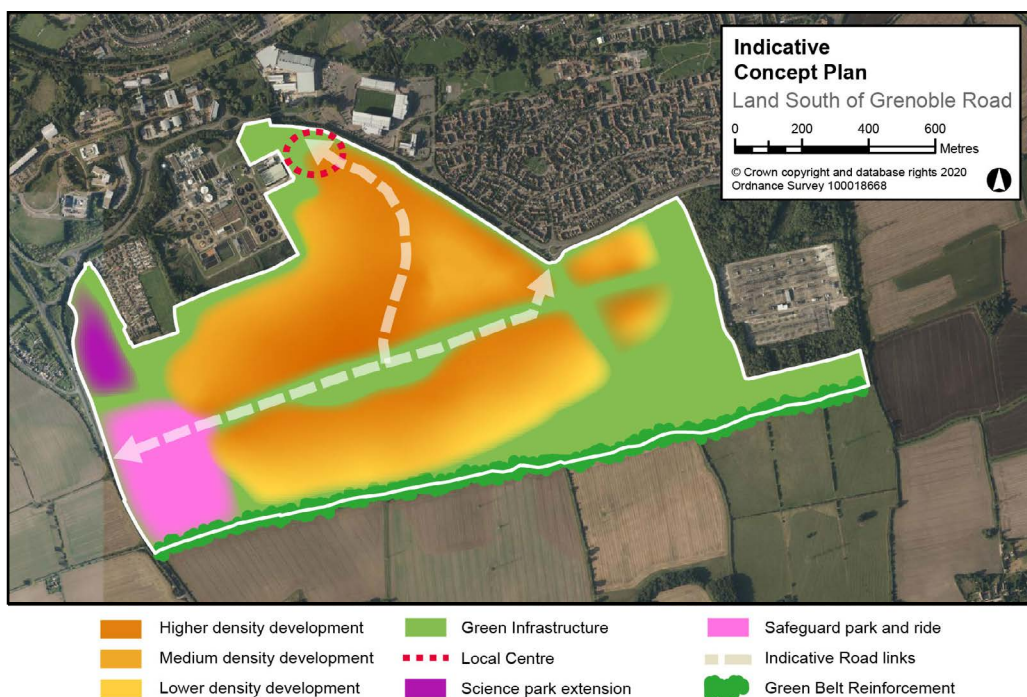
The study concluded that the site had a limited relationship with the historic areas of Oxford.

and education facilities.

3.98 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.

3.99 Policy STRAT11 makes provision for a new Park and Ride facility on the western edge of the site as identified by the Oxfordshire Local Transport Plan 4. 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.

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



Policy STRAT11: Land South of Grenoble Road

Site area: 153 hectares

- Land within the strategic allocation at Grenoble Road will be developed to deliver approximately 3000 new homes, 2,480 expected**

within this Plan period, provide at least 10 hectares of employment land incorporating an extension to the Oxford Science Park, a Park and Ride site adjacent to the A4074 and supporting services and facilities.

2. Proposals to develop land south of Grenoble Road will be expected to deliver:
 - i) within the safeguard land, a new Park and Ride facility adjacent to the A4074 as shown in Appendix 5;
 - ii) affordable housing provision and mix in accordance with Policy H9;
 - iii) 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 centres in accordance with Policy TC2 – Retail Hierarchy;
 - iv) a high-quality development that is fully integrated and relates closely to the existing settlement of Blackbird Leys;
 - v) improvements to existing community facilities and services at Blackbird Leys necessary to address impacts arising from the increased usage by the residents of land south of Grenoble Road;
 - vi) sufficient education capacity, likely to be on-site primary school provision of one 3-form entry primary school; a 1,200 place secondary school with the capability to expand to meet future needs; and appropriate contributions towards Special Education Needs (SEN);
 - vii) sufficient contributions towards enabling primary healthcare services to address patient growth associated with the development, as set out in the Infrastructure Delivery Plan;
 - viii) all necessary transport infrastructure improvements through direct mitigation or contributions to new and improved infrastructure, referring to the Infrastructure Delivery Plan, which is likely to include:
 - a. cycling and walking infrastructure network on and off site ensuring the site is well connected to Oxford City and appropriate surrounding villages;
 - b. improvements to bus services along the A4074 and B480 corridors to Oxford City and nearby villages and associated infrastructure;
 - c. improvements to highway infrastructure in the vicinity of the site.
 - ix) open space provision as set out in the Infrastructure Delivery

- Plan;
- x) be supported by an Air Quality Screening Assessment and identify appropriate mitigation in relation to potential impacts on the Oxford AQMA;
 - xi) be accompanied by 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 sewage treatment works. This will need to be submitted and agreed with the Local Planning Authority before development can commence, and the mitigation measures implemented in accordance with the recommendations of the odour assessment;
 - xii) extend the woodland at Sandford Brake Sub Station to ensure a buffer between the development and the Sub Station is provided; and
 - xiii) low carbon development and renewable energy in accordance with STRAT4.
3. The proposed development at Grenoble Road will deliver a scheme in accordance with an agreed comprehensive masterplan for the site and a strategy for the regeneration of Blackbird Leys, taking into account the indicative concept plan. The masterplan must be prepared in collaboration and agreed with the Local Planning Authority in consultation with Oxfordshire County Council and Oxford City Council. The proposals will be expected to deliver a masterplan that demonstrates:
- i) the provision of a network of Green Infrastructure providing habitat connections which integrates and improves existing hedgerows on the site;
 - ii) 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. Only Green Infrastructure should be provided on land to the south of Minchery Farmhouse to respect the setting of the Grade II* listed farmhouse;
 - iii) a layout that recognises the overhead power lines on the site and minimises the location of the built form beneath these;
 - iv) the delivery of higher density development (a minimum of 70 dph) around the local centres and (a minimum 60dph) along key

transport corridors. 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;

- v) a net gain in biodiversity, including proposals to enhance the biodiversity value of the watercourse which connects to the Littlemore Brook. Any residual biodiversity loss should be offset through a recognised biodiversity offsetting scheme;**
 - vi) high quality walking and cycling routes within the site; and**
 - vii) provision of infrastructure to support public transport through the site.**
- 4. The number and phasing of homes to be permitted and the timing of housing delivery linked to the planned infrastructure needs to be informed by further evidence as per the requirements of other policies in the Plan, including Policy TRANS4. This will be agreed (and potentially conditioned) through the planning application process, in consultation with the relevant statutory authority.**

This policy contributes towards achieving objectives 1, 2, 3, 4, 5, 6, 7 & 8.

Northfield

3.101 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 strategic allocation within this Plan at Grenoble Road.

3.102 An urban extension on the southern edge of Oxford will promote a sustainable form of development that will in part, assist the City in addressing its housing commitments of the Oxfordshire Growth Deal. Northfield is well located for access to employment and services within walking and cycling ranges and the B480 is an existing public transport corridor. There are opportunities to provide improved transport links.

3.103 This site was previously located entirely within the Oxford Green Belt, however the Council took into account the government's policy in the NPPF relating to Green Belt and concluded that exceptional circumstances existed to inset this site from the Green Belt. The site specific exceptional circumstances for doing this are:

- The development of this site will help to provide for Oxford City's unmet housing need, including affordable housing need, adjacent to and related to where that need arises.

3.104 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. Furthermore, there is an increase in landscape sensitivity to the east of the site, which has a stronger relationship with the surrounding landscape. A line of electricity pylons runs across the eastern edge of the site. Development will have to be sensitively designed to address these constraints.

3.105 The development will be required to mitigate its impact on the local infrastructure as per the policy requirements below. 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.



Policy STRAT12: Land at Northfield

Site area: 68 hectares

1. Land within the strategic allocation at Northfield will be developed to deliver approximately 1,800 new homes and supporting services and facilities within the plan period.
2. Proposals to develop Northfield will be expected to deliver:
 - i) affordable housing provision and mix in accordance with Policy H9;
 - ii) sufficient educational capacity likely to be for up to a new 3-form entry primary school and appropriate contributions towards an off-site secondary school and Special Education Needs (SEN);
 - iii) sufficient contributions towards enabling primary healthcare services to address patient growth associated with the development, referring to the Infrastructure Delivery Plan;
 - iv) 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 centres in accordance with Policy TC2 – Retail Hierarchy;
 - v) all necessary transport improvements through direct mitigation or contributions to new and improved infrastructure, referring to the Infrastructure Delivery Plan, which is likely to include:
 - a. provision and contribution towards cycling and walking infrastructure and the public rights of way network on and off site ensuring the site is well connected to Oxford City, and appropriate surrounding villages;
 - b. contributions towards a scheme to improve the B480 route towards Cowley for buses, pedestrians and cyclists;
 - c. provision of infrastructure/financial support for Eastern Arc-Culham-Science Vale bus service;
 - d. contributions towards improvements to bus services along the B480 corridor and through the site to Oxford City and nearby villages;
 - e. upgrades to the existing junctions on the Oxford Eastern bypass (A4142), including Cowley junction.
 - vi) open space provision as set out in the Infrastructure Delivery Plan;
 - vii) appropriate air quality mitigation measures to minimise impacts on the Oxford AQMA as demonstrated through an appropriate Air Quality Screening Assessment; and

viii) low carbon development and renewable energy in accordance with STRAT4.

3. The proposed development at Northfield will deliver a scheme in accordance with an agreed comprehensive masterplan taking into consideration the indicative concept plan. The masterplan must be prepared in collaboration and agreed with the Local Planning Authority in consultation with Oxfordshire County Council and Oxford City Council. The proposals will be expected to deliver a masterplan that demonstrates:

- i) the delivery of a high-quality development that is fully integrated with its surroundings;
- ii) 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 separation between Oxford and Garsington;
- iii) 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;
- iv) built development within Flood Zone 1 has site specific flood risk mitigation and management including implementation of sustainable surface water drainage measures. This should be informed by including appropriate on-site hydraulic modelling;
- v) a net gain in biodiversity through the creation and restoration of habitats along the course of the Northfield Brook and biodiversity enhancements integrated into the masterplan with any residual impacts offset through a recognised biodiversity offsetting scheme;
- vi) 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, gradually reducing the scale and density of development 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, to deliver an overall site-wide average net density of 50-70 dph;
- vii) high quality walking and cycling routes within the site; and

viii) **provision of infrastructure to support public transport through the site.**

- 4. Archaeological evaluation will need to be undertaken ahead of the determination of any planning application in order to assess the significance of deposits in line with the NPPF. A scheme of appropriate mitigation will be required following this evaluation including the physical preservation of significant archaeological features and their setting where appropriate.**
- 5. The number and phasing of homes to be permitted and the timing of housing delivery linked to the planned infrastructure needs to be informed by further evidence as per the requirements of other policies in the Plan including Policy TRANS4. This will be agreed (and potentially conditioned) through the planning application process, in consultation with the relevant statutory authority.**

This policy contributes towards achieving objectives 1, 2, 3, 4, 5, 6, 7 & 8.

Land North of Bayswater Brook

3.106 Land north of Bayswater Brook directly adjoins the eastern boundary of Oxford City. The site was previously located entirely within the Oxford Green Belt, however the Council took into account the government's policy in the NPPF relating to the Green Belt, and concluded that exceptional circumstances existed to inset this site from the Green Belt. The exceptional circumstances for doing this are:

- The site's proximity to major employment locations and a wide range of services and facilities means that there is high potential to support travel by walking and cycling;
- The site is well positioned to connect with public transport provision in Oxford City; and
- The development of this site will help to provide for Oxford City's unmet housing need, including affordable housing need, close to where that need arises.

3.107 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 surrounding countryside. The sensitive areas located to the west and north of the site are not included within the allocation, as they are considered to be of particular

Appropriate detailed landscape and visual impact assessments and heritage impact assessments that demonstrate how harm to heritage assets, landscape and Oxford's historic setting will be avoided must be provided as part of any planning application

significance to Oxford's historic setting. Development should be focused on the lower lying ground on the south and east of the site, which has a greater likelihood to accommodate acceptable development in landscape terms, as it is less visible from the wider area and has higher potential for mitigation to be achieved.

- 3.108 Development focused on the lower lying ground on the south and east of the site must be sensitive to the listed buildings within and surrounding the site, including their setting, as well as being sensitive to the site's archaeological potential. Appropriate detailed landscape and visual impact assessments and heritage impact assessments that demonstrate how harm to heritage assets, landscape and Oxford's historic setting will be avoided must be provided as part of any planning application.
- 3.109 A designated Oxford view cone lies directly to the west of the site. This area is identified for access only and is not proposed to be inset from the Green Belt. Other built development within the Oxford viewcone would harm the rural nature of this historic view. The layout and design of access arrangements in this area should be sensitive to the Oxford view cone.
- 3.110 Sidlings Copse and College Pond SSSI and Wick Copse Ancient Woodland are located directly to the north of the site. These are fragile sites comprising rare habitats which 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 Assessment¹⁰ and a detailed hydrological assessment to understand the developments effects on the SSSI must be completed prior to masterplanning.
- 3.111 The Bayswater Brook runs along the south of the site. Areas of Flood Zone 2 and 3 should be preserved as accessible green space, with built development restricted to Flood Zone 1.
- 3.112 The Bayswater Brook is designated as a Site of Local Importance to Nature Conservation in the Oxford City Local Plan. Existing habitats associated with the brook should be protected and opportunities for enhancement should be pursued. The adjoining Barton Park development proposes a linear park alongside the Bayswater Brook as a buffer between the watercourse and built development. There is an opportunity to mirror this with complementary provision on this site.

¹⁰ Ecological Assessment of Sydling's Copse & College Pond SSSI, March 2019:

- 3.113 Whilst the site directly adjoins Oxford City and is within relatively close

proximity to employment locations and a wide range of services and facilities, the A40 is a major physical barrier to connectivity, particularly in terms of walking and cycling. Development would need to provide on-site and off-site pedestrian, cycle and public transport connections to Oxford city centre and other key employment locations (such as the John Radcliffe Hospital and Oxford Science and Business Parks).

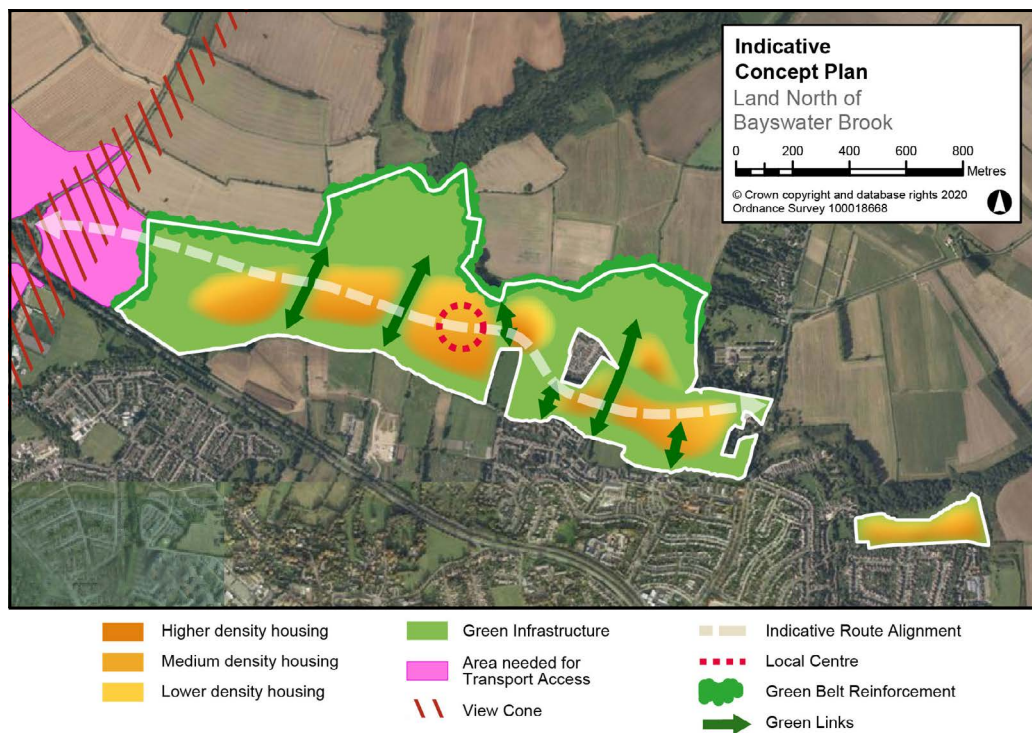
3.114 Road capacity to the east of Oxford is already under significant pressure, particularly along the A40 and the Headington roundabout. Having first taken into account the mitigating effects of the sustainable transport improvements required by the policy, any significant residual impacts from the development on the surrounding highway network, including the A40 and Headington Roundabout, may give rise to a requirement for improvements to the Headington roundabout and its approaches (including bus priority measures); or grade separation of the Headington Roundabout; or a new link road between the A40/ B4150/ Marsh Lane junction and the A40 between the Thornhill Park and Ride junction and the Church Hill junction for Forest Hill. The provision of any additional highway capacity should be suitably phased to meet the increase in traffic demand arising from the Land North of Bayswater Brook site as and when it is likely to impact on the highway network, so as to discourage a general increase in car usage (including from the development) through the early provision of significant levels of additional traffic capacity. If more detailed evidence indicates that the required mitigation is a new link road, land will need to be identified and secured for delivery of this in consultation with the landowners and the County Council. There is currently insufficient road capacity to support new, direct road access between the site and the A40 west of the Barton Park site. Therefore, it is anticipated that the main access for the site will come via a remodelling of the Marston interchange with an additional access onto Bayswater Road which will be improved so that the access is safe. Where necessary, this may include adjoining land outside of the allocation.

3.115 The English Indices of Deprivation 2015 identified the adjoining area of Barton as being within the 20% most deprived areas in England. Barton is identified as a priority regeneration area in the Oxford City Local Plan. Development at Land North of 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.

3.116 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 North of

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.

3.117 The Grade II* listed Wick Farmhouse Well House is located within the site boundary. This listed building is currently included on Historic England's Heritage at Risk Register. Development at Land North of Bayswater Brook provides an opportunity to improve the condition of this listed building.



Policy STRAT13: Land North of Bayswater Brook

Site area: 110 hectares

1. Land within the strategic allocation at Land North of Bayswater Brook will be developed to deliver approximately 1,100 new homes and supporting services and facilities within the plan period.
2. Proposals to develop Land North of Bayswater Brook will be expected to deliver:
 - i) affordable housing provision and mix in accordance with Policy

- H9;
- ii) sufficient educational capacity likely to be a 1.5-form entry primary school including early years provision, appropriate contributions towards an off-site secondary school and Special Educational Needs (SEN);
 - iii) sufficient contributions towards enabling primary healthcare services to address patient growth associated with the development, as set out in the Infrastructure Delivery Plan;
 - iv) 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 centres in accordance with Policy TC2 – Retail Hierarchy;
 - v) necessary facilities for movement. As a first priority, these should provide high quality pedestrian, cycle and public transport connections into Oxford to maximise the number of trips made by non-car modes, and measures to discourage car-based development. 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. Any planning application will be expected to be accompanied by a Transport Assessment and Travel Plan. Transport improvements are likely to include:
 - a. provision of high quality pedestrian, cycle and public transport access and connectivity to Oxford City Centre and other major employment locations, particularly the hospitals and Oxford Science and Business Parks, 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;
 - b. road access from the surrounding road network;
 - c. measures to mitigate any significant residual impacts on the highway network, first taking into account the benefits from the sustainable movement measures described above.
 - vi) 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;
 - vii) a development that ensures that there will be no demonstrable negative recreational, hydrological or air quality impacts on the Sidlings Copse and College Pond SSSI;
 - viii) appropriate air quality mitigation measures to minimise impacts

- on the Oxford AQMA as demonstrated through an appropriate Air Quality Screening Assessment; and
- ix) low carbon development and renewable energy in accordance with STRAT4.

3. The proposed development at Land North of Bayswater Brook will deliver a scheme in accordance with an agreed comprehensive masterplan taking into consideration this policy's indicative concept plan. The masterplan must be prepared in collaboration and agreed with the Local Planning Authority in consultation with Oxfordshire County Council and Oxford City Council. Proposals will be required to deliver a masterplan that has been informed by detailed landscape, visual, heritage and ecological impact assessments and demonstrates an appropriate scale, layout and form that:
- i) focuses built development within Flood Zone 1 only, with areas of Flood Zone 2 and 3 preserved as accessible green space;
 - ii) includes 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, both within and surrounding the site, in accordance with Policy ENV7;
 - iii) develops 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, and identifies where on-site highways infrastructure will be required, ensures appropriate highways and sustainable transport access and permeability across the site, including between Bayswater Road and the B4150 Marsh Lane/ A40 junction;
 - iv) provides a permanent defensible Green Belt boundary around the allocation and a strong countryside edge;
 - v) retains and incorporates existing hedgerows and tree belts, particularly where this assists with the creation of a new Green Belt boundary;
 - vi) relates to and connects with adjoining built development and development that is planned within Oxford City;
 - vii) respects and avoids harm to Oxford's historic setting;
 - viii) minimises visual impacts on the surrounding countryside;
 - ix) delivers higher density development (a minimum of 45 dph) along key frontages, transport corridors and towards the south and east boundaries of the main site and the south of the smaller 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 on both sites will gradually reduce towards the northern landscape buffer and on the main site, densities 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;
- x) a net gain in biodiversity through the protection and enhancement of habitats along the Bayswater Brook, new habitats to the north buffering the Sidlings Copse and College Pond SSSI and offsite biodiversity enhancements;
 - xi) provides a network of Green Infrastructure that:
 - a. retains and incorporates areas of functional flood plain and existing surface water flow paths;
 - b. protects and enhances existing habitats, particularly those associated with Sidlings Copse and College Pond SSSI and the Bayswater Brook;
 - c. connects with adjoining Green Infrastructure within Oxford City;
 - d. 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
 - e. provides an appropriate buffer to the Oxford view cone.
4. Archaeological evaluation was undertaken during 2020 before the preparation of the masterplan. A scheme of appropriate mitigation should be established, to include the physical preservation of significant archaeological features and their setting.
5. The number and phasing of homes to be permitted and the timing of housing delivery linked to the planned infrastructure need to be informed by further evidence as per the requirements of other policies in the Plan including Policy TRANS4. This will be agreed (and potentially conditioned) through the planning application process, in consultation with the relevant statutory authority.

*As per the Historic England Register of At Risk Heritage Assets - <https://historicengland.org.uk/advice/heritage-at-risk>

This policy contributes towards achieving objectives 1, 2, 3, 4, 5, 6, 7 & 8.

Wheatley Neighbourhood Development Plan

There are limited opportunities to redevelop existing land within the inset boundary

- 3.118 Wheatley is the only Larger Village which is inset from the Green Belt where a Neighbourhood Development Plan is being prepared. According to current national planning guidance, a NDP can make detailed amendments to the Green Belt boundary where the Local Planning Authority sets the need. The Council is committed to supporting Wheatley and their ambitions for their Neighbourhood Development Plan. Within two years of the adoption of the Local Plan, the Wheatley Neighbourhood Plan will release land from the Green Belt, to enable the allocation of land for mixed use development.
- 3.119 The inset boundary at Wheatley is drawn tightly around the built edge of development. There are limited opportunities to redevelop existing land within the inset boundary and the removal of Green Belt would enable new development to take place at this village. The Green Belt Study found that the land immediately adjacent to the eastern built up edge of Wheatley has few essential characteristics of the Green Belt.
- 3.120 The exceptional circumstances for the NDP to release the land at Wheatley are as follows:
- to support the Neighbourhood Development Plan and to ensure that future allocations can be made through the NDP;
 - Wheatley is a Larger Village and benefits from a number of services and facilities and represents an appropriate location for accommodating additional development; and
 - the location of this land is recognised to be positioned between existing residential development to the west and industrial buildings to the east and has limited essential characteristics of the Green Belt.

Land at Wheatley Campus

- 3.121 The Local Plan has inset Wheatley Campus from the Green Belt. The site is adjacent to the village of Wheatley which is already largely inset from the Green Belt. The existing development within the site has compromised the site's openness and countryside character, and the site is well contained and too close to Wheatley to play any significant role in the setting or special character of Oxford City. The exceptional circumstances justifying a review of the Green Belt through the Local Plan in this area are:

- There are opportunities for the site to be well connected to surrounding settlements, particularly the major urban area of Oxford City, by public transport and cycling;
- To inset the site from the Green Belt will enable the most efficient use to be made of a partially previously developed site;
- There are limited alternatives for accommodating additional development at Wheatley other than through Green Belt release; and
- The redevelopment of the site will provide new homes, helping to meet identified housing needs, including affordable housing needs.

3.122 The site was granted outline planning permission for up to 500 dwellings.

Housing on this site could help sustain current bus service provision on the A40/Oxford corridor and other village facilities. The A40 is a potential barrier to movement by sustainable modes; there will be a need for good cycle and walking links to the village centre and primary school to encourage active and healthy travel. Improved cycle links to Oxford City will also be needed to encourage travel to employment, further education and other services by sustainable modes.

3.123 The site includes a range of existing buildings situated predominantly on the eastern side, including a 10 storey tower block. There is an opportunity to deliver a more sensitive development that responds positively to the heritage assets nearby and the surrounding countryside.

3.124 The north-western, undeveloped part of the site is particularly sensitive in heritage terms. There is a scheduled monument within this part of the site. There are trees within the site, a high number of which are the subject of a Tree Preservation Order. It is also possible that archaeological deposits may survive within the less disturbed parts of the site. Higher density development should therefore be located in the eastern and central parts of the site with lower density development in the south western part.

3.125 This site includes a number of playing pitches and this level of provision should be maintained and a wider community use should be explored through any planning application.

3.126 There is a need for smaller scale accessible green space (between 2 and 20 hectares) in the north of Wheatley. Development at the Wheatley Campus site provides an opportunity to deliver new smaller scale accessible green space alongside new homes.

3.127 The noise assessment required to support this proposal must pay careful

As part of this refurbishment, Oxford Brookes University intends to relocate the existing uses at the Wheatley Campus to the Headington Campus

attention to the relationship of the site to the A40 and the impact of noise on the southern area of the site, and appropriate mitigation must be incorporated within the proposal.

Policy STRAT14: Land at Wheatley Campus, Oxford Brookes University

Site area: 21 hectares

- 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.**

This policy contributes towards achieving objectives 1, 2, 3, 4, 5, 6, 7 & 8.

Henley-on-Thames

Introduction

3.128 Henley-on-Thames has a population of around 11,600. The town lies in the south-east of the district and acts as an important service centre for nearby areas in South Oxfordshire and Berkshire. Henley-on-Thames's shopping centre is the largest of our market towns with a good range of shops and services to serve local residents and visitors alike. Tourism, based on the town's riverside setting, its legacy of historic buildings and the festivals and events that take place, are important to the economy and vitality of Henley-on-Thames.

3.129 Henley-on-Thames's strengths:

- A beautiful market town
- Riverside setting with excellent opportunities for enjoying the river Thames
- Access to the surrounding Chilterns Area of Outstanding Natural Beauty
- A range of shops, cafes, pubs and restaurants
- Host of the world renowned Henley Royal Regatta
- Venue for numerous festivals and events
- A well preserved centre with many historic buildings and features
- A range of employment opportunities
- A train station with services to Twyford.

- 3.130 The joint Henley-on-Thames and Harpsden Neighbourhood Development Plan was made in April 2016 and sets out planning policies for the town, including housing allocations. It forms part of the Development Plan for South Oxfordshire. The Council encourages landowners to discuss development proposals with the Town Council and neighbourhood planning group to attain support for the scheme, if possible, prior to submitting a planning application.
- 3.131 Specific policies relating to housing, employment and retail for Henley-on-Thames are covered in Chapters 4 (Delivering New Homes), 5 (Employment and Economy) and 9 (Ensuring the Vitality of Town Centres) of this Plan.

Policy HEN1: The Strategy for Henley-on-Thames

- 1. Neighbourhood Development Plans are expected to, and the Council will support development proposals that:**
 - i) deliver homes in accordance with Policy H3;**
 - ii) strengthen the retail offer within Henley Town Centre;**
 - iii) enhance the town's environment and conserve and enhance the town's heritage assets;**
 - iv) strengthen and improve the attraction of Henley-on-Thames for visitors and provide leisure opportunities;**
 - v) improve accessibility, car and cycle parking in the Town Centre, and pedestrian and cycle links;**
 - vi) improve employment opportunities at existing employment sites and identify new sites for employment;**
 - vii) address air quality issues;**
 - viii) support Henley College and Gillotts School to meet their accommodation needs; and**
 - ix) provide new, or enhanced community facilities that meet an identified need.**

This policy contributes towards achieving objectives 1, 2, 3, 4, 5, 6, 7 & 8.

Thame

Introduction

3.132 Thame is an award winning market town, located on the northeast edge of our district. It has a population of approximately 11,500 and is an important local centre for nearby villages both in Oxfordshire and Buckinghamshire. Thame has a strong agricultural base with regular cattle and farmers' markets held in the town. A good range of independent shops, pubs and eateries and events such as the Thame Food Festival attract visitors to the town.

3.133 Thame's strengths:

- Thriving traditional market town with regular cattle market and farmers' markets
- Finalist in the Great British High Street competition
- Well preserved historic High Street and market place
- A calendar of popular events that attract visitors
- A range of shops, cafes, pubs and restaurants
- Employment opportunities.

3.134 Thame was one of the first places in the country to have a Neighbourhood Development Plan. The Plan was made in July 2013 and sets out planning policies for the town including housing allocations. It forms part of the Development Plan for South Oxfordshire. The Council encourages landowners to discuss development proposals with the Town Council and neighbourhood planning group to attain support for the scheme, if possible, prior to submitting a planning application.

3.135 Specific policies relating to housing, employment and retail for Thame are covered in Chapters 4 (Delivering New Homes), 5 (Employment and Economy) and 9 (Ensuring the Vitality of Town Centres) of this Plan.

Policy TH1: The Strategy for Thame

1. Neighbourhood Development Plans are expected to, and the Council will support development proposals that:

- i) deliver homes in accordance with Policy H3;**
- ii) strengthen the retail offer within Thame Town Centre;**
- iii) improve the attraction of Thame for visitors and businesses;**
- iv) improve accessibility, car and cycle parking, pedestrian and cycle**

- links;
- v) **support schemes that enhance the quality of the town's environment and conserve and enhance the town's heritage assets;**
 - vi) **provide new employment opportunities and improve the stock of existing employment areas; and**
 - vii) **provide new, or enhanced community facilities that meet an identified need.**

This policy contributes towards achieving objectives 1, 2, 3, 4, 5, 6, 7 & 8.

Wallingford

Introduction

3.136 Wallingford is the smallest market town in the district, with a population of around 8,000. Wallingford is an important local service centre for the 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 good range of independent shops, antique shops and eateries. Events such as Bunkfest, the heritage railway and the town being used as the setting for a number of television programmes, attract visitors.

3.137 Wallingford's strengths:

- Riverside setting with excellent opportunities for enjoying the river Thames
- Access to the surrounding Chilterns and North Wessex Downs Areas of Outstanding Natural Beauty
- Well preserved historic features including a compact medieval centre
- Attractive market place that holds regular markets
- Wallingford Castle and Meadows
- A good range of facilities in terms of schools, health and recreation
- A range of employment opportunities
- A number of independent shops and restaurants
- A calendar of events that draws visitors to the town, including markets, festivals and rowing events.

3.138 The Wallingford Neighbourhood Development Plan is currently under preparation and will contain planning policies for the town. When made, it will form part of the Development Plan for South Oxfordshire. The Council

encourages landowners to discuss development proposals with the Town Council and neighbourhood planning group to attain support for the scheme, if possible, prior to submitting a planning application.

3.139 Specific policies relating to housing, employment and retail for Wallingford are covered in Chapters 4 (Delivering New Homes), 5 (Employment and Economy) and 9 (Ensuring the Vitality of Town Centres) of this Plan.

Policy WAL1: The Strategy for Wallingford

- 1. Neighbourhood Development Plans are expected to, and the Council will support development proposals that:**
 - i) deliver homes in accordance with Policy H3;**
 - ii) support measures that improve the attraction of Wallingford for visitors with emphasis on the River Thames and the towns' heritage;**
 - iii) support the market place as a focal hub;**
 - iv) improve accessibility, car and cycle parking, pedestrian and cycle links;**
 - v) provide new employment opportunities and improve the stock of existing employment areas;**
 - vi) support schemes that enhance the town's natural and historic environment and conserve and enhance the town's heritage assets;**
 - vii) address air quality issues in the town centre; and**
 - viii) provide new, or enhanced community facilities that meet an identified need.**

This policy contributes towards achieving objectives 1, 2, 3, 4, 5, 6, 7 & 8.



ROOKERY COURT

4 DELIVERING NEW HOMES

4.1 One of our main objectives of this Plan is to deliver new homes in places where people want to live and that they can afford. In Chapter 3: Our Spatial Strategy it sets out where these houses will go in a sustainable and achievable manner that meets our spatial strategy. This chapter provides details of the houses built so far and provides a forecast of future house building in the district. This chapter also contains policy direction for Neighbourhood Development Plans and a contingency if they fail to deliver, and policies for affordable housing, our preferred tenure mix and policies for infilling, redevelopment and householder development.

Sources of Housing Supply

4.2 The NPPF directs us to significantly boost the supply of housing. This means we need to consider not only the number of homes that we are planning for, but ensuring the homes come forward at the right pace to meet demand. The NPPF recognises the role that small and medium sized sites can play in achieving quicker housing delivery, a point that is also reiterated in the Letwin Review of Build-Out Rates¹¹. Our strategy reflects this, and we have sought to rely on a mix of site sizes to best ensure a robust supply of housing throughout the plan period.

4.3 The housing supply in this Plan is made up from a diverse set of sources:

- Strategic allocations made in this Plan
- Retained Core Strategy and Local Plan 2011 allocations
- Existing planning commitments
- Small scale (non-strategic sites) to be identified through Neighbourhood Development Plans or identified in this Plan where Neighbourhood Development Plans are not being progressed
- Sites not yet identified that will come forward through the development management process in accordance with the policies in this Plan, known as windfalls.



¹¹ <https://www.gov.uk/government/collections/independent-review-of-build-out>

We expect windfall development to take place in accordance with the Development Plan

4.4 The allocations within this Plan are largely on strategic development sites except for allocations at Nettlebed, and would not fall within the definition of a smaller or medium sites. However, the Council's supply of housing does include a significant proportion of sites on less than 1ha, and on other smaller sites of less than 100 homes. We expect these smaller sites to deliver quicker than the larger strategic allocations. The sources of smaller housing sites are expected to be:

- Windfall and infill development which is permitted across all of our settlements
- Sites allocated / to be allocated in Neighbourhood Development Plans

4.5 We expect windfall development to take place in accordance with the Development Plan, which will focus speculative development to infill sites within settlements. Since 2011 we have delivered on average 145 dwellings per annum from windfall sites. We have taken a conservative approach to forecasting this forward and consider that 100 homes per year could be reasonably achieved. As this will be focused on infill sites within settlements, we expect most of these developments to be smaller housing sites.

4.6 In South Oxfordshire we currently have 19 made Neighbourhood Development Plans. The majority of the sites allocated in these plans are on smaller sites, with only a handful of sites extending over 100 homes in total.

4.7 However, the strategic allocations are still an important part of the delivery of the Local Plan and to the achievement of our vision and objectives. As set out in our spatial strategy chapter, we propose six large scale developments and a brownfield redevelopment opportunity. Together, these sites have a potential capacity for around 14,600 new homes. However, we do not expect these to all be built before 2035 and so the Local Plan only counts 11,785 homes towards the Plan requirement.

4.8 The Plan already made provision for around 16,360 new homes through the rolling forward of allocations in our adopted Core Strategy and the Local Plan 2011, the commitments in made Neighbourhood Development Plans and the granting of planning permissions. 7,178 of these committed new homes have been built since 2011.

4.9 The previously allocated sites of the Core Strategy and Local Plan 2011 will continue to be saved within this Local Plan (some of these sites are currently under construction or complete, whilst others have yet to start).

Table 4a: Sites previously allocated in the Core Strategy and Local Plan 2011

Allocation	Indicative dwelling capacity
Great Western Park	2,587
Ladygrove East	642
Vauxhall Barracks	300
North East Didcot	2,030
Orchard Centre Phase 2	300
Mongewell Park	166
Wallingford greenfield neighbourhood	555
Townlands Hospital, Henley-on-Thames	62

4.10 The Council continues to support the creation of Neighbourhood Development Plans across the district. Table 4b sets out where Neighbourhood Development Plans have been made, and the homes these plans allocate, at the time of publication. The made plans allocate new homes as follows:

Table 4b: Neighbourhood Development Plan allocations

Neighbourhood Development Plan	Net number of dwellings
<i>Towns</i>	
Henley-on-Thames	500
Thame	775
<i>Larger Villages</i>	
Benson	561
Chalgrove	320
Chinnor	0
Cholsey	189
Goring	94 (+10 to 16)*
Sonning Common	195 (+44)*
Watlington	260
Woodcote	76 (+36)
<i>Smaller Villages</i>	
Brightwell-cum-Sotwell	67
Dorchester on Thames	0
East Hagbourne	74
Little Milton	0
Long Wittenham	0
The Baldons	15
Warborough and Shillingford	29
<i>Other Villages</i>	
Berrick Salome	0
Pyrton	15

*to include reserve sites

4.11 The various sources of the housing supply for the Local Plan are summarised on Table 4c below.

Table 4c: Expected sources of housing supply

Supply of new homes to come forward	Net number of dwellings to 2035
Committed components of housing supply	16,360
Completions (1 April 2011 to 1 April 2020)	7,178
Commitments (as at 1 April 2020)	
Sites under construction, with planning permission and allocations carried forward from the Local Plan 2011 and Core Strategy	9,182
New components of housing supply	13,696
New strategic allocations delivering in the plan period *	11,785
Outstanding market town allocations to be made through Neighbourhood Development Plans	454
Outstanding Larger Village allocations to be made through Neighbourhood Development Plans	211
Nettlebed allocations	46
Windfall allowance	1,200
Total	30,056

* strategic allocations continue to deliver housing beyond the plan period, and will deliver a total of 14,600 homes.

4.12 Within South Oxfordshire, new housing will be planned in order to deliver the scale and distribution of housing development set out in Chapter 3: Our Spatial Strategy. Whilst the overall level of development required to support the existing and future needs of South Oxfordshire, and a proportion to assist Oxford City in meeting its commitments of the Growth Deal, amounts to 23,550 new homes, the Local Plan provides for development that exceeds these requirements. This provides additional flexibility to enable the management of our housing land supply trajectory going forwards and to respond to changing circumstances.

Policy H1: Delivering New Homes

- Residential development (including general market housing and affordable housing within land use class C3, specialist accommodation for older people within land use class C2 or use class C3, and residential caravan and mobile home development) will be permitted at sites allocated or carried forward by this Plan and on sites**

that are allocated by Neighbourhood Development Plans. Where Neighbourhood Development Plans are not progressed in Larger Villages and market towns, planning applications will be considered against the housing delivery targets for the Towns and Larger Villages set out in this Plan.

2. The Development Plan contains a range of site types and sizes that will be developed with different time scales and that are dependent on different infrastructure. The Council has developed a detailed development trajectory (shown at Appendix 8) that will provide the annual delivery targets for this plan period.
3. Residential development on sites not allocated in the Development Plan will only be permitted where:
 - i) it is for affordable housing on a rural exception site or entry level housing scheme; or
 - ii) it is for specialist housing for older people in locations with good access to public transport and local facilities; or
 - iii) it is development within the existing built-up areas of Towns and Larger Villages as defined in the settlement hierarchy (shown in Appendix 7); provided an important open space of public, environmental, historical or ecological value is not lost, nor an important public view harmed; or
 - iv) it is infilling, and brownfield sites within Smaller and Other Villages as defined in the settlement hierarchy; or
 - v) it is brought forward through a Community Right to Build Order; or
 - vi) there are other specific exceptions/circumstances defined in a Neighbourhood Development Plan and/or Neighbourhood Development Orders; or
 - vii) it would bring redundant or disused buildings into residential use and would enhance its immediate surroundings; or
 - viii) the design is outstanding or innovative and of exceptional quality and would significantly enhance its immediate setting.
4. The residential development of previously developed land will be permitted within and adjacent to the existing built-up areas of Towns, Larger Villages and Smaller Villages. The Council will also support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.
5. Proposals that will bring empty housing back into residential use will be encouraged.

6. The Council will support development which provides for the residential needs of all parts of our community, including Gypsies, Travellers, Travelling Showpeople, caravan dwellers and boat dwellers. Proposals for new residential caravan and mobile home sites to accommodate people who do not meet the planning definition for Gypsies and Travellers set out in Planning Policy for Traveller Sites 2015, or legacy definition, will be considered in accordance with this policy. Planning permission for single residential caravans or mobile homes will only be given in exceptional circumstances and on a temporary and personal basis.

This policy contributes towards achieving objectives 1, 2, 4, 6, 7 & 8.

Didcot

Policy H2: New Housing in Didcot

1. At Didcot, provision will be made for around 6,399* new homes between 2011 and 2035. This provision will be at:

Location	Indicative dwelling capacity
Ladygrove East (saved from the Local Plan 2011) (H2a)	642
Didcot North East (saved from the Core Strategy) (H2b)	2,030
Great Western Park (saved from the Local Plan 2011) (H2c)	2,587
Vauxhall Barracks (saved from the Core Strategy) (H2d)	300
Orchard Centre Phase II remaining site (saved from Core Strategy) (H2e)	300
New: Didcot Gateway (H2f)	300
New: Hadden Hill (H2g)	74
New: Land south of A4130 (H2h)	166
Total	6,339

*Some of the dwellings proposed in Policy H2 have already been completed since 2011 and some are on sites that have planning consent (including outline planning permission or with a resolution to grant permission).

2. 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.

This policy contributes towards achieving objectives 1, 2, 4, 6 & 7.

- 4.13 The supply of sites to deliver around 6,399 homes at Didcot is shown in Policy H2. All development will be expected to be delivered following the Masterplan Principles of the Didcot Garden Town set out in Policy STRAT3 and figure 1. Some of the sites in the centre of Didcot have the potential to deliver at a higher density than shown here – and hence these are indicative numbers of homes – but this will be further explored through the work on the delivery of the Garden Town, where opportunity sites around Orchard Centre Phase II, Rich's Sidings, Broadway the Jubilee Roundabout and Didcot Gateway are expected to be developed.

Market Towns

- 4.14 In each of the towns of Henley-on-Thames, Thame and Wallingford the Local Plan proposes the provision of an additional 15% growth of housing stock in addition to existing commitments from the Core Strategy. This level of growth has been calculated on the basis of the housing stock as at 2011- the base date of the Local Plan. The Plan is planning positively for further growth over the remainder of the plan period. This will be delivered in accordance with Policy H3. The NDP, or review of the made NDP, for each town must explore opportunities to address local needs and provide allocations to meet or exceed the minimum requirements in Policy H3.
- 4.15 Growth needs to be balanced with the social, economic and environmental factors that may impact upon the ability of settlements to accommodate the amount of development that has been calculated. Consideration of the availability of suitable and deliverable sites may also impact on how much development a settlement may accommodate. Ultimately a detailed evidence base will need to be provided to support each Neighbourhood Development

Consideration of the availability of suitable and deliverable sites may also impact on how much development a settlement may accommodate

Plan and its assessment of land availability, infrastructure delivery and landscape capacity, to meet the figures provided in Table 4d: Provision of homes at market towns. The figures provide housing requirements for the neighbourhood plans which reflects the overall strategy for the pattern and scale of development and for making any relevant allocations. The identified figures also provide a guide for infrastructure providers to ensure necessary infrastructure is available at the right time and that growth is sustainable. Much infrastructure in the market towns serves a wider hinterland, and cumulative needs should be assessed. In many areas this will mean a step change in infrastructure provision. Neighbourhood planning groups will need to cooperate with infrastructure providers and statutory consultees to provide this evidence, and develop viable solutions for any infrastructure provision that is needed.

- 4.16 On the basis of 15% dwelling growth from 2011 and the requirements from the Core Strategy the following minimum numbers of houses are expected to be built in the plan period. These numbers take into account existing commitments and completions and identify the following minimum remaining levels of development to be delivered.

Table 4d: Provision of homes at market towns

Town	Core Strategy + 15% growth	Completions and commitments*	Minimum outstanding requirement for NDP
Henley on Thames	1,285	1,170	115
Thame	1,518	1,179	339
Wallingford	1,070	1,435	0

* Completions and commitments as of 1 April 2020

Policy H3: Housing in the Towns of Henley-on-Thames, Thame and Wallingford

- 1. A minimum housing requirement of 3,873 homes will be collectively delivered in the towns of Henley-on-Thames, Thame and Wallingford as follows:**
 - i) Henley-on-Thames: at least 1,285 homes**
 - ii) Thame: at least 1,518 homes**
 - iii) Wallingford: at least 1,070 homes**

- 2. Neighbourhood Development Plans for the market towns should seek to meet demonstrable local needs, for example for specialist or affordable housing, even where this would result in housing provision in excess of the outstanding requirement shown in Table 4d.**

- 3. 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.**

- 4. If a Neighbourhood Development Plan has not adequately progressed with allocating sites* to meet these requirements within 12 months of adoption of this Local Plan, planning applications for housing in that market town will be supported provided that proposals comply with the remainder of the policies in this Development Plan.**

* the Plan has reached submission stage and has allocated sufficient housing sites.

This policy contributes towards achieving objectives 1, 2, 3, 4, 5, 6 & 7.

Larger Villages

- 4.17 The Local Plan proposes the provision of 15% growth in the Larger Villages. This level of growth has been calculated using the existing housing stock as it was at 2011 - the base date of the Local Plan and is on top of Core Strategy allocations where these exist. The Larger Villages have already collectively delivered 14% growth in housing based on completed dwellings between 1 April 2011 and 31 March 2020. The Plan is therefore planning positively for further growth over the remainder of the plan period. This will ensure that these places continue to grow and support the services and facilities that sustain them.
- 4.18 Development in the Larger Villages should be proportional, appropriate and dependent on existing infrastructure. It is considered that the most appropriate mechanism for delivering housing in larger villages is by preparing a Neighbourhood Development Plan and allocating development sites.
- 4.19 This level of growth will support local services and facilities and result in a sustainable and balanced distribution of development. Where Larger Villages are in the process of preparing a Neighbourhood Development Plan, the delivery of the houses allocated to these villages should be provided for by the Neighbourhood Development Plan. This enables communities to have their say on where development in their area will go.
- 4.20 Where a Larger Village already has an adopted Neighbourhood Development Plan which does not provide for their level of allocated housing development, this will need to be reviewed within the specified timeframe as set out in Policy H4.
- 4.21 As Nettlebed is not preparing a Neighbourhood Development Plan the Local Plan allocates sites in this village, and will continue to work with the local community and parish council to support this.
- 4.22 There are currently 12 settlements classed as Larger Villages in the district. These are:

Table 4e: Larger Villages

Benson	Cholsey	Sonning Common
Berinsfield	Crowmarsh Gifford	Watlington
Chalgrove	Goring-on-Thames	Wheatley
Chinnor	Nettlebed	Woodcote

- 4.23 Eleven of these twelve villages are either in the process of preparing a Neighbourhood Development Plan, or already have a “made” plan. The Local Plan’s strategy for housing distribution in the Larger Villages is for each settlement to grow proportionally by around 15% from the 2011 base date, plus any housing allocated to that village through the Core Strategy.
- 4.24 At Berinsfield the Council is working closely with the community on an investment and regeneration scheme. It is expected that the remaining Larger Villages will allocate housing sites through their Neighbourhood Development Plans to meet their identified number of homes.
- 4.25 There are strategic allocations at Berinsfield, Chalgrove and Wheatley, and it is not expected that each of these villages would deliver additional growth over and above what is already planned for these strategic allocations. In addition, potential development in Berinsfield and Wheatley is restricted by the Green Belt. However, the Council does not want to suppress the appetite and hard work of the Neighbourhood Development Plan groups in these communities and the Council will continue to support appropriate proposals made through a robust and evidenced NDP.
- 4.26 In Benson and Chinnor a number of planning appeals have been allowed, therefore already achieving the minimum 15% growth level. However, both communities may wish to consider safeguarding sites that have been given permission to benefit from the full weight of their NDP and to provide them with a robust baseline for monitoring.
- 4.27 The achievement of the 15% growth figure needs to be balanced with the social, economic and environmental factors that may impact upon the ability of settlements to accommodate the amount of development that has been calculated. Consideration of the availability of suitable and deliverable sites may also impact on how much development a settlement may accommodate.
- 4.28 Some villages are constrained by factors such as Green Belt, Areas of Outstanding Natural Beauty, and Flood Zones. Where Neighbourhood Development Plans are considering sites within an AONB or sites that form part of the setting of an AONB, a Landscape and Visual Impact Assessment should be undertaken. In these villages a 15% growth may not be fully achievable. Other villages are unconstrained and can plan for more than 15% growth. The level of growth proposed should be evidenced within the Neighbourhood Development Plan with local communities helping to shape the development of their village. Ultimately the detailed evidence base will need to be provided to support each Neighbourhood Development Plan and its assessment of capacity,

Some villages are constrained by factors such as Green Belt, Areas of Outstanding Natural Beauty, and Flood Zones

whether this is to support a higher or lower number than that provided in Table 4f: Provision of homes at Larger Villages. Neighbourhood planning groups will need to cooperate with infrastructure providers and statutory consultees to provide this evidence, and develop viable solutions for any infrastructure provision that is needed.

4.29 The number of houses identified for each Larger Village in the 'Core Strategy +15% growth' column of Table 4f should be built in the plan period.

4.30 Table 4f differentiates between villages where this Local Plan makes allocations to either meet the village's growth needs (due to them not preparing a Neighbourhood Development Plan) or where the Local Plan has proposed strategic allocations in Chapter 4. For villages where the Council is not making allocations in this Local Plan, the table identifies a housing requirement for them to be achieved either through Neighbourhood Development Plans or planning applications in accordance with Policy H4. The Council will support Larger Villages to allocate further development sites should the NDP so wish, where this level of growth is sustainable for that village, and where this is in accordance with national policies and guidance. These housing targets take into account the existing commitments and completions and identifies the following remaining levels of development to be delivered at each Larger Village.

Table 4f: Provision of homes at Larger Villages

Larger village	Core Strategy + 15% growth	Completions and commitments*	Outstanding requirement for NDP
Villages without allocations in this Local Plan			
Benson	383	831	0
Chinnor	594	947	0
Cholsey	612	690	0
Crowmarsh Gifford	312	571	0
Goring-on-Thames	329	180	0
Sonning Common	377	281	96
Watlington	262	363	0
Woodcote	225	110	115
Villages with allocations in this Local Plan			
Berinsfield	274	48	0
Chalgrove	248	334	0
Nettlebed	46	19	0
Wheatley	305	138	0

* Completions and commitments as of 1 April 2020.

Policy H4: Housing in the Larger Villages

- 1. A housing requirement of 257 homes will be collectively delivered through Neighbourhood Development Plans and Local Plan site allocations at the Larger Villages as follows:**
 - 46 homes at Nettlebed
 - 96 homes at Sonning Common
 - 115 homes at Woodcote
- 2. If a Neighbourhood Development Plan has not adequately progressed with allocating sites* to meet these requirements within 12 months of adoption of this Local Plan, planning applications for housing in that Larger Village will be supported provided that proposals comply with the remainder of the policies in this Development Plan.**

* the Plan has reached submission stage and has allocated sufficient housing sites.

This policy contributes towards achieving objectives 1, 2, 3, 4, 5, 6 & 7.

Neighbourhood Planning

4.32 The Council strongly advocates neighbourhood planning and offers a range of support to neighbourhood planning groups. The Council firmly believe that Neighbourhood Development Plans have been proven to be an innovative and appropriate way to manage development at a local level. There has been great success in the district with preparing Neighbourhood Development Plans, and the Council is confident that this success will continue and that local led growth will support the overall spatial strategy of the Local Plan. In the event that a Neighbourhood Development Plan does not adequately progress with allocating site(s) for housing, the Local Plan has built in contingency measures.



Housing Allocations at Nettlebed

- 4.32 Nettlebed, although the smallest of the Larger Villages, forms an important part of the network of settlements in the western area of the district along the A4130. It has a reasonable range of services including a primary school, doctor's surgery, village hall, convenience shop and garage, post office and pub/restaurant. It is also on the bus route, with an hourly service, being halfway between Wallingford and Henley-on-Thames. The village has a small historic core centred on the High Street with more modern housing development to the north. Nettlebed is entirely within the AONB and much of the land to the north and east is common land.
- 4.33 The community has decided not to prepare a Neighbourhood Development Plan and subsequently the Local Plan allocates sites on their behalf.

Policy H5: Land to the West of Priest Close, Nettlebed

Site area: 0.76 hectares

- 1. This allocation will be expected to deliver:**
- i) a residential development of approximately 11 dwellings;**
 - ii) a scheme of an appropriate scale and form with landscaping that conserves and enhances the AONB;**
 - iii) appropriate and safe means of access; and**
 - iv) a scheme that protects existing landscape features, including existing boundary vegetation, and any ecological constraints.**

This policy contributes towards achieving objectives 1, 2, 4, 5, 6 & 7.

- 4.34 Land to the west of Priest Close is a greenfield site on the edge of the village. The Council's Landscape Assessment Update¹² found that whilst the site lies within the Chilterns AONB, which makes it highly sensitive in its own right, the site is extremely well contained and relates well to the existing village edge. There is therefore some potential for sensitively designed small-scale residential development on the site, provided that the existing boundary vegetation is retained and, particularly on the southern boundary, strengthened.

¹² South Oxfordshire District Council - Landscape Assessment Update (Hankinson Duckett Associates, 2018)

Policy H6: Joyce Grove, Nettlebed

Site area: 10.9 hectares

- 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.**

This policy contributes towards achieving objectives 1, 2, 4, 5, 6 & 7.

4.35 Joyce Grove comprises a substantial Grade II listed house and outbuildings within a parkland setting. Given this, it would not be suitable for new-build housing, but it is considered that there is the potential to re-use and sympathetically convert existing buildings to provide some new homes. The site is currently occupied by Sue Ryder and operates as a hospice. It is a highly valued facility for southern Oxfordshire. The Council is aware that the building does not currently meet the occupier's needs and that they have been exploring options to relocate. At this point in time an appropriate alternative site has yet to be identified and the Council does not expect that the homes will contribute towards Nettlebed's housing supply until later in the plan period.

Policy H7: Land to the South and West of Nettlebed Service Station

Site area: 1.3ha

- 1. This allocation will be expected to deliver:**
 - i) a residential development of approximately 15 dwellings;**
 - ii) a scheme of an appropriate scale and form including relevant landscaping to minimise the impact on the AONB; and**
 - iii) appropriate and safe means of access.**

This policy contributes towards achieving objectives 1, 2, 4, 5, 6 & 7.

- 4.36 Land to the South and West of Nettlebed Service Station is a greenfield site on the western edge of the village. The landscape capacity study found that the site was not visually prominent and could accommodate some development. The site is in close proximity to the village providing access to a range of facilities and services.

Smaller Villages

Policy H8: Housing in the Smaller Villages

1. **The Council will support development within the Smaller Villages in accordance with Policy H16. Where a Parish Council wishes to prepare a Neighbourhood Development Plan and make housing allocations within it to support further growth, the Council will support this.**
2. **Those Neighbourhood Development Plans will need to demonstrate that the level of growth they are planning for is commensurate to the scale and character of their village, and this is expected to be around a 5% to 10% increase in dwellings above the number of dwellings in the village in the 2011 census (minus any completions since 1 April 2011).**
3. **Neighbourhood Development Plans allocating sites on greenfield sites in these locations should consider how development can meet the bespoke needs of their village, including housing mix, tenure and the amount of affordable housing.**

This policy contributes towards achieving objectives 1, 2 & 3.

- 4.37 Smaller Villages, as defined in the settlement hierarchy (Appendix 7), have no defined requirement to contribute towards delivering additional housing (beyond windfall and infill development) to meet the overall housing requirement of South Oxfordshire. There is a sufficient supply of housing from strategic allocations and from existing planning permissions, which means that the less sustainable settlements will not be required to offset the housing requirement. However some parishes may still wish to proceed with preparing a Neighbourhood Development Plan for example to achieve the protection afforded by allocating housing to fund projects they want to deliver or they would like to identify a specific type of housing bespoke to their village's needs. The Council's strategy therefore allows them to do so, provided that the levels of growth are commensurate to the size of the village.

4.38 Proposals in a Neighbourhood Development Plan must be in conformity with the strategic policies in this Plan, and policies in the NPPF. This Local Plan does not set down a requirement for Smaller Villages in the Green Belt to deliver additional housing and as such, Smaller Villages would not be expected to propose alterations to the Green Belt through Neighbourhood Development Plans.

Other Villages

4.39 It is not generally expected that those settlements classified as “Other Villages” will provide a significant source of housing supply. However, it is possible that some development proposals may come forward over the plan period in these villages, such as single dwellings, infilling and conversions from other uses. Such proposals will be considered against the relevant policies in this Local Plan.

4.40 Some of the Other Villages may wish to prepare Neighbourhood Development Plans and we will support them to bring these forward in the same way that the Council would support their preparation in Smaller Villages.

Affordable Housing

4.41 The starting position for the provision of affordable housing is outlined in Policy H9. Policy H9 is supplemented by a robust evidence base demonstrating the viability of its requirements.

4.42 The affordable housing should meet required standards and should be of a size and type which meets the requirements of those in housing need.

Policy H9: Affordable Housing

- 1. The Council will seek affordable housing contributions in accordance with the criteria set out below:**
 - **40% affordable housing on all sites with a net gain of 10 or more dwellings (Use Class C3) or where the site has an area of 0.5 hectares or more; and**
 - **40% affordable housing in respect of all developments within Use Class C2 where the site is delivering a net gain of 10 or more self-contained units; and**
 - **within the Areas of Outstanding Natural Beauty (AONB): 40%**

affordable housing on all sites with a net gain of five or more dwellings or where the site has an area of 0.5 hectares or more. For proposals of less than 10 homes in the AONB, this will be sought as a financial contribution; and

- on sites adjacent to Oxford City: 50% affordable housing on all sites with a net gain of 10 or where the site has an area of 0.5 hectares or more.

2. Proposals where affordable housing is required should have regard to the following:

- i) in circumstances where it can be adequately demonstrated that the level of affordable housing being sought would be unviable, alternative tenure mixes and levels of affordable housing provision, may be considered;
- ii) in cases where the 40% calculation provides a part dwelling, a financial contribution will be sought equivalent to that part residential unit;
- iii) the Council will expect a tenure mix of 40% affordable rented, 35% social rented and 25% other affordable routes to home ownership with the exception of Land at Berinsfield Garden Village (see specific tenure considerations in Policy STRAT10i);
- iv) with the exception of part dwellings, the affordable housing should be provided on site and the affordable housing should be mixed with the market housing;
- v) the affordable housing should meet required standards and should be of a size and type which meets the requirements of those in housing need;
- vi) affordable housing should be indistinguishable in appearance from market housing on site and distributed evenly across the site, with these units being clustered in groups of no more than 15 homes; and
- vii) to prevent the artificial subdivision of sites with the same landowner, where land is subdivided to create separate development schemes that cumulatively meet the thresholds of this policy, the Council will consider the site as a whole and will seek affordable housing on each part. The Council will also consider the site as a whole where a developer seeks to amalgamate adjacent sites with the same landowner into a single development thereby meeting the threshold.

This policy contributes towards achieving objectives 1, 2, 4 & 6.

- 4.43 Affordable housing includes social rented / affordable rented and intermediate housing that is available to households in the district whose needs are not met by the market. Other intermediate housing will be delivered in accordance with the definition in the National Planning Policy Framework. The cost must be low enough for eligible households to afford based on local incomes and house prices.
- 4.44 The exact amount of affordable housing and tenure mix on each site will be agreed through negotiation between developers and South Oxfordshire District Council, and Policy H9 will be the starting position. The Council's current housing strategy, and where relevant and appropriate, local housing needs surveys including Oxfordshire County Council Children and Education Service needs surveys, will inform these negotiations. A request for a departure from the policy by a planning applicant is expected to be supported by robust evidence, including viability assessments. Lower levels of affordable housing provision or an alternative tenure mix will be acceptable where this is justified on viability grounds. The Council will monitor the delivery of affordable housing through Policy H9 and review the Housing Delivery Strategy periodically to ensure that the aim to provide a healthy mix of houses is fulfilled.
- 4.45 In regard to accommodation classified as C2, or housing developments that seek to address the needs of the elderly, the Council will seek affordable housing contributions from developments that provide for 10 or more self-contained units. The Council defines a self-contained unit in accordance with the government's definition¹³, which states "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." Developments that consist of single bedroom units, such as traditional care or nursing homes, will not be required to provide a contribution towards affordable housing.



¹³ <https://www.gov.uk/guidance/definitions-of-general-housing-terms>

Affordable Housing on Exception Sites

Policy H10: Exception Sites and Entry Level Housing Schemes

1. **Small-scale affordable housing schemes will be permitted outside settlements, provided that:**
 - i) **it can be demonstrated that all the proposed dwellings meet a particular local need that cannot be accommodated in any other way;**
 - ii) **there are satisfactory arrangements to ensure that the benefits of affordable housing remain in perpetuity and that the dwellings remain available for local people;**
 - iii) **they have no unacceptable impact on amenity, character and appearance, environment or highways; and**
 - iv) **they do not form an isolated development and have access to local services and facilities.**
2. **Planning obligations will be sought before planning permission is issued to ensure that the above conditions are met.**
3. **Small-scale entry-level housing schemes will be permitted adjacent to existing settlements when the need for such homes is not already being met within the district provided that they are:**
 - i) **suitable for first time buyers or those looking to rent their first home;**
 - ii) **proportionate in scale to the settlement, cumulatively no larger than 1 hectare in size or exceeding 5% of the size of the existing settlement;**
 - iii) **generating no unacceptable impact on amenity, character and appearance, environment or highways; and**
 - iv) **located outside Areas of Outstanding Natural Beauty or land designated as Green Belt.**

This policy contributes towards achieving objectives 1,2, 4, & 6.

- 4.46 The Council will seek to increase the stock of affordable housing by allowing proposals which would not otherwise be permitted. The Council will work closely with Parish Councils and local communities to progress these schemes. The involvement of landowners is also crucial. Some landowners are prepared

to make available land at, or only slightly above, agricultural value, where it is understood that an exception to normal policy is being made and that planning permission would not be given for speculative housing development on that land. The Council will always support the sale of land to Registered Providers by agreement but, in circumstances where agreement cannot be reached, will consider the use of compulsory purchase powers.

4.47 The planning authority must be convinced of the need for affordable housing in a particular village and be satisfied that the housing provided would be available at a price which local people can afford. A detailed housing needs survey will be required with each planning application for a rural exception site to demonstrate the extent of the housing need arising from people with a local connection. Housing need is based on factors such as overcrowding, lack of or sharing of facilities, income, ill-health and disability. The following criteria will usually be used to define local connection:

- applicant to have lived in the parish for 5 out of the last 8 years; or
- applicant's parent or child to be currently resident in the parish, and to have at least 10 years' continuous residence; or
- applicant has worked full time for 2 years in the parish, or equivalent in part time (this may include voluntary work), and there is evidence of continuing commitment to work in the parish.

4.48 Applicants must be on the housing register before they can be nominated for an exceptions site property. Where more applicants than vacancies exist, the dwellings will be allocated in accordance with our current Housing Allocations Policy. If there are insufficient applicants meeting these criteria, applicants meeting the local connection criteria for the immediately neighbouring parishes will be considered. In this case, applicants whose local connection is closer to the new properties may be given precedence over those who are more distant.

4.49 A planning obligation will normally be required to ensure that the houses provided meet a local need, and that satisfactory arrangements are made to ensure that the benefits of affordable housing remain in perpetuity. Schemes will normally be managed by a Registered Provider.

Policy H11: Housing Mix

- 1. A mix of dwelling types and sizes to meet the needs of current and future households will be sought on all new residential developments.**
- 2. All affordable housing and at least 15% of market housing on sites**

of 10 dwellings or more should be designed to meet the standards of Part M (4) Category 2: accessible and adaptable dwellings (or any replacement standards).

- 3. At least 5% of affordable housing dwellings should be designed to the standards of Part M (4) Category 3: wheelchair accessible dwellings.**
- 4. All affordable housing and 1 and 2 bed market housing dwellings should be designed to meet the Nationally Described Space Standards.**
- 5. The mix of housing should have regard to the Council's latest evidence and Neighbourhood Development Plan evidence for the relevant area.**

This policy contributes towards achieving objectives 1, 2, 4, 5 & 6.

4.50 One of the Local Plan's objectives is to deliver a wide choice of high quality homes, highlighting the need to plan for a mix of housing based on current and future needs. Policy H11 provides that a mix of dwelling types and sizes to meet the needs of current and future households will be sought on all new residential developments. In order to meet the needs of current and future households, the mix of housing should have regard to the Council's latest evidence, monitoring and delivery and Neighbourhood Development Plan evidence where applicable for the relevant area. The current evidence (the Oxfordshire SHMA 2014) found a shortfall in smaller units and recommended for most units to be 2 and 3 bedrooms.

4.51 The Council will publish updates to its housing mix evidence as necessary.

4.52 While the housing mix should be informed by this evidence it will also need to respond to the character of the site and its setting.

4.53 New homes need to be high quality, accessible and sustainable. The Government has created a new system for the setting of technical standards for new housing. The new system comprises new additional optional Building Regulations (Part M) on water, access (including wheelchair access) and internal space. Together these are referred to as optional national technical standards. These new optional standards complement the existing set of Building Regulations, which are mandatory. Local planning authorities can choose whether to impose the additional optional national technical standards as their local standards. The additional technical standards should only be required

through Local Plan policies if they address a clearly evidenced need and their impact on viability has been considered. Policy DES10: Carbon Reduction in Chapter 8 of the Plan sets energy efficiency standards for new build residential and non-residential developments.

- 4.54 The government has also introduced a nationally prescribed space standard. This space standard does not form part of the Building Regulations, but local planning authorities will be expected to apply the national space standard instead of any local standard previously applied.
- 4.55 The Council's Housing Strategy presents evidence to support the need for improved accessibility and space standards in South Oxfordshire. The evidence shows that by 2039 over one quarter of the housing stock in South Oxfordshire will be occupied by people aged over 65. The vast majority of whom will want to continue to live in their own homes. It is amongst these older age groups, particularly those over 75, that a need for housing which is accessible or adaptable is most likely to apply.
- 4.56 There are 17,500 people in South Oxfordshire living with a long term health problem or disability of which a quarter occupy social rented housing. Those aged 65+ account for more than half of all people with a long term health problem or disability. There are significant proportions of older people living with disabilities across all tenures of housing, however the proportion in the social rented sector is disproportionately high. On average, over the four years 2012/13 - 2015/16, 185 adaptations have been made each year to properties within South Oxfordshire, and the majority of these were to housing association properties.
- 4.57 The evidence shows there is a case in South Oxfordshire for building up a stock of accessible and adaptable homes, in line with Part M (4) Category 2: accessible and adaptable dwellings of Building Regulations, over the long term. The Council has considered the costs of delivering these homes through our viability evidence testing. This case for delivering these homes is strongest with regard to the affordable sector, to ensure that the affordable housing stock is capable of meeting their needs. The Council has control over the occupancy of the affordable housing stock so can ensure, as far as possible, accessible and adapted homes are available to those with specific needs.
- 4.58 Very few wheelchair accessible properties are available in the district. In the 5 years, 2011/12 - 2015/16, only 3 properties have been developed. There is evidence of some need for wheelchair accessible properties, in line with Part M (4) Category 3: wheelchair accessible dwellings of Building Regulations, within

On average, 185 adaptations have been made each year

the affordable housing sector. The need for wheelchair accessible properties is relatively small in the market housing sector.

The price of space is high. As a result, developers tend to build and buyers purchase and occupy smaller homes

4.59 The price of space is high. As a result developers, tend to build and buyers purchase and occupy smaller homes. The space available in homes in the affordable sector is particularly important because these homes are occupied more intensively than homes in the market sector. Houses are allocated on the minimum amount of space required and this has come under even more pressure since the introduction of the "under occupancy charge" which reduces benefit payments to working age people who are under occupying their homes. In comparison, in the market sector households have a greater tendency to buy and occupy homes according to their income and life stage and levels of under occupancy are often high. Overcrowding is more of an issue in the private rented sector, although there are not high levels of overcrowding in the district. It is where homes are fully occupied that it is important to ensure that the space available is sufficient to meet the family's needs.

4.60 In South Oxfordshire, the majority of dwellings on the market for sale meet or exceed the nationally described space standards. However, there is evidence that a significant proportion of smaller properties in the district, such as one and two bedroom properties, particularly new build properties, fall below the space standard. This is a concern given that these properties are more likely to be fully occupied, particularly if they are rented. There are also some areas in the district, Henley-on-Thames, Didcot and Chinnor, where properties appear more likely to fall below the minimum space standards.

4.61 Policies to increase floor area in line with space standards are likely to result in higher prices for those dwellings, and this could price some households out of the market for new homes.

4.62 The Council will put in place a system to collect data on the Gross Internal Area of new build properties, in addition to the number of bedrooms so that this can be monitored.

Custom-Build and Self-Build

Policy H12: Self-Build and Custom-Build Housing

1. **The Council will support proposals for self-build and custom-build projects that are delivered in accordance with policies in the Development Plan.**
2. **On strategic allocations the Council will seek 3% of the proportion of the developable plots to be set aside for self-build and custom-build. This will be reviewed through the Authority Monitoring Report, subject to the need shown on the register. Self and custom-build properties could provide market or affordable housing.**
3. **Neighbourhood Development Plans should consider the local need for this type of development and where appropriate identify specific sites to allocate for self-build and custom-build housing.**
4. **Where serviced plot(s) for self and custom-build have been sought as part of an allocation in a Neighbourhood Development Plan or strategic allocations within the Local Plan, they must be made available and marketed for an appropriate time (to be agreed with the local planning authority through the granting of planning permission for the site). If, following this marketing these plots have not sold, and sufficient evidence is provided that there is not likely to be market interest in the plot(s), the applicant will be able to develop the land for further market housing.**

This policy contributes towards achieving objectives 2, 5 & 7.

4.63 Building your own home could be a more affordable way for many people to become home owners. The Council strongly support initiatives that provides opportunities for people to design and/or build their own home. The two types of projects can be described as follows:

- **Custom-build:** The eventual occupiers take on a “project management” role, coordinating the services of designers, architects, planners and construction staff. They may get actively involved in some aspects, but generally physical involvement is kept to a minimum.
- **Self-build:** The occupiers take on an active role, procuring, designing and building their own home. They may outsource elements of the project,

where their skills or time do not allow it. This option is generally cheaper than custom-build, as “sweat equity” reduces the cost of the project.

- 4.64 The Council hosts a register where people can indicate their interest in custom and self-build opportunities at <https://www.southoxon.gov.uk/south-oxfordshire-district-council/planning-and-development/local-plan-and-planning-policies/planning-registers/self-and-custom-build-register/>
- 4.65 Where there is evidence for a need for these types of plots, the Council expects opportunities to be identified in partnership with Parish Councils, Neighbourhood Planning Groups and Community Led Housing groups that could address the specific local need, in line with the Joint Housing Delivery Strategy and policies in the Development Plan.
- 4.66 The Council may support provision of self-build plots as part of planning approvals to provide open market or affordable housing where a specific realistic and deliverable need is identified.
- 4.67 Where self-build and custom-build plots are to be provided through strategic allocations in the Local Plan or on major development sites, the Council will support their provision where they are appropriately designed and incorporated into the masterplan for the site and consistent with other policies within the Development Plan. On sites where developable plots are to be set aside for self and custom-build, the Council would support these plots being delivered individually or as collective self-build plots as part of a community led housing project.
- 4.68 In most cases self and custom-build proposals would be expected to be delivered as part of the open market part of a development site. However, in certain circumstances where it is in accordance with the Council’s affordable housing policy and there is agreement on its delivery with a Registered Housing Provider, it may be acceptable for it to come forward as part of the affordable housing contribution of the site. The Council encourages developers of such proposals to seek pre-application advice to determine the suitability of the proposals as they will be determined on a case by case basis.
- 4.69 The Council will monitor the number of people registered as interested in self and custom-build homes in South Oxfordshire and the number of permission granted on annual basis through the Authority Monitoring Report. The Council will support the delivery of this type of home in appropriate locations. The 3% plot requirement in Policy H12 is the percentage required to deliver the existing level of homes on the register solely through the proposed strategic allocations as set out in STRAT policies 7, 9, 10i, 11, 12 and 13.

Specialist Accommodation for Older People

Policy H13: Specialist Housing for Older People

- 1. Encouragement will be given to developments which include the delivery of specialist housing for older people in locations with good access to public transport and local facilities.**
- 2. Local communities will be encouraged to identify suitable sites for specialist housing for older people through the Neighbourhood Planning process.**
- 3. Provision should be made for specialist housing for older people within the strategic housing developments allocated in this plan.**

This policy contributes towards achieving objectives 1, 2, 4, 5 & 6.

4.70 Housing and health are inextricably linked, and the value of living in a suitable home in a sustainable location becomes even more important as people get older. Being able to continue living independently for as long as possible may require some level of support which could be provided through adaptations to the home or receiving social care visits at home. However, other options can include moving to a more suitable property – perhaps a smaller home without stairs - or to a home which is provided as part of a specialist housing scheme such as “Close Care”, Extra Care Housing or other form of retirement housing. Providing options for people to “downsize” to smaller or specialist housing can help free up family housing.

4.71 The Council’s design policies encourage the provision of housing that specifically caters for the needs of all people, or can be adapted for them in line with the “accessible and adaptable” standards in Building Regulations Part M.

4.72 The private sector is a key player in bringing forward specialist schemes for older people, and full encouragement is given to such schemes on sites close to public transport and local shops and facilities. Developers are also encouraged to work with local communities to identify suitable sites within Neighbourhood Development Plans. Developers of specialist schemes for older people should also

work with the developers of major strategic sites to ensure that such housing is delivered as part of the strategic allocations. Strategic site masterplans should demonstrate how needs for specialist accommodation for older people have been incorporated in the site layout and design.

- 4.73 The Council will work with the County Council and Homes England to secure sites and obtain funding, to deliver suitable housing that enables older people and people with other specialist housing needs to live independently.

Gypsies, Travellers and Travelling Showpeople

- 4.74 The overall scale of need for Gypsy, Traveller and Travelling Showpeople accommodation in the district is small in comparison to wider housing needs, but the Council has a responsibility to address these needs. It is important that the Local Plan develops a fair and effective strategy to meet the needs of Gypsies, Travellers and Travelling Showpeople, particularly through the identification of land for pitches.

Policy H14: Provision for Gypsies, Travellers and Travelling Showpeople

- 1. The provision of pitches for Gypsies and Travellers and plots for Travelling Showpeople will be delivered through:**
 - i) safeguarding authorised sites;**
 - ii) extending existing sites, where possible, to meet the needs of existing residents and their families;**
 - ii) delivery within the following strategic allocations:**
 - **4 pitches for Gypsies and Travellers at Didcot North East (carried forward from Core Strategy) as shown on the policies map;**
 - **3 pitches for Gypsies and Travellers at Land adjacent to Culham Science Centre (STRAT9) as shown on the policies map;**
 - **3 pitches for Gypsies and Travellers at Land at Chalgrove Airfield (STRAT7) as shown on the policies map.**
- 2. Additional proposals for pitches for Gypsies, Travellers and Travelling**

Showpeople not set out in Part 1 of this policy, will be permitted where it has been demonstrated that the following criteria have been met:

- i) the capacity of the site can be justified to meet needs for further Gypsy, Traveller and Travelling Showpeople sites, or extensions to existing sites;
- ii) the site is not located within the Oxford Green Belt unless very special circumstances are demonstrated;
- iii) the proposal will not have an unacceptable impact on the character and appearance of the landscape and the amenity of neighbouring properties, and is sensitively designed to mitigate visual impacts on its surroundings;
- iv) there are no adverse impacts on the significance of heritage assets;
- v) the site has safe and satisfactory vehicular and pedestrian access to the surrounding principal highway network. The site will be large enough to enable vehicle movements, parking and servicing to take place, having regard to the number of pitches/plots on site;
- vi) the site can be provided with safe electricity, drinking water, sewage treatment and waste disposal facilities; and
- vii) no significant barriers to development exist in terms of flooding, poor drainage, poor ground stability or proximity to other hazardous land or installation where other forms of housing would not be suitable.

This policy contributes towards achieving objectives 2, 4, 5 & 6.

Policy H15: Safeguarding Gypsy, Traveller and Travelling Showpeople Sites

1. Proposals that result in the loss of an authorised and permanent site for residential use by Gypsies, Travellers and Travelling Showpeople will not be permitted unless it can be clearly demonstrated that:
 - i) the site is no longer suitable for such use and suitable alternative provision is made for the use on a site of equal or better quality with equal access to services; or
 - ii) that there is no need for Traveller pitches in the district.
2. Appropriate, detailed and robust evidence will be required to

satisfy the above criteria. The Council will require the independent assessment of this evidence.

- 3. Planning conditions or legal obligations may be necessary to ensure that any replacement sites are provided. Any replacement site should be available before the original site is lost.**

This policy contributes towards achieving objectives 2, 4, 5 & 6.

- 4.75 Gypsies, Travellers and Travelling Showpeople are defined as persons that are leading or have led a nomadic life. Travelling Showpeople differ from other Gypsies and Travellers as their employment and travel centres upon holding fairs, circuses or shows across the country. Therefore, different terminology is used when referring to their residential needs. Gypsy and Traveller households tend to reside on a residential "pitch" within a Traveller "site" whereas Travelling Showpeople tend to reside on mixed-use "plots" within a Travelling Showperson's "yard".
- 4.76 Local planning authorities are required to set pitch and plot targets for Travellers which address their accommodation needs. The Council identify these needs by undertaking a Gypsy, Traveller and Travelling Showperson Accommodation Assessment (GTAA), which identifies how many additional permanent Traveller pitches will have to be delivered during the plan period. The GTAA was updated to reflect changes to national guidance set out in Planning Policy for Traveller Sites (2015) (PPTS). The most significant of these changes was to the planning definition of a 'Gypsy' or 'Traveller'. Gypsies and Travellers who have stopped travelling permanently due to ill health or old age have now been removed from this definition. The changes also make it much more difficult for Gypsies and Travellers to get planning permission for pitches located in the Green Belt or open countryside.
- 4.77 The GTAA (2017), prepared jointly with Cherwell District Council, Oxford City Council and Vale of White Horse District Council, identified a need for 10 additional permanent Gypsy and Traveller pitches to be delivered to 2033. For the Travelling Showperson community, the assessment identified no need for any additional plots. The need identified in the most recent GTAA is lower than the need identified in the GTAA update in 2014. This is because the Council is only required to identify pitches and plots for Gypsies, Travellers and Travelling Showpeople who meet the planning definition set out in PPTS (2015).
- 4.78 The 10 pitch requirement includes provision for Traveller families where it was unknown whether they met the planning definition set out in PPTS (2015).

The accommodation needs of families where it was known that they no longer meet the definition are taken into account with other 'caravan dwellers'.

To guide speculative applications appropriately, Policy H14 includes criteria against which applications for Gypsy, Traveller and Travelling Showpeople accommodation can be assessed.

4.79 Work was undertaken in 2013/14 to identify appropriate sites for permanent Traveller pitches. The Delivery of Pitches report (2015) recommended safeguarding all existing permanent Traveller sites within the district and intensifying and/or extending these, where appropriate. The study also identified new sites with the potential of being suitable for permanent Traveller sites. This included the greenfield neighbourhood development at Didcot, now known as Didcot North East, which was considered suitable for 15 permanent Traveller pitches. Delivering pitches on this site was also identified as a priority in the Core Strategy (Policy CSH5). Other sites recommended by the study as sites with potential and future potential could not be taken forward for a variety of reasons including, the sites being needed for infrastructure improvements, the sites being identified for a different use in a Neighbourhood Development Plan, the sites being located in the Green Belt or the sites identified as potential waste management sites.

4.80 Taking into account the recommendations made by the Delivery of Pitches report (2015) previous priorities set out in the Core Strategy and our strategy for this Local Plan, we have identified three sites that could deliver the 10 pitches required. The Council have taken forward the previous commitment from the Core Strategy to provide pitches at Didcot North East and are allocating four pitches to this site. The remaining six pitches will be delivered at our strategic sites at Chalgrove and Culham. Allocating pitches at strategic sites 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.

4.81 The Council will continue to monitor the need for and supply of Traveller pitches and plots within the district.

Work was undertaken in 2013/14 to identify appropriate sites for permanent Traveller pitches

Infill Development

Policy H16: Backland and Infill Development and Redevelopment

- 1. Within Smaller Villages and Other Villages, development should be limited to infill and the redevelopment of previously developed land**

or buildings.

2. **Infill development is defined as the filling of a small gap in an otherwise continuous built-up frontage or on other sites within settlements where the site is closely surrounded by buildings. The scale of infill should be appropriate to its location.**
3. **Where a proposal encompasses residential development of land behind an existing frontage or placing of further dwelling/s behind existing dwelling/s within the existing site, the proposals should demonstrate that:**
 - i) **the privacy of existing and future residents will be protected;**
 - ii) **means of access can be appropriately secured; and**
 - iii) **development would not extend the built limits of the settlement.**

This policy contributes towards achieving objectives 2, 4, 5 & 6.

4.82 The development of large back gardens or land behind an existing residential frontage may be acceptable in principle if it meets the criteria in the above policy. However, such development will not normally be permitted if it creates problems of privacy and access.

Subdivision of Dwellings and Multiple Occupation

Policy H17: Sub-division and Conversion to Multiple Occupation

1. **The sub-division of dwellings and conversions to multiple occupation will be permitted provided that the development:**
 - i) **would not harm the amenity of the occupants of nearby properties; and**
 - ii) **is appropriate in terms of the size of the property and the proposed internal layout, access, private amenity space and car parking provision.**

This policy contributes towards achieving objectives 2, 4, 5 & 6.

4.83 The sub-division of larger properties into flats can add to the stock of smaller and less expensive dwellings, more of which will be required over the coming decade to accommodate the growth in smaller households. Houses in multiple occupation have a number of residents living in them as separate households and they can provide a useful and relatively affordable form of accommodation for single people. However, subdivision and conversion to multiple occupation will not be permitted if it would result in access problems, over development, lack of garden space, lack of car parking space and a general alteration to the character of the property and the residential character of the area, either on its own or cumulatively. The introduction of large areas of hard surfaces for car parking in gardens will be resisted where it would be detrimental to the character of the area.

Replacement Dwellings

Policy H18: Replacement Dwellings

1. **Proposals for the replacement of an existing dwelling located outside the built-up areas of settlements will be permitted provided that:**
 - i) **the residential use of the existing dwelling has not been abandoned;**
 - ii) **the existing dwelling is not subject to a temporary or time limited planning permission;**
 - iv) **within the Green Belt, the proposed replacement dwelling is not materially larger than the dwelling it replaces*;** and
 - v) **the proposal can demonstrate that satisfactory vehicular access and parking arrangements and adequate amenity areas are retained for the replacement dwelling.**

* External garages and outbuildings will not be included in this calculation.

This policy contributes towards achieving objectives 1, 2, 4, 5, 6 & 7.

4.84 In the Green Belt, replacement dwellings should not be materially larger than the dwellings they replace. The Council 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, in addition to any unused permitted

development rights, 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. Where the existing dwelling has garage accommodation which is to be demolished, applications for the replacement dwelling should also include replacement garage accommodation or the volume of the replacement dwelling should be reduced commensurately.

- 4.85 Where planning permission is granted for a replacement dwelling with a volume which is inclusive of permitted development rights, the Council will impose a condition removing permitted development rights for extensions/additions to the new house. Where applications are submitted to extend replacement dwellings, the Council will take into account the size of the dwelling it replaced. In all cases, the Council 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, size, form or materials used. In the Areas of Outstanding Natural Beauty, the Council will give great weight to conserving and enhancing the natural beauty of the area, wildlife and cultural heritage.

Rural Workers' Dwellings

Policy H19: Rural Workers' Dwellings

1. **The provision of a rural worker dwelling in the open countryside will be permitted provided that:**
 - i) **it is essential, and can be demonstrated there is an existing need for one or more permanent full time workers to be readily available at all times for the rural enterprise to operate viably;**
 - ii) **the functional need cannot be met by other suitable available existing dwellings in the locality of the rural enterprise;**
 - iii) **the rural enterprise is economically sustainable, has been established for at least 3 years and is likely to remain financially viable for the foreseeable future;**
 - iv) **the size and scale of the dwelling is proportional with the needs of the rural enterprise; and**
 - v) **it respects the landscape, rural character, and its rural locality.**
2. **If a rural worker dwelling is essential to support a new rural enterprise it should be provided temporarily by a caravan, a wooden**

structure which can easily be dismantled, or other temporary accommodation for the first three years.

- 3. Planning permission will be subject to an appropriate occupancy condition, restricting its occupation to a person who is directly employed on a permanent full time basis and their family.**

This policy contributes towards achieving objectives 2, 3 & 7.

4.86 The planning system should seek to support a prosperous rural economy.

The Council will support economic growth in rural areas to create jobs and prosperity by taking a positive approach to sustainable new development and balancing sustainable growth with the protection of the countryside. The Council recognises that the demands of rural businesses can sometimes necessitate the need for one or more employees to live either at, or close to, their place of work. This demand can arise from a range of rural based enterprises, such as farming, forestry, and commercial equine-related businesses. The Council will therefore support the need for rural workers' dwellings in the open countryside where there is a demonstrable need in order to sustain the effective operation of a viable rural business. A financial appraisal will need to be provided with any proposal.

4.87 The proposal will need to demonstrate that there is no suitable available existing accommodation in the vicinity of the rural business (such as the nearest settlement) or buildings suitable for re-use and conversion to residential use, either on the site of the rural enterprise, or in its locality. Proposals for new



rural enterprises requiring a rural worker dwelling will need to demonstrate how the business will be viable and sustainable for the longer term.

- 4.88 If the proposal complies with this policy, permission will be given for temporary accommodation for the first three years before an application for a permanent dwelling will be considered. The Council may also seek a legal agreement to tie the building to the land to discourage subsequent fragmentation of the agricultural unit by separate use of the building.

Extensions to Dwellings

Policy H20: Extensions to Dwellings

1. **Extensions to dwellings or the erection and extension of ancillary buildings within the curtilage of a dwelling, will be permitted provided that:**
 - i) **within the Green Belt the extension or the alteration of a building does not result in disproportionate additions over and above the size of the original* building;**
 - ii) **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; and**
 - iii) **sufficient amenity areas are provided for the extended dwelling. Development should have regard to the advice within the South Oxfordshire Design Guide.**

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

This policy contributes towards achieving objectives 1, 2, 4, 5, 6 & 7.

- 4.89 Planning permission is not always required for house extensions but where it is needed, the above policy will apply. Householders contemplating alterations or extensions to their home should check with us to see whether planning permission is required and have regard to the Design Guide.

Accommodation in Town Centres

Policy H21: Loss of Existing Residential Accommodation in Town Centres

- 1. The loss of existing residential accommodation in the town centres will not be permitted other than in accordance with the relevant policies of this Plan, except in cases of upper floor accommodation where an independent access does not exist and cannot be provided, or in cases where there are insurmountable environmental factors which militate against continued residential use. The loss of private gardens, which could affect the residential amenity of the occupants of existing dwellings will also be resisted.**

This policy contributes towards achieving objectives 1, 2, 4, 5, 6 & 7.

4.90 It is particularly important to retain residential accommodation in the town centres to maintain a balance between uses and to allow easy access to services. The Council will allow a change of use in the exceptional circumstances described in the policy. With regard to environmental factors, however, there will be few locations in the four South Oxfordshire towns where noise, fumes or other forms of nuisance will be such as to render premises unsuitable for living accommodation. The local planning authority will be guided in this matter by advice from its environmental health department.

4.91 The amenity afforded by a private garden is often an important factor in keeping town centre flats and houses in residential use. The Council will, therefore, resist development that would destroy such gardens.




Welcome
↑ Red Kite House
Kestrel House
Manor House  
Fountain Building
Stables
Puddleduck Nursery
Evenlode
Windrush Innovation Centre
Lifestyles Gym
Isis Innovation Centre
Thames Wing



5 EMPLOYMENT AND ECONOMY

Introduction

- 5.1 Oxfordshire is one of the strongest economies in the UK, and is home to one of the most important clusters of research-based, high-value businesses in Europe, including scientific research and development, higher education, health related industries, car manufacture and motorsports, creative and digital sector businesses and visitor economy. Oxfordshire is uniquely placed with sectors poised for growth including medicine and life sciences (bio-technology for example), advanced engineering (cryogenics, space, advanced materials), information technology, and low carbon environmental technologies¹⁴. However economic growth is hindered by productivity per person being below the average for the South East of England, a heavily constrained energy network, higher median house prices and, while full fibre roll out is double the UK average at 8%, this is well behind our international competitors.
- 5.2 South Oxfordshire lies within the economically buoyant Thames Valley area between Oxford and Reading. The western part of the district lies within Science Vale, the location of a particularly high density of science and high-technology activities centred around Harwell Campus¹⁵, Culham Science Centre and Milton Park (one of Europe's largest business parks) and containing both the Science Vale Oxford and Didcot Growth Accelerator Enterprise Zones.
- 5.3 The Oxfordshire Local Enterprise Partnership (OxLEP) published a Strategic Economic Plan (SEP) in 2016 setting out an ambition for accelerated economic growth for Oxfordshire. The Plan seeks to meet the needs of our science and knowledge-rich economy, placing Oxfordshire at the forefront of the UK's global growth ambitions. In 2019, OxLEP also published its Local Industrial Strategy (LIS), which outlines how Oxfordshire will support the achievement of the National Industrial Strategy. The LIS builds on the SEP, providing a framework to guide public and private sector investment, which itself will help Oxfordshire to secure its position as a top global innovation network and increase productivity all business sectors.
- 5.4 Whilst the LIS will benefit approximately 20% of South Oxfordshire businesses, the Council's Business and Innovation Strategy (BIS) 2017 to 2020 outlines its support for all businesses in the district: from the home-based sole traders to the rapidly growing small and medium businesses that are integral to the science and high-technology supply chain. The BIS highlights the challenges businesses

The Plan seeks to meet the needs of our science and knowledge-rich economy, placing Oxfordshire at the forefront of the UK's global growth ambitions

¹⁴ Oxfordshire Skills Strategy to 2020: Building a responsive skills support system

¹⁵ Harwell Campus formerly known as Harwell Science and Innovation Centre

have in finding quality office space of the right size, in the right location, and at the right price. The Local Plan can help address this challenge by implementing policies to encourage the safeguarding and refurbishment of existing employment land and the creation of new sites that will allow our innovative businesses to increase productivity and grow.

The majority of workers employed in South Oxfordshire are employed in the service industries

5.5 South Oxfordshire's four towns are the main employment centres, yet there is also employment provided by a large number of small firms and some major international research institutions elsewhere within the district. The largest employment centre outside the towns is Culham Science Centre, which specialises in fusion research and hosts a number of high-tech research and development activities in energy, materials and robotics, as well as commercial technology organisations. The business area around Monument Business Park at Chalgrove provides an important range of businesses and premises. There is also an important cluster of environmental science companies and research institutions at Crowmarsh Gifford and Wallingford.

5.6 South Oxfordshire has a higher than average number of economically active people at 83.5% compared with a national average of 75.8% (Jan to Dec 2019). The number of economically active people increased from 73,400 (in 2014) to 77,700 (in 2019). Unemployment fell from 2.9% to 2.1% over the same period¹⁶.

5.7 The Local Plan will continue to encourage and support the local economy and develop a balance between jobs and housing. The majority of workers employed in South Oxfordshire are employed in the service industries, a third of which are within financial and other business services, which is above the national average. The second largest sector is Public Administration, Education and Health. South Oxfordshire has a slightly higher than average number of micro-businesses that employ up to 9 people. South Oxfordshire has a higher than average number of people employed at Manager, Director or Senior Official level. South Oxfordshire's residents are highly-qualified, again above the national average.

5.8 Employers take a very positive view of South Oxfordshire as a place to do business. Key strengths highlighted by employers include its central geographic location bringing them in close proximity to customers, suppliers and other businesses alongside good transport links and the fact that it is a thriving and prosperous area¹⁷. For many small and medium enterprises the quality of life and work/life balance represents the key reason for locating and operating within the district¹⁸.

¹⁶ ONS annual population survey (numbers are for those aged 16 and over, % are for those of aged 16-64)

¹⁷ Oxfordshire Employers Skills Study 2010, Oxfordshire Economic Partnership

¹⁸ South Oxfordshire District Council and Vale of White Horse District Council SME Business and Innovation Strategy, March 2017 (Lichfields)

5.9 In 2015 the incomes of residents living in the district were higher than people working within the district. This means that people living within the district were earning higher incomes by commuting to work outside of the district, mostly in the surrounding areas of 'Science Vale' in the Vale of White Horse, Reading and Oxford, and also by commuting to London. This implies that the area suffers from a leakage of highly skilled residents to employment elsewhere.

Economic Forecasts

5.10 The 2014 SHMA forecasts anticipated economic growth across Oxfordshire and the district between 2011 and 2031. The SHMA forecasts a total increase in employment of around 88,000 people for Oxfordshire with an increase of 11,455 jobs in South Oxfordshire from 2011 to 2031. The 'South Oxfordshire Employment Land Review Addendum' (SOELRA) published in August 2017 examines the forecasts of the 2014 SHMA. Based on the SHMA, the SOELRA projects an increase of 12,403 jobs from 2011 to 2033 with an increase of between 6,227 and 6,734 jobs in the office, manufacturing and distribution sectors.

5.11 To plan for the economic growth forecast in the 2014 SHMA, the SOELRA forecasts (based on its labour supply forecasting scenario) that 35.9 hectares of additional employment land is required in the district over the period 2011 to 2033. As this employment forecast ends at 2033, to account for the further two years in the plan period beyond the date of the evidence base, an additional requirement of 3.2 hectares is required (based on a pro-rata for the previous plan period). This results in a minimum employment requirement of 39.1 hectares of employment land in the district over the period 2011 to 2035.

5.12 The 2015 South Oxfordshire Employment Land Review (ELR) reports that, within South Oxfordshire employment land comprised approximately:

- 40.7 hectares (234,100sqm) of gross office floorspace and
- 265.1 hectares of gross industrial land
- A third of this industrial land is in light or general industrial use, with the majority in warehousing and distribution use.

5.13 The 2015 ELR undertook a review of the quality and characteristics of employment land in the district, identifying where existing employment areas have capacity for expansion. It went on to make recommendations for the potential locations and approximate amounts of additional office, research and development space:

- Culham Science Centre: 3.3 hectares (19,000sqm)
- Central Didcot: 2.6 hectares (15,000sqm)
- Land at or near Monument Business Park - Chalgrove: 0.7 hectares (4,000sqm)
- With a remainder of 0.3 hectares (2,000sqm) met in the town centres of Henley-on-Thames, Wallingford (including Crowmarsh Gifford) and Thame.

5.14 The 2015 ELR also made recommendations for the potential locations and approximate amounts of additional industrial land:

- Crowmarsh Gifford: 2.5 hectares
- Culham Science Centre: Approximately 1.3 hectares
- Hithercroft Industrial Estate - Wallingford: 1.9 hectares
- London Road Industrial Estate - Wheatley: 0.4 hectares
- Land at or near Monument Business Park - Chalgrove: 2.5 hectares
- Southmead Industrial Estate - Didcot: 2.9 hectares
- Thame: 1.6 hectares
- With a remainder of 6.3 hectares provided at new sites at the four main towns.

Strategy

The Local Plan aims to support the provision of jobs for the increased population of the district and flexible business space that fulfils demand

5.15 The Council aims to ensure that all residents have the skills and infrastructure needed to gain meaningful employment locally, and to be highly productive in those jobs. The Local 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. The Local Plan aims to support the provision of jobs for the increased population of the district and flexible business space that fulfils demand. The Council will encourage key economic sectors that can add value to the local economy, along with supporting existing businesses and education providers.

5.16 The Council aims to support inclusive and sustainable development by planning new housing close to employment development and by working with partners to improve skills and productivity amongst residents. Flexibility is key to respond to changing economic circumstances by having enough land available that is capable of being developed and well served by digital, utility and transport infrastructure. The Council also needs to make sure that there are a variety of sites for large and small businesses, for innovation and for skills development, all of which links to the knowledge-based economy and the sharing of local innovation and technology that can improve productivity.

5.17 The Council's strategy makes a strong link between the housing growth in Didcot and the business growth needs of 'Science Vale', including at Harwell Campus and Milton Park outside the district (within Vale of White Horse District). The Council has worked with Vale of White Horse District Council to plan for enough jobs to cater for Didcot's increased population. Core Policy 6 of the adopted Vale of White Horse Local Plan 2031 identifies 28 hectares of employment land at Milton Park within the Vale of White Horse District, of which 6.5 hectares is to meet the cross-boundary employment land needs of Didcot within South Oxfordshire.

5.18 The Local Plan's locations for employment are as follows:

- Within Science Vale:
 - Culham Science Centre and the adjacent strategic site;
 - Didcot (with some at Milton Park in the Vale of White Horse); and
 - The strategic site in Berinsfield.
- At sustainable locations:
 - The strategic sites in Chalgrove and Grenoble Road;
 - The towns of Henley-on-Thames, Thame and Wallingford with sites to be identified in Neighbourhood Development Plans; and
 - At Crowmarsh Gifford with sites to be identified in the Neighbourhood Development Plan.

5.19 The Local Plan supports developments at the Culham Science Centre and land to the west of the Science Centre which focuses growth within Science Vale, close to Didcot and with rail links to Oxford. The Science Centre site and the adjacent land will be planned comprehensively and will incorporate an additional 7.3 hectares of employment land. There will be opportunities for the replacement of temporary buildings at the Science Centre and an intensification of existing uses. There may be the need for redevelopment of some buildings for industries that tend to provide a lower density of employment. The Local Plan is planning for the redevelopment of the Culham No.1 site between the Culham Science Centre and the railway station to make the most of this sustainable location. The Plan requires the 10 hectares of existing employment land on this site to be retained within the wider area and the Council will support the relocation of the existing business if required.

5.20 The Council is supporting significant housing development at Chalgrove Airfield, Berinsfield and Grenoble Road. To enable the creation of sustainable communities and to provide new residents with the chance to work locally, the Local Plan proposes allocations for additional employment land at these locations to complement the strategic allocations. In addition, the Local Plan supports the provision of additional employment land at the four towns as

these are sustainable locations where additional housing delivery will take place over the plan period.

Policy EMP1: The Amount and Distribution of New Employment Land

- 1. To facilitate the provision of additional office, manufacturing and distribution jobs between 2011 and 2035 a minimum requirement of 39.1 hectares of employment land will be provided. Employment land will be provided at the following locations:**

Location	Site	Net amount of employment supply (hectares)
Didcot	Southmead Industrial Estate (Carried forward from Core Strategy)	2.92
	Milton Park (Within Vale of White Horse District) (Carried forward from Core Strategy)	6.5
Henley-on-Thames	Sites to be identified in the NDP	1.0
Thame	Sites to be identified in the NDP	3.5
Wallingford	Sites to be identified in the NDP	3.1
	Hithercroft Industrial Estate (Carried forward from Core Strategy)	1.09
Crowmarsh	Sites to be identified in the NDP	
Gifford	(Likely to be at Howbery Park)	0.28
Culham	Redevelopment and intensification of Culham Science Centre and Culham No.1 site with strategic allocation west of Culham Science Centre. 10 hectares of existing employment land at Culham No.1 to be retained within the comprehensive development.	7.3
Chalgrove	To be allocated in accordance with STRAT7	5.0
	To be allocated in accordance with EMP9	2.25
Berinsfield	To be allocated in accordance with the regeneration strategy	5.0
Grenoble Road	Extension to Oxford Science Park, to be allocated in accordance with STRAT11	10.0
Total		47.94

This policy contributes towards achieving objectives 1, 2, 3 & 6.

Types of Employment Premises

5.21 In order to meet the diverse need for employment across South Oxfordshire the policy below requires a range of premises within any proposals for employment development.

Policy EMP2: Range, Size and Mix of Employment Premises

- 1. Proposals for employment use will provide a range of sizes and types of premises, including flexible business space to meet current and future requirements. The Council will support proposals for premises suitable for small and medium sized businesses, including start-up/ incubator businesses (up to 150sqm) and grow-on space (up to 500sqm). Proposals for employment uses will be considered against this criteria and the overall employment distribution strategy at EMP1.**

This policy contributes towards achieving objectives 1, 2, 3 & 6.

5.22 South Oxfordshire District Council, in partnership with the Vale of White Horse District Council, commissioned consultants Lichfields to prepare a Small to Medium Sized Enterprises (SME) Business and Innovation Strategy (2017). The strategy highlights the importance of SMEs in South Oxfordshire and the difficulties these firms are experiencing in finding suitable premises.

5.23 To promote a balanced local economy, the Plan needs to ensure that a range of size and types of premises is available. The Council will seek to widen the variety of premises to include more modern and flexible business space. Enough space is needed for small and medium sized businesses, including start-up/incubator businesses (up to 150sqm) and grow-on space (up to 500sqm), and opportunities to provide this will be sought. Whether units are suitable for start-up/incubator businesses will depend partly on management arrangements and lease terms that are beyond our control; however the Council will do all it can to assist in this regard.

Retention of Employment Sites

Policy EMP3: Retention of Employment Land

1. **Existing employment land will be retained in order to promote and grow a balanced, sustainable economy and local services. Proposals for the redevelopment or change of use of employment land to non-employment uses will only be permitted if:**
 - i) **the applicants can demonstrate that any employment use is no longer viable; or**
 - ii) **it is evidenced that there is no market interest in the site following one year of active and effective marketing; or**
 - iii) **the development would bring about significant improvements to the living conditions of nearby residents, or to the environment. In assessing this, the Council will consider whether there is a realistic prospect of mitigating the detrimental effects of continuing employment use.**
2. **In addition to the criteria above, where there is no reasonable prospect of land or premises being used for continued employment use, a mixed use enabling development which incorporates employment space should first be considered.**
3. **Schemes that improve the stock of existing employment land, employment premises, commercial buildings and the environment of existing employment areas will be supported.**
4. **Through the monitoring of employment land gains and losses, the Council will record, and publish in the Authorities Monitoring Report, how much land the Council continues to need to meet the projected employment land requirements in the district. The Council will use this information to help determine planning applications.**

This policy contributes towards achieving objectives 1, 2, 3 & 6.

- 5.24 To support sustainable economic growth, meet the development needs of businesses and the anticipated needs over the plan period and to ensure that sufficient land of the right type is available, the Council will seek to ensure that employment land is not lost during economic fluctuations. The policy seeks to ensure that employment land is only released for other uses where there is no reasonable prospect of a site being used for that purpose.

- 5.25 It is 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. This need is particularly strong as a number of employment sites and premises have been redeveloped for housing in recent years. Local employment plays an important role in supporting local services and facilities and supporting sustainable communities.
- 5.26 The district is an area of economic growth and demand for premises is usually high. However, there may be instances where the continued use of a site for employment is not economically viable. In such circumstances, and before any planning permission for alternative, non-employment uses is granted, the Council will require evidence that the site has been marketed reasonably at a realistic price for at least one year. The Council is likely to take advice from property consultants about the evidence submitted and prevailing market conditions. The Council has a guidance note that demonstrates the sorts of marketing that will be necessary to meet the above criterion for market interest evidence. In the event that any employment use is demonstrably not viable in economic terms, the Council requires that a range or mix of alternative uses is explored and the policies in this Plan on other uses will apply.

The Four Towns

Policy EMP4: Employment Land in Didcot

- 1. In addition to employment opportunities generated through the Didcot Garden Town Delivery Plan and the strategic allocations in this Plan, 2.92 hectares of employment land will be delivered at Didcot at the following sites located within Southmead Industrial Estate:**
 - **Site EMP4i: Southmead Industrial Estate East (2.66 hectares)**
 - **Site EMP4ii: Southmead Industrial Estate West (0.26 hectares)**
- 2. A small part of site EMP4i is located within an area of flood risk. Employment uses are classed as 'less vulnerable', however comprehensive development of the site should be appropriate to the flood risk level.**

This policy contributes towards achieving objectives 1, 2, 3 & 6.

Policy EMP5: New Employment Land at Henley-on-Thames

- 1. In addition to allocations in the made Joint Henley and Harpsden Neighbourhood Development Plan, at least a further 1 hectare of employment land will be delivered at Henley-on-Thames. This will be delivered through a review of the Neighbourhood Development Plan.**
- 2. The review of the Neighbourhood Development Plan must be submitted to the Council within 12 months of adoption of this Local Plan. If the Neighbourhood Development Plan has not adequately progressed with allocating sites* to meet these requirements within 12 months of the adoption of this Local Plan, planning applications for employment will be supported provided that proposals comply with the overall employment distribution strategy as set out in Policy EMP1 and the overall plan distribution strategy as set out in STRAT1.**

*When the Plan has reached submission stage and has allocated sufficient employment sites.

This policy contributes towards achieving objectives 1, 2, 3 & 6.

Policy EMP6: New Employment Land at Thame

- 1. In addition to allocations in the made Thame Neighbourhood Development Plan, at least a further 3.5 hectares of employment land will be delivered at Thame. This will be delivered through a review of the Neighbourhood Development Plan.**
- 2. The review of the Neighbourhood Development Plan must be submitted to the Council within 12 months of adoption of this Local Plan. If a Neighbourhood Development Plan has not adequately progressed with allocating sites* to meet these requirements within 12 months of the adoption of this Local Plan, planning applications for employment will be supported provided that proposals comply with the overall employment distribution strategy as set out in Policy EMP1 and the overall plan distribution strategy as set out in STRAT1.**

*When the Plan has reached submission stage and has allocated sufficient employment sites.

This policy contributes towards achieving objectives 1, 2, 3 & 6.

Policy EMP7: New Employment Land at Wallingford

1. **Employment land will be delivered at Wallingford at the following sites located within Hithercroft Industrial Estate:**
 - **Site EMP7i: land at Hithercroft Road and Lupton Road (0.84 hectares)**
 - **Site EMP7ii: land at the junction of Whitley Road and Lester Way (0.25 hectares)**

2. **At least a further 3.10 hectares of employment land will be delivered at Wallingford through the Neighbourhood Development Plan. The Neighbourhood Development Plan must be submitted to the Council within 12 months of adoption of this Local Plan. If the Neighbourhood Development Plan is not adequately progressed with allocating sites* to meet these requirements within 12 months of adoption of this Local Plan, planning applications for employment will be supported providing that proposals comply with the overall employment distribution strategy as set out in Policy EMP1 and the overall plan distribution strategy as set out in STRAT1.**

*When the Plan has reached submission stage and has allocated sufficient employment sites

This policy contributes towards achieving objectives 1, 2, 3 & 6.

5.27 High-tech and science related businesses are important to the district and this creates indirect demand for employment floorspace linked to Science Vale. This includes supply chain firms that seek to be close to but do not have to be within Science Vale. Wallingford/ Crowmarsh Gifford is a key location for this type of demand with around a third of the overall South Oxfordshire industrial demand located in this area.

Employment Sites in the Villages

Policy EMP8: New Employment Land at Crowmarsh Gifford

- 1. At least 0.28 hectares of employment land will be delivered at Crowmarsh Gifford. This will be delivered through the Neighbourhood Development Plan.**
- 2. If the Neighbourhood Development Plan is not adequately progressed with allocating sites* to meet these requirements within 12 months of adoption of this Local Plan, planning applications for employment will be supported provided that proposals comply with the overall employment distribution strategy as set out in Policy EMP1 and the policies within the Development Plan.**

*The Plan has reached submission stage and has allocated sufficient employment sites.

This policy contributes towards achieving objectives 1, 2, 3 & 6.

Policy EMP9: New Employment Land at Chalgrove

- 1. In addition to the strategic allocations at Chalgrove Airfield, 2.25 hectares of employment land will be delivered at Chalgrove at the following site:**
 - Site EMP9i: Land at Monument Business Park (2.25 hectares)**
- 2. The site has outline planning permission for employment use, part of which, approximately 0.44 hectares, has already been built out since 2011. Policy EMP9 safeguards this site for future employment growth.**

This policy contributes towards achieving objectives 1, 2, 3 & 6

Development in Rural Areas

Policy EMP10: Development in Rural Areas

- 1. Proposals for sustainable economic growth in rural areas will be supported. The Council will:**
 - i) support the sustainable growth and expansion of all types of business and enterprise in rural areas through conversion of existing buildings;**
 - ii) promote the sustainable development and diversification of agricultural and other land-based rural businesses;**
 - iii) support sustainable rural tourism and leisure developments that benefit businesses, communities and visitors in rural areas and which respect the character of the countryside. This will include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres; and**
 - iv) promote the retention and development of local services and community facilities in villages, such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship.**

This policy contributes towards objectives 1, 3, 4, 6 & 7.

5.28 The re-use and adaptation of existing rural buildings has an important role in meeting the needs of the rural areas for commercial and industrial development, as well as for tourism, sport and recreation. The re-use of rural buildings can reduce demands for new building in the countryside, avoid leaving an existing building vacant, boost the economy and provide jobs. In recent years, the re-use of rural buildings has provided a substantial stock of buildings for employment use. This policy applies to buildings which are outside the built-up areas of the towns and villages of the district.

5.29 Buildings to be re-used should be permanent and substantial, and not require reconstruction. To meet this requirement, buildings should normally be enclosed on all sides and the whole of the structure covered by a roof and it should be in a sound structural condition. The Council may request applicants

provide a structural survey to demonstrate that this requirement can be met.

- 5.30 The Local Plan generally supports the re-use of rural buildings for employment use. Such buildings are often particularly suitable as they often need little adaptation. New development should be located where the need to travel by car can be reduced and where cycling and walking and the use of public transport can be maximised. Any proposals for the enclosure of adjoining land as part of the re-use of the building will be an important consideration especially in terms of potential impact on the landscape.
- 5.31 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, the Council is unlikely to grant planning permission 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.

Tourism and Visitors

- 5.32 Tourists and visitors make an important contribution to the economy and employment in Oxfordshire. In 2014 £1.56 billion was spent by visitors to Oxfordshire with a further £362.5 million of business turnover generated through indirect and induced spending (multiplier spend). This supported 23,197 full-time equivalent (FTE) jobs and 32,089 actual jobs and accounted for 5.7% of all employee jobs across the County¹⁹.
- 5.33 Tourism expenditure provides economic benefits to the rural areas, villages and towns of the district and assists with the viability of facilities and services that can also benefit residents. Tourists are attracted to South Oxfordshire by a wide range of features, including the district's attractive countryside, the River Thames, the pretty villages and the historic market towns of Henley-on-Thames, Thame and Wallingford.

¹⁹ "The Economic Impact of Tourism on Oxfordshire Estimates for 2014, Tourism South East Research Unit August 2015"

Tourist Attractions and Facilities

Policy EMP11: Tourism

- 1. The Council encourages new development to advance the visitor economy for leisure and business purposes. Proposals for such purposes will be supported as follows:**
 - i) within the built-up areas of the towns - larger scale developments including conference facilities, museums, heritage centres, hotels, guest houses and associated facilities for visitors;**
 - ii) within the built-up areas of the larger and smaller villages – smaller and proportionately scaled developments that are in keeping with the character of the settlement, including museums, heritage centres, hotels, guest houses, self-catering accommodation and associated facilities for visitors; and**
 - iii) at service areas on the main transport corridors - hotel accommodation.**

- 2. Outside the above locations, small-scale development to support the visitor economy, including farm diversification and equine development, will be supported provided that proposals are in keeping with the scale and character of the locality and would not adversely affect heritage assets or their setting. Larger developments will only be supported in exceptional circumstances, for example to sensitively re-use a historic building, or to proportionally support or enhance enjoyment of a significant and established visitor attraction where this cannot reasonably be achieved from a town or village location.**

This policy contributes towards achieving objectives 3 & 6.

5.34 The Council will generally be sympathetic to proposals to improve existing tourist attractions and to the creation of new attractions which have regard to the character, landscape and heritage of the area. Examples include opening historic houses or gardens to the public, farm visits, museums, historic trails, interpretation plaques and interpretation centres.

5.35 Facilities which assist tourists by providing information or services, such as picnic areas, toilets, car parks and information points, can contribute to the enjoyment of a visit and will normally be permitted. The policy will ensure that such development is in keeping with the locality, both in terms of scale

and design of any new building, and the level of activity and type of use. The Council will support schemes to improve existing signing for tourist attractions and facilities, where appropriate, if well designed and in keeping with the surrounding area. Applicants should refer to the "Tourism Signing in Oxfordshire" Application Pack produced by Oxfordshire County Council for guidance. Anyone wishing to erect a sign should seek advice from the Council to see whether consent is required under the Advertisement Regulations and have regard to the relevant policies of this Plan.

Serviced Accommodation, Public Houses and Restaurants

- 5.36 A joint Hotel Needs Assessment²⁰ has been prepared with Vale of White Horse District Council. The assessment confirms the need for a significant increase in hotel supply in the Science Vale area, and further hotels in Thame, Henley-on-Thames and Wallingford. The Council will normally grant planning permission for new hotels, including conference facilities and other serviced accommodation, in the larger settlements outside the Green Belt. Extensions to existing premises will normally be permitted on sites outside the Green Belt. The conversion of suitable buildings to provide visitor accommodation will normally be permitted throughout the district, particularly as this can provide a good way of retaining historically important buildings in a viable use.
- 5.37 Proposals for additional visitor accommodation should protect the amenities of the occupants of neighbouring properties and should not cause traffic congestion or disturbance. Proposals must be of high quality design in accordance with the Design Guide and respect their surrounding environment. It is important that adequate off-street car parking is provided and that it is designed and landscaped to blend with its surroundings.
- 5.38 The use of existing homes to provide Bed and Breakfast is generally supported because it makes a valuable contribution to the local economy and provides for good value, short-stay visits. In many cases, the provision of some Bed and Breakfast accommodation may not require planning permission, however, the advice of our officers should always be sought.
- 5.39 Proposals for tourist accommodation in the Green Belt will be considered against the relevant national policies and this Plan.

Self-catering Accommodation

- 5.40 Purpose-built self-catering accommodation has a similar impact on the environment to new permanent homes and we will consider such proposals in the same way.

²⁰ South Oxfordshire & Vale of White Horse Hotel Needs Assessment 2014.

5.41 Where holiday accommodation is permitted, legal agreements may be used to ensure that the accommodation remains as holiday lets and permitted development rights may be withdrawn to protect the setting of the building.

Caravan and Camping Sites

Policy EMP12: Caravan and Camping Sites

- 1. Touring caravan and camping sites will be permitted provided that:**
 - i) the proposed development has no adverse impact on the landscape, ecological or historic characteristics of the site and its surroundings;**
 - ii) the proposed development would not cause any detrimental impact on the amenities of adjacent occupiers or the quiet informal enjoyment of the open countryside;**
 - iii) where appropriate, the site is accessible by public transport and provision is made for pedestrian and cycle links with adjacent areas;**
 - iv) where possible, associated facilities are sited in existing buildings;**
 - v) where new buildings are essential these must be designed to a high standard, be accessible to all and be sensitively sited; and**
 - vi) the site is located outside Flood Zone 3.**

- 2. Where permission is given, it will normally be subject to a condition restricting the use to holiday accommodation only and the site may also be made subject to a seasonal occupancy condition.**

This policy contributes towards achieving objectives 3, 6 & 7.

5.42 The use of land for touring caravans and camping can assist in farm diversification and help sustain the provision of services in rural areas. Such sites can be visually intrusive, particularly in the open countryside, and usually require a number of permanent buildings, such as reception areas and toilet blocks. Where possible, associated facilities should be sited in existing buildings. The Council will take a cautious approach to the provision of caravan and camping sites. However, the Council recognises that with imagination and care it may be possible to design and locate new sites that are discreet and respect the landscape. Sites that present a negative impact on the landscape will not be permitted.

5.43 Proposals within the Green Belt will be considered in accordance with relevant

national policies and this Plan. Care will need to be taken to ensure that proposals do not adversely affect Areas of Outstanding Natural Beauty and Conservation Areas. Sites should normally be located within walking distance of the main towns or larger villages which have a range of facilities and therefore reduce the need for visitors to travel. Adequate access to the site is particularly important where touring caravans are to be accommodated.

- 5.44 Caravan and camping sites will not be permitted in areas at highest risk from flooding. Where permission is granted for caravan and camping sites and flooding is an issue, planning conditions will be used to require an appropriate flood evacuation plan, including the erection of suitable flood warning notices.
- 5.45 A comprehensive landscaping scheme and management plan is fundamental to ensure no detrimental impact on the surrounding landscape. Care should be taken with the boundary treatment to ensure effective screening.
- 5.46 Touring caravans are not suitable for permanent occupation and their use will be restricted to holiday accommodation only. Change of use for part or all of a touring caravan site, or an extension to a touring caravan site to a permanent residential caravan site, is unlikely to be acceptable given the additional impact on the environment and the need for additional services and facilities. To reduce the visual impact of new touring caravan and camping sites and to prevent them being used throughout the year, the site may be made subject to a seasonal occupancy condition.

Visitor Accommodation

Policy EMP13: Retention of Visitor Accommodation

- 1. Development resulting in the loss of sites or premises used, or last used, as visitor accommodation will only be considered acceptable where it can be adequately demonstrated that the business is no longer viable and has no reasonable prospect of continuing and alternative visitor accommodation businesses have been fully explored.**

This policy contributes towards achieving objectives 3 & 6.

The retention of existing visitor accommodation is of great importance

- 5.47 Staying visitors are a particularly important element of the tourist economy. The retention of existing visitor accommodation is of great importance in providing a range of accommodation types across a variety of economic

groups, helps to attract a mix of visitors and provides support to businesses within the district.

- 5.48 It is important to control the loss of visitor accommodation to prevent the threat to the quality, quantity and choice of accommodation on offer across the district and the resulting negative effects on the district's economy.
- 5.49 Viability evidence is required to be submitted as part of any proposal involving the loss of visitor accommodation. The information should be comprehensive and will often include detailed financial viability information, which may require the Council to seek specialist input to make an informed assessment. When assessing a proposal, consideration will be given to retaining and maintaining the direct economic benefit from income and employment generated for the district by visitor accommodation businesses and to maintain the indirect benefits through spending on goods and services.
- 5.50 Where a claim is made that the business is no longer viable, the Council must be satisfied that:
- the business has been run in a reasonable and professional manner by the proprietor;
 - there has been a serious and sustained effort to run a visitor accommodation business in the premises using available business support services;
 - the business has been actively market tested to potential purchasers of the business, with a guide price reflecting the going-concern value of the accommodation business (or its hotel/self-catering market value if not currently trading), normally for a minimum 18 months, and that no reasonable offers have been received during this time. The guide price must reflect the potential earnings of the business and the cost of essential works; alternative visitor accommodation business models have been explored and discounted;
 - a forward business plan has been presented that shows the business is no longer viable. If the business has not operated recently, then a forward business plan must be presented with a clear demonstration that an attempt has been made to implement it; and
 - any previous tourism/visitor related planning approval has been given a reasonable time to become commercially established and any claims that these changes are no longer financially viable must show the relationship between the original business planning and the current situation. The local planning authority will need to be satisfied that permitted enabling developments have supported the authorised provision of visitor accommodation.
- 5.51 Applicants should provide supporting information to demonstrate business activity for at least the last three years.



6 INFRASTRUCTURE

Introduction

- 6.1 Good connections and high quality infrastructure are essential to our quality of life. We need to travel to work, school, shops, leisure and health facilities. A thriving economy needs good connections to operate efficiently. These can range from the strategic road and rail network, to our ability to access the internet with the benefits that it can offer to work from home and provide services. Improving accessibility to services and employment is fundamental to sustainable development and to meeting the objectives of this Plan. The challenge is to do this in a way that minimises the impact of the transport system on the environment whilst encouraging development that actively supports walking, cycling and public transport to minimise the need to travel, and provides for necessary improvements in a cost-effective way.
- 6.2 Successful and sustainable communities depend upon physical, green, social and community infrastructure to meet the needs of residents and businesses. Infrastructure encompasses a very wide range of provision including transport, public utilities and waste management, flood management measures, social and community infrastructure such as affordable housing, health care facilities, emergency services provision and sports provision, Green Infrastructure, culture, faith and spiritual facilities, education, leisure and tourism, and other community facilities ranging from community meeting halls to children's play areas.
- 6.3 It is important to appreciate that whilst there is a considerable degree of funding from governmental and other public sources, a significant amount of the money for provision of new or the enhancement of existing infrastructure comes in the form of financial contributions from developers or in the form of payment in kind through direct provision of facilities or services.
- 6.4 To better understand the suitability of existing infrastructure provision and identify the infrastructure required to support the level of development proposed through the Local Plan, South Oxfordshire District Council has developed an Infrastructure Delivery Plan (IDP). The IDP is an important element of the evidence for the Local Plan and helps inform and underpin strategic policies for growth and development. The IDP outlines in more detail the infrastructure requirements to support proposed development growth, particularly for strategic sites, as well as planned delivery and funding arrangements. It will be reviewed and updated on a regular basis during the plan period.

The challenge is to do this in a way that minimises the impact of the transport system on the environment and provides for necessary improvements in a cost-effective way

Improving travel choice in rural areas is to be encouraged, while accepting that there is unlikely to be a single model for delivering the flexible and responsive transport services

- 6.5 The location of all forms of development can be a key factor in influencing where and how we travel and reducing the need to travel and enabling sustainable travel options. These principles have a key influence on the other elements of the Plan. For example, accessibility to services and facilities and the availability of high quality, frequent and reliable public transport are key features for a strong network of settlements and the overall distribution of new housing and employment land.
- 6.6 The policies within this section contribute towards our vision and objectives which seek to build on opportunities for sustainable travel. They have been informed by relevant evidence, including our Evaluation of Transport Impacts work. However, we recognise that the rural nature of the district means that many residents will still be dependent on car travel for some or all of their journeys, and this is reflected in the policies below. This section of the Plan has also been informed by, and is consistent with, Oxfordshire County Council's Local Transport Plan 4²¹, which sets the transport policies and provides transport strategies for the county to 2031. Improving travel choice in rural areas is to be encouraged, while accepting that there is unlikely to be a single model for delivering the flexible and responsive transport services required to meet the diverse needs of rural communities.

Infrastructure Provision

- 6.7 Successful and sustainable communities and new developments depend on suitable physical 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, 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.
- 6.8 It is also recognised that new development may 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 on in the planning process with the organisations responsible for these distribution networks, currently either National Grid or Scottish and Southern Power Networks, to see how these can best be accommodated within new development. Urban design considerations will be important in determining how these networks can be taken into account, and agreements will need to be made with these organisations on any proposed modification, taking into account relevant guidance (<https://www.nationalgrid.com/uk/electricity-transmission/network-and-infrastructure/planning-and-development>). It

²¹ www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire

may be appropriate for any changes to be agreed at the planning application stage, for example, through appropriate conditions.

- 6.9 The need for, and importance of, providing adequate, appropriate and timely infrastructure is a strong message that comes from local residents during consultations, who are often concerned that the necessary infrastructure is not provided, or not provided quickly enough.
- 6.10 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. We will continue to work closely with a wide range of infrastructure providers and stakeholders. Key organisations include Oxfordshire County Council, Highways England, the NHS and Clinical Commissioning Groups, Town and Parish Councils, Thames Water and the Environment Agency. An example of this partnership work is the Oxfordshire Infrastructure Strategy work being undertaken for the Oxfordshire Growth Board, which has helped to evidence and map strategic infrastructure requirements for Oxfordshire over the next 15-20 years. This work has assisted in informing our Infrastructure Delivery Plan, which gives more detail on the infrastructure required to support the development proposed in the Plan.
- 6.11 Where funding is secured for infrastructure, there will be an expectation that funding will be recovered and recycled and obtained from developer contributions retrospectively. Where forward funding is secured it will not circumvent the need for a development to contribute towards the cost of such infrastructure if such infrastructure is relevant to the development of the site. Infrastructure and services required as a consequence of development, and provision for their maintenance, will be sought from developers, and secured through developer contributions.

Policy INF1: Infrastructure Provision

- 1. New development must be served and supported by appropriate 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 will be provided to an agreed timescale. Infrastructure includes the requirements set out in the Council's Infrastructure Delivery Plan, Leisure Study,**

Green Infrastructure Strategy, any relevant made Neighbourhood Development Plans, and/or infrastructure needed to mitigate the impact of the new development.

- 3. Infrastructure and services, required as a consequence of development, and provision for their maintenance, will be sought from developers, and secured through 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 infrastructure, such as sewerage treatment works, electricity pylons or gas pipelines running across development sites. Early engagement with infrastructure providers will be necessary, with any changes set down and agreed at planning application stage, for example through planning conditions.**

This policy contributes towards achieving objectives 1, 4, & 6.

Transport

Strategic Transport Infrastructure

- 6.12 As the highway authority, Oxfordshire County Council manages and maintains the local road network and prepares a countywide Local Transport Plan which sets out policies and strategies for developing the transport system across the county. Highways England is the government company charged with operating, maintaining and improving England's motorways and major A roads, including the M40 and A34. Network Rail owns the railway network, with train operating companies, mainly Great Western Railway, providing services. In association with the bus companies, this provides a network of public transport services providing sustainable transport choices across the district.
- 6.13 The Council works with our partners including neighbouring authorities, Highways England and the National Infrastructure Commission to reflect,



support and enable the implementation of transport objectives through land-use policies and proposals. In particular, we recognise the work undertaken by the National Infrastructure Commission on developing plans for the Oxford to Cambridge Arc, their recommendations on progressing growth along this corridor as set out in their 2017 report 'Partnering for Prosperity: a new deal for the Cambridge-Milton Keynes-Oxford Arc' and the Government response to this report in the Autumn 2018 budget²².

6.14 The Local Plan will make a positive contribution towards delivering the ambitions set out for the Oxford to Cambridge Arc. It is recognised that a key infrastructure scheme, the Oxford to Cambridge Expressway, was paused by Government in March 2020 for further work to be undertaken on other potential road projects that could support the Government's ambition for the Oxford-Cambridge Arc. Whilst there is some uncertainty on these matters, the Council will continue to work positively with others on the development of this infrastructure, and understanding potential impacts, including linkages with development proposed in this Plan.

6.15 All development influences travel patterns either through new trips on the network or the re-routing of existing trips. Oxfordshire is relatively self contained in terms of trips and the level of travel to work trips made within the County is approximately 70%. Major locations of employment include Science Vale in the central area of the district around Didcot, with links to employment at Oxford to the north of the district and Reading and the Thames Valley to the south of the district. The main requirements of national policy relating to transport are to reduce the need to travel, promote more sustainable modes of transport, and improve accessibility. The location of all forms of development is therefore very important.

²² <https://www.gov.uk/government/publications/cambridge-milton-keynes-oxford-arcstudy-government-response>

Policy TRANS1a: Supporting Strategic Transport Investment Across the Oxford to Cambridge Arc

1. **The Council will work with Network Rail, Highways England, the National Infrastructure Commission, Oxfordshire County Council and others to:**
 - i) **plan for, and understand the impacts of changes to rail infrastructure and service improvements linked to East-West rail; and**
 - ii) **plan for, and understand impacts and required mitigation associated with the Oxford to Cambridge Arc.**

This policy contributes towards achieving objective 4

Policy TRANS1b: Supporting Strategic Transport Investment

1. **The Council will work with Oxfordshire County Council and others to:**
 - i) **deliver the transport infrastructure which improves movement in and around Didcot, including measures that help support delivery of the Didcot Garden Town;**
 - ii) **support measures identified in the Local Transport Plan for the district including within the relevant area strategies;**
 - iii) **support sustainable transport measures that improve access to/from proposed major development around Oxford;**
 - iv) **support delivery of the safeguarded transport improvements as required to help deliver the development required in this plan period and beyond;**
 - v) **ensure that the impacts of new development on the strategic and local road network, including the A34 and M40, are adequately mitigated;**
 - vi) **plan for improvements in the Reading area, including a proposal for a new River Thames crossing, subject to ensuring that any traffic and environmental impacts of those measures do not result in adverse impacts on South Oxfordshire;**
 - vii) **support the development and delivery of a new Thames River crossing between Culham and Didcot Garden Town, the A4130 widening and road safety improvements from the A34 Milton Interchange to Didcot, a Science Bridge over the A4130 and railway into the former Didcot A power station site and the Clifton Hampden Bypass;**

- viii) **support, in association with major development, the delivery of new or improved roads, such as a bypass or edge road, including sustainable transport improvements, linked where appropriate with relevant Neighbourhood Development Plans and any wider County Council highway infrastructure strategy; and**
- ix) **support the delivery of the Cowley Branch Line.**

This policy contributes towards achieving objectives 1, 4, 6 & 8.

- 6.16 To enable delivery of transport network improvements required to bring forward new development, there will be a need for on-going positive engagement with infrastructure providers throughout the plan period. Oxfordshire County Council have published their Local Transport Plan 4 (LTP4), and it will be important that, as far as possible, the Local Plan supports delivery of identified schemes to improve highway and public transport networks. The LTP4 also supports promotion of sustainable travel, particularly within more built-up areas such as Didcot and around Oxford. New development can help fund and enable the provision of new public transport, walking and cycle links between homes, jobs, shops and other facilities such as health centres and help tackle climate change. In Didcot, development of sustainable transport improvements will need to align to development of the Didcot Garden Town. Around Oxford, the proposed major development will need to positively support delivery of measures within the Oxford Transport Strategy.
- 6.17 Road and rail connections within and through South Oxfordshire are currently experiencing significant growth in demand because of strong economic growth. This is set to continue as new homes and jobs come forward in the district and the surrounding areas. Significant new investment is already taking place, such as upgrades to junctions on the A34 Trunk Road, and electrification of the Great Western Mainline. However, current studies being undertaken by Network Rail and Highways England indicate that these will only cater for part of the forecast increase in demand for travel. Further options for road and rail investment are therefore being considered in more detail, linked to the plans for growth across the Oxford to Cambridge Arc²³. The Council will need to continue to engage with national and local partners to explore and plan for both the economic benefits and environmental impacts of these proposals.

Policy TRANS2: Promoting Sustainable Transport and Accessibility

1. The Council will work with Oxfordshire County Council and others to:

²³ www.gov.uk/government/publications/oxford-to-cambridge-expressway-strategic-study-stage-3-report and www.gov.uk/government/publications/autumn-statement-2016-documents

- i) ensure that where new development is located close to, or along, existing strategic public transport corridors, bus and/or rail services can be promoted and strengthened in response to increases in demand for travel and freight;
- ii) plan positively for rail improvements within the area that support improved connectivity to areas of new development;
- iii) ensure new development is designed to encourage walking and cycling, not only within the development, but also to nearby facilities, employment and public transport hubs;
- iv) support provision of measures which improve public transport (including Park & Ride), cycling and walking networks within and between towns and villages in the district;
- v) support, where relevant, sustainable transport improvements in the wider Didcot Garden Town area and in and around Oxford, particularly where they improve access to strategic development locations;
- vi) promote and support improvements to the transport network which increase safety, improve air quality, encourage use of sustainable modes of transport and/or make our towns and villages more attractive;
- vii) adopt an approach to the provision and management of car parking aimed at improving the attraction of our town and village centres; and
- viii) ensure the needs of all users, including those with impaired mobility are planned for in development of transport improvements.

This policy contributes towards achieving objectives 1, 4, 6 & 8.

- 6.18 It is recognised that new development can have both a positive role in improving and funding sustainable transport network connections, and also through the provision of good urban design to encourage walking and cycling from new development to shops, schools and other facilities. This will be particularly important in significant growth areas including Didcot Garden Town, where the Council will work with the Vale of White Horse District Council, to ensure that plans for cross border development and infrastructure are co-ordinated appropriately.
- 6.19 In Neighbourhood Development Plan areas, it will be important to ensure that sustainable transport movements are incorporated into Neighbourhood Development Plans. These improvements will also need to be complemented

by relevant and reasonable upgrades to surrounding highway networks to mitigate impacts of development, which should include taking into account air quality considerations where relevant. The provision and management of car parks will be key given that within a rural district such as South Oxfordshire the car will continue to play a role in providing transport accessibility for many. It will also be important to ensure the sustainable transport network around Oxford is strengthened and improved to take account of the proposed strategic development here.

- 6.20 To enable further delivery of key transport infrastructure that will support development within the Plan, there is a need to safeguard land to ensure that any proposals for development do not prejudice their future delivery. Those schemes identified as needing land for safeguarding will help support the delivery of Local Plan growth, particularly in the Didcot area where they will also support committed growth in the Vale of White Horse District. At present, some of these schemes are at relatively early stages of development and therefore areas of safeguarding are relatively broad. The district will continue to work in association with others, including Oxfordshire County Council to develop these schemes in more detail, including understanding any environmental and archaeological impacts and associated mitigation.

The provision and management of car parks will be key given that within a rural district such as South Oxfordshire the car will continue to play a role in providing transport accessibility for many

Policy TRANS3: Safeguarding of Land for Strategic Transport Schemes

1. **Land is safeguarded to support the delivery of the following identified transport schemes:**
 - **Clifton Hampden bypass**
 - **A new Thames River crossing between Culham and Didcot Garden Town**
 - **Didcot Northern Perimeter Road**
 - **Science Bridge, Didcot**
 - **(A4130/ B4493) Didcot Central transport corridor improvements**
 - **Southern Didcot Spine Road**
 - **A4130 road safety improvements**
 - **A4074/ B4015 (Golden Balls) junction improvements**
 - **A bypass for Watlington**
 - **A bypass for Benson**
 - **A bypass for Southern Abingdon**
 - **A new Park and Ride site at Sandford to the south-east of Oxford.**
2. **New development in these areas should be carefully designed**

having regard to matters such as building layout, noise insulation, landscaping, the historic environment and means of access.

3. Any proposals for development that may reasonably be considered to impact upon the delivery of the identified schemes should demonstrate the proposal would not harm their delivery.
4. Planning permission will not be granted for development that would prejudice the construction or effective operation of the transport schemes listed above.
5. As the options for the schemes progress, the impact of the schemes will be subject to thorough assessment. This will include full environmental and archaeological assessments working in association with the relevant statutory bodies. Where schemes are located in areas of Flood Zones 2 and 3, a flood risk sequential test and the exception test should be undertaken as part of the appraisal process.

This policy contributes towards achieving objectives 1, 4, 6, 7 & 8.

6.21 Transport infrastructure improvements will be required to support the demand for travel arising from proposed new development, and the need for new measures will be informed by transport evidence which supports the Local Plan growth strategy. The Council will therefore continue to work with partners, including Oxfordshire County Council, to assess requirements through use of transport modelling tools and assessment of sustainable transport improvements. The evidence developed to date has identified the benefits of delivering a number of key highway infrastructure schemes, as well as several sustainable transport improvements²⁴. This, in turn, builds on priorities identified in the Local Transport Plan 4, including the Science Vale Area Transport Strategy²⁵.

6.22 Plans which illustrate the extent of the safeguarded transport schemes identified in policy TRANS3 are shown in Appendix 5.

Transport Assessments, Transport Statements and Travel Plans

6.23 As new development comes forward, there will be a need to look in more detail at the specific transport and access impacts associated with individual sites. Where such developments would generate significant amounts of

²⁴ The Evaluation of Traffic Impacts and the Sustainable Transport Studies

²⁵ www.oxfordshire.gov.uk/cms/content/ltp4-area-strategies

travel, a Transport Assessment will be needed. The determination of whether significant amounts of travel are generated will be dealt with on a case by case basis. This will need to review both the transport implications of development, as well as appropriate mitigation. Especially important will be promotion of measures that enable sustainable transport choices, and where relevant a Travel Plan will be required to demonstrate how such measures will be delivered.

- 6.24 The scoping of Transport Assessments should be done in agreement with Oxfordshire County Council as the highway authority, and be in line with latest County and Planning Practice Guidance²⁶. It is also important that applicants take account of requirements for infrastructure in the area as set out in the Infrastructure Delivery Plan, which will be reviewed and updated as required. In the scoping of transport impacts, there will also need to be consideration of the development site's location, recognising that in more rural areas the opportunity for take up of sustainable transport choices may be less, and that more innovative measures may be needed. In addition, there may be a need to take account of the cumulative impacts of development, for example where this relates to delivery of particular infrastructure improvements.

Policy TRANS4: Transport Assessments, Transport Statements and Travel Plans

1. **Proposals for new developments which have significant transport implications that either arise from the development proposed or cumulatively with other proposals will need to submit a Transport Assessment or a Transport Statement, and where relevant a Travel Plan. These documents will need to take into account Oxfordshire County Council guidance and Planning Practice Guidance²⁷ and where appropriate, the scope should be agreed with Highways England²⁸.**
2. **Appropriate provision for works and/or contributions will be required towards providing an adequate level of accessibility by all modes of transport and mitigating the impacts on the transport network. Consideration should be given to the cumulative impact of relevant development both in South Oxfordshire and adjacent authorities, and how this links to planned infrastructure improvements. This should take into account the latest evidence base work, which, where relevant, will inform the scoping of the Transport Assessment and Travel Plan.**

²⁶ <http://planningguidance.communities.gov.uk/>

²⁷ <https://www.oxfordshire.gov.uk/residents/roads-and-transport/transport-policies-and-plans/transport-new-developments>

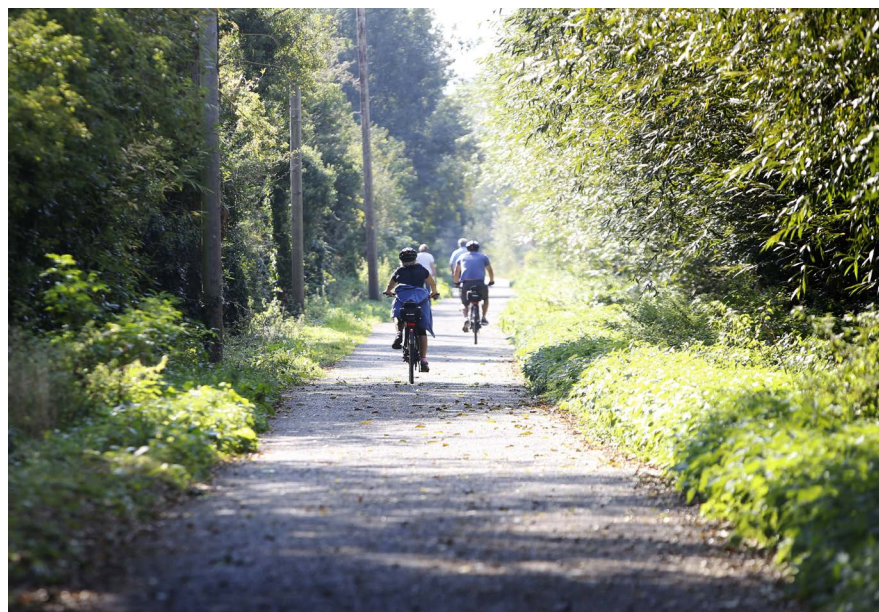
²⁸ Strategic Road Network and the Delivery of Sustainable Development (DfT Circular 02/2013) at: www.gov.uk/government/publications/strategic-road-network-and-the-delivery-of-sustainable-development

3. **The Transport Assessment or Transport Statement should, where relevant:**
 - i) **illustrate accessibility to the site by all modes of transport;**
 - ii) **show the likely modal split of journeys to and from the site;**
 - iii) **detail the proposed measures to improve access by public transport, cycling and walking to reduce the need for car travel and reduce transport impacts;**
 - iv) **illustrate the impact on the highway network and the impact of proposed mitigation measures where necessary;**
 - v) **include a Travel Plan (that considers all relevant forms of transport including accessible transport for disabled people) where appropriate; and**
 - vi) **outline the approach to parking provision.**

4. **Where relevant, evidence obtained from this detailed work will inform the number and phasing of homes to be permitted on proposed development sites and will be established (and potentially conditioned) through the planning application process, in consultation with the highway authority.**

5. **In accordance with the guidance, Travel Plans will be required, implemented and monitored for all developments that will generate significant amounts of movement.**

This policy contributes towards achieving objectives 1, 4, 6 & 8.



- 6.25 In planning for new development, there are several key considerations in relation to transport access and movement that need to be accommodated at both the design and delivery stage. For most new development, this will be looked at as part of the Transport Assessment, and, where relevant, a site Travel Plan. The Travel Plan will need to take into account the needs of all those travelling to/from the new development, including disabled people, and their need for accessible transport. Transport also needs careful consideration as part of the wider master planning and site design development. For example, how parking provision is planned and delivered will need to take account of the urban design principles set out in Chapter 8 of the Plan.
- 6.26 Promotion of sustainable transport access and provision of on-site facilities will also need to take account of wider environmental impacts and issues such as air quality, particularly where Air Quality Management Areas are in place.

Policy TRANS5: Consideration of Development Proposals

- 1. Proposals for all types of development will, where appropriate:**
 - i) provide for a safe and convenient access for all users to the highway network;**
 - ii) provide safe and convenient routes for cyclists and pedestrians, both within the development, and including links to rights of way and other off-site walking and cycling routes where relevant;**
 - iii) provide for covered, secure and safe cycle parking, complemented by other facilities to support cycling where relevant;**
 - iv) be designed to facilitate access to high quality public transport routes, including safe walking routes to nearby bus stops or new bus stops;**
 - v) provide for appropriate public transport infrastructure;**
 - vi) be served by an adequate road network which can accommodate traffic without creating traffic hazards or damage to the environment;**
 - vii) where new roads, pedestrian routes, cycleways and street lighting are to be constructed as part of the development, they should be constructed to adoptable standards and be completed as soon as they are required to serve the development;**
 - viii) make adequate provision for those whose mobility is impaired;**
 - ix) be designed to enable charging of plug-in and other low-emission vehicles in safe, accessible and convenient locations;**
 - x) provide for loading, unloading, circulation and turning space;**

- xi) be designed to enable the servicing of properties by refuse collection vehicles;**
- xii) provide for parking for disabled people;**
- xiii) provide for the parking of vehicles in accordance with Oxfordshire County Council parking standards, unless specific evidence is provided to justify otherwise; and**
- xiv) provide facilities to support the take up of electric and/or low-emission vehicles.**

This policy contributes towards achieving objectives 1, 4, 6, 7 & 8.

6.27 Demand for use of rail services is growing strongly, and there are plans to significantly improve rail services operating to and through South Oxfordshire²⁹. In the short-term, there is a focus on enhancing rail services to Didcot, complemented by measures to expand the station and improve access by car, bus, walking and cycling. Any upgrades in this area will need to take account of proposals developed as part of Didcot Garden Town Delivery Plan. In the longer-term there is likely to be a need for upgrades at Culham and other smaller stations such as Cholsey and Goring-on-Thames in association with significant infrastructure investment and to serve new areas of homes and jobs. At a strategic level, this needs to be informed by assessment of capacity and options for improvements across Oxfordshire and the wider area. Examples of upgrades could be expansion or enhancements of car or cycle parking, and are likely to be informed by development of Station Travel Plans. There will be a need to ensure that such improvements are delivered in a way that do not significantly impact on the environment or surrounding residential areas.

Policy TRANS6: Rail

- 1. Where required, and not covered within the scope of permitted development, planning permission will be granted for proposals which:**
 - i) improve rail services in South Oxfordshire;**
 - ii) improve access to rail services including for disabled people; and/or**
 - iii) improve facilities at railway stations such as car and cycle parking and upgrades to interchanges provided that there are no significant adverse effects on the environment or amenities of residents.**

This policy contributes towards achieving objectives 1, 4, & 6.

²⁹ www.networkrail.co.uk/wp-content/uploads/2016/11/Western-Route-Study-Final-1.pdf

6.28 It is recognised that development that results in significant increases in the movements of lorries, such as logistics operations needs careful consideration in planning terms, and that in general these types of operations are more appropriate in locations with good access to strategic transport networks. Detailed transport assessment work will need to be undertaken to understand environmental impacts and appropriate mitigation, and wherever possible sustainable transport access should be promoted for staff and visitors.

Policy TRANS7: Development Generating New Lorry Movements

1. **Proposals for development leading to significant increases in lorry movements, such as freight distribution depots should only be permitted in locations where:**
 - i) **any increase in lorry movements can be appropriately accommodated on the surrounding road network;**
 - ii) **the opportunities for sustainable transport access have been maximised; and**
 - iii) **the development does not result in adverse environmental effects on the surrounding area.**

This policy contributes towards achieving objectives 1, 4, 6, 7 & 8.

6.29 Provision of improved electronic communication across the district and to new development will be critical to supporting continued economic development in the district, and supporting growth of high-tech industries. In line with the outcome of the central Government's 'Future Telecoms Infrastructure Review' and section 10 of the National Planning Policy Framework, there will be in particular a need to provide full fibre broadband to new development coming forward over the next few years³⁰. From a transport perspective, provision of high quality broadband will also be important in supporting new ways of working such as flexible hours and working at home that help reduce pressure on the transport network, particularly at peak times, and support the vitality of our towns and villages.

³⁰ <https://www.gov.uk/government/publications/future-telecoms-infrastructure-review>, and <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

Communications

Policy INF2: Electronic Communications

- 1. The Council will work with Oxfordshire County Council and others to promote faster, more reliable and more comprehensive coverage of electronic communications.**
- 2. Proposals for all new development should ensure appropriate infrastructure is provided during construction, sufficient to enable all development to be connected to full fibre broadband without any post development works.**

This policy contributes towards achieving objectives 4, 6 & 8.

- 6.30 The availability of advanced ICT infrastructure including high-speed broadband access is important for the success of the local economy and skills development.

Policy INF3: Telecommunications Technology

- 1. 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.**
- 2. Prior approval (or planning permission where required) for the siting and appearance of antennae will be granted for telecommunications installations provided that the following criteria are met:**
 - i) the siting and appearance of the proposed apparatus and associated structures should seek to 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;**
 - ii) 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;**
 - iii) 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**
- iv) 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.**
- 3. 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.**

This policy contributes towards achieving objectives 4, 5, 6 & 7.

6.31 Telecommunications are of great importance to the economy and we need to accommodate the growth of new and existing systems. However, owing to the potentially obtrusive nature of telecommunication installations, 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 pre-application 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.

6.32 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, 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 Areas of Outstanding Natural Beauty. Because telecommunications is a rapidly expanding and evolving technology it can become obsolete. Redundant apparatus should be removed.

In addition, careful consideration will need to be given to any impacts on archaeological sites, conservation areas or buildings of architectural or historic significance

Water

Policy INF4: Water Resources

- 1. All development proposals must demonstrate that there is or will be adequate water supply, surface water, foul drainage and sewerage treatment capacity to serve the whole development. Applicants will be required to demonstrate that there is adequate capacity both on and off site to serve the development and that it would not lead to problems for existing users. When there is a capacity constraint and improvements to off-site infrastructure are not programmed, the developer should set out how the infrastructure improvements will be completed prior to occupation of the development. For phased development proposals, each phase must demonstrate sufficient water supply and water treatment capacity.**
- 2. New developments are required to be designed to a water efficiency standard of 110 litres/head/day (l/h/d) for new homes.**
- 3. Proposals that increase the requirement for water will only be permitted where adequate water resources either already exist or can be provided without detriment to existing abstraction, river flows, groundwater flow to and from springs, water quality, biodiversity or other land uses.**

This policy contributes towards achieving objectives 4, 6, 7 & 8.

- 6.33 Demand for water in the district continues to increase and it is appropriate, therefore, that new development minimises the pressure on existing resources. Measures to reduce the demand for water should be incorporated into new development. Where there is an adverse impact on water resources, including groundwater, planning conditions and planning obligations may be imposed to mitigate the adverse effects of the development and to secure water conservation measures. The Water Cycle Study identifies areas of South Oxfordshire where water supply and/or wastewater infrastructure or treatment upgrades are required to serve proposed growth. These constraints, and the timing of measures to address them, should be taken into account when phasing new development. This is particularly important for development within Chalgrove, Didcot, Thame, Wheatley and around Oxford which have been identified as having significant constraints.

6.34 Thames Water is the water and wastewater service provider for South Oxfordshire. Thames Water is responsible for the planning and implementation required to provide a secure supply of water to their customers which supports future growth. Thames Water will therefore advise on the capacity of their network to supply water to a new development. The Environment Agency has a wider role to regulate the use of water and licenses water for use by private abstractors and water companies. The Council will continue to work with both organisations to ensure water matters are appropriately evidenced and taken account of in growth plans.



Welcome to
Goring Lock

**LOCK KEEPER
ON DUTY**

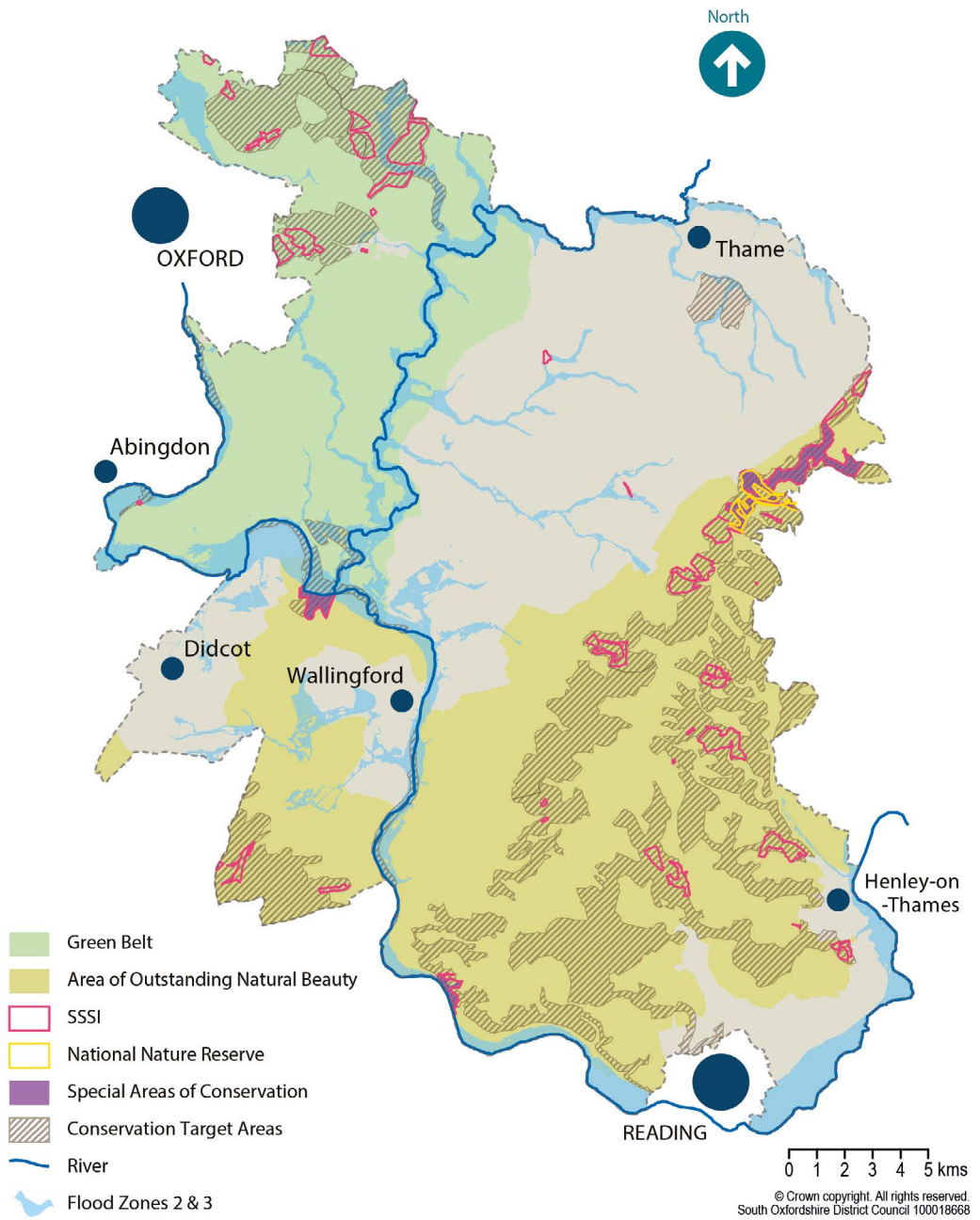
All vessels using these waterways must be registered with the Bathurst Lock Agency
For further information visit
www.gov.uk/register-a-boat

7 NATURAL AND HISTORIC ENVIRONMENT

Introduction

- 7.1 South Oxfordshire has a beautiful natural and built environment, which makes the district an attractive place to live and work. This environment also attracts visitors who contribute to the local economy.
- 7.2 The landscape of the district includes rolling downland, wooded hills, ancient woodlands, historic parkland, low-lying farmland, riverside meadows and strategic environmental assets including the North Wessex Downs and the Chilterns AONB, the Green Belt and the River Thames and its tributaries. We encourage effective management of the AONB and the Green Belt.
- 7.3 The whole district is rich in biodiversity, including international, national and locally protected sites and habitats and forms a part of a wider ecological network across the County. Maintaining sustainable agricultural land and practices is important in preserving the district's rural character and landscape.
- 7.4 The valley and tributaries of the River Thames are highly attractive features of the landscape and its special visual and environmental qualities are for the most part unspoilt. The Thames Valley is noted for its peace, tranquillity, biodiversity and cultural heritage, which is essential to preserve. The long-distance Thames Path and the river itself provide a focus for recreation and leisure activities.
- 7.5 We will seek to ensure that the planning and design of development not only protects water supply and quality, but also protects and, where appropriate restores, natural river form and function, whilst maximising resistance and resilience to flood risk.
- 7.6 The district has a rich cultural history that has provided South Oxfordshire with over 3,500 listed buildings, 52 Scheduled Monuments, 13 Registered Parks and Gardens, a Registered Battlefield, and 72 Conservation Areas. Sadly in 2020 there are 14 sites on the Heritage at Risk Register. Parts of the district's natural environment and many historic assets are of national significance. These heritage assets³¹ help establish the distinctive character of South Oxfordshire. 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.

³¹ Further information on nationally protected historic buildings is available on the Historic England website (www.historicengland.org.uk/listing/the-list/). Further information on Heritage at Risk is also available (www.historicengland.org.uk/advice/heritage-at-risk/search-register/) The lists are updated periodically.



Landscape and Countryside

Policy ENV1: Landscape and Countryside

1. **The highest level of protection will be given to the landscape and scenic beauty of the Chilterns and North Wessex Downs Areas of Outstanding Natural Beauty (AONBs):**
 - **Development in an AONB or affecting the setting of an AONB will only be permitted where it conserves, and where possible, enhances the character and natural beauty of the AONB;**
 - **Development in an AONB will only be permitted where it is appropriate to the economic and environmental wellbeing of the area or promotes understanding or enjoyment of the AONB;**
 - **Major development in an AONB will only be permitted in exceptional circumstances and where it can be demonstrated to be in the public interest; and**
 - **Development proposals that could affect the special qualities of an AONB (including the setting of an AONB) either individually or in combination with other developments, should be accompanied by a proportionate Landscape and Visual Impact Assessment.**

AONB Management Plans will be a material consideration in decision making.

2. **South Oxfordshire's landscape, countryside and rural areas will be protected against harmful development. Development will only be permitted where it protects and, where possible enhances, features that contribute to the nature and quality of South Oxfordshire's landscapes, in particular:**
 - i) **trees (including individual trees, groups of trees and woodlands), hedgerows and field boundaries;**
 - ii) **irreplaceable habitats such as ancient woodland and aged or veteran trees found outside ancient woodland;**
 - iii) **the landscapes, waterscapes, cultural heritage and user enjoyment of the River Thames, its tributaries and flood plains;**
 - iv) **other watercourse and water bodies;**
 - v) **the landscape setting of settlements or the special character and landscape setting of Oxford;**
 - vi) **topographical features;**
 - vii) **areas or features of cultural and historic value;**
 - viii) **important views and visually sensitive skylines; and**

ix) aesthetic and perceptual factors such as tranquility, wildness, intactness, rarity and enclosure.

3. Development which supports economic growth in rural areas will be supported provided it conserves and enhances the landscape, countryside and rural areas.

4. The Council will seek the retention of important hedgerows. Where retention is not possible and a proposal seeks the removal of a hedgerow, the Council will require compensatory planting with a mixture of native hedgerow species.

This policy contributes towards achieving objectives 1, 2, 3, 4, 5, 6, 7 & 8.

7.7 South Oxfordshire is a mainly rural district. Mid-year population estimates for 2014 from the Office for National Statistics (ONS) rank the district as 249th out of 326 districts in terms of population density, with an average of 202 people per square kilometre (the national average for England is 417 people per square kilometre).

7.8 The countryside and its relationship with our settlements contributes significantly to the district's character and is highly valued. Development should conserve and where possible, enhance the landscape setting of settlements. The Council will use its evidence base on the district's landscape which currently includes the Landscape Character Assessment, Landscape Capacity Assessments and the Oxfordshire Historic Landscape Characterisation Project, to assess and determine development proposals.

7.9 Whilst supporting suitably located and designed development necessary to facilitate the economic and social well-being of local communities, great weight is given to conserving and enhancing the intrinsic character and beauty of our Areas of Outstanding Natural Beauty, which have the highest status of protection. Significant weight is also given to protecting non-designated landscapes, the countryside and Green Infrastructure assets from harm.

Trees and Hedgerows in the Landscape

7.10 Trees and hedgerows, individually and collectively, can make an important contribution to biodiversity and the landscape. They also absorb atmospheric pollution and have a beneficial influence on the climate. Development proposals should provide a net increase in tree canopy cover where this is

Significant weight is also given to protecting non-designated landscapes, the countryside and Green Infrastructure assets from harm

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.

- 7.11 The Council 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 Council 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.

Biodiversity

Policy ENV2: Biodiversity - Designated Sites, Priority Habitats and Species

- 1. The highest level of protection will be given to sites of international nature conservation importance (Special Areas of Conservation). 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).**
- 2. 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 only be permitted in exceptional circumstances, where it can be demonstrated that the benefits of the development in the location proposed clearly outweigh any harm to the special interest features and the SSSI's contribution to the local ecological network. In such circumstances, measures should be provided (and secured through planning conditions or legal agreements) that would mitigate or, as a last resort, compensate for the adverse effects resulting from development.**
- 3. Development likely to result, either directly or indirectly to the loss, deterioration or harm to:**
 - Local Wildlife Sites
 - Local Nature Reserves
 - Priority Habitats and Species

- Legally Protected Species
- Local Geological Sites
- Ecological Networks (Conservation Target Areas)
- Important or ancient hedges or hedgerows
- Ancient woodland and veteran trees

will only be permitted if:

- i) the need for, and benefits of the development in the proposed location outweigh the adverse effect on the interests;
 - ii) it can be demonstrated that it could not reasonably be located on an alternative site that would result in less or no harm to the interests; and
 - iii) 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.
4. Development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) will be refused planning permission, unless there are wholly exceptional reasons justifying the granting of planning permission.
 5. Where development has the potential to affect a proposed wildlife site the developer must undertake surveys and assessments to determine whether the site meets the criteria for Local Wildlife Site status.

This policy contributes towards achieving objectives 6, 7 & 8.

- 7.12 The level of protection and mitigation should be proportionate to the status of the habitat or species and its importance individually and as part of a wider network.

Policy ENV3: Biodiversity

1. Development that will conserve, restore and enhance biodiversity in the district will be supported. All development should provide a net gain in biodiversity where possible. As a minimum, there should be no net loss of biodiversity. All proposals should be supported by evidence to demonstrate a biodiversity net gain using a recognised biodiversity accounting metric.

- 2. **Development proposals which would result in a net loss of biodiversity will only be considered if it can be demonstrated that alternatives which avoid impacts on biodiversity have been fully explored in accordance with the mitigation hierarchy*. In the absence of alternative sites or layouts, development proposals must include adequate mitigation measures to achieve a net gain of biodiversity. Where harm cannot be prevented or adequately mitigated, appropriate compensation measures will be sought, as a last resort, through planning conditions or planning obligations (depending on the circumstances of each application) to offset the loss by contributing to appropriate biodiversity projects to achieve an overall net gain for biodiversity.**

- 3. **Planning permission will only be granted if impacts on biodiversity can be avoided, mitigated or, as a last resort, compensated fully.**

*For more information please refer to section 5.2 of BS 42020:2013

This policy contributes towards achieving objectives 6, 7 & 8.

7.13 Adequate information must be provided, prior to planning decisions being made, to assess the impact on biodiversity where reasonably likely to occur. The use of conditions to require the submission of ecological information, after the grant of planning permission, will only be considered in wholly exceptional circumstances where the need for such surveys could not have reasonably been foreseen by the applicant or the Council.

7.14 South Oxfordshire supports a rich variety of natural habitats and species. Many of these habitats are of national and international significance. These include:

Table 8a: Natural habitats and species

International	4 Special Areas of Conservation (SAC)
National	38 Sites of Special Scientific Interest (SSSI)
Local	150 confirmed or proposed Local Wildlife Sites ³³ 4 Local Nature Reserves 5 Local Geological Sites

7.15 In addition, there are numerous other important natural habitats, which are priority habitats of principal importance for the purpose of conserving biodiversity (under Section 41 of the Natural Environment and Rural Communities Act)³⁴.

7.16 In Oxfordshire a series of Conservation Target Areas (CTA)³⁵ have been identified

³³ A current list of Local Wildlife Sites is available on the Thames Valley Environmental Records Centre website (www.tverc.org/cms/). The list is updated periodically so should be referred to for the most up to date list of conservation sites

³⁴ Natural Environment and Rural Communities Act 2006, available at: www.legislation.gov.uk/ukpga/2006/16/contents

³⁵ www.wildoxfordshire.org.uk/biodiversity/conservation-target-areas/

which form the Ecological Network for the County. The CTA provide the best opportunities for targeted conservation action. They connect and buffer important habitats and species assemblages and have been designed to provide resilience to future climate change. Development proposals that would affect the integrity of these networks will be resisted or discouraged.

- 7.17 Development should contribute to the conservation of ecological networks, protected sites and priority habitats. All development should consider how it can improve biodiversity, and loss can only be permitted when there are unavoidable impacts that cannot be mitigated and compensation is provided to achieve a net gain. We will apply a form of Biodiversity Accounting to help understand if development proposals will achieve no net loss.

Biodiversity: Watercourses

Policy ENV4: Watercourses

- 1. Development of land that contains or is adjacent to 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.**

This policy contributes towards achieving objectives 6, 7 & 8.

7.18 Watercourses are vital to biodiversity, provide a unique range of habitats, act as wildlife corridors, and form an important element of South Oxfordshire's ecological network. They make a significant contribution towards the character of our landscape and form an important part of Green Infrastructure. They provide vital ecosystem services, help improve water quality, provide drainage and flood management and provide green space for informal recreation. Of specific note are South Oxfordshire's globally rare chalk streams which support special wildlife habitats and species.

7.19 The health of all watercourses is under pressure from a variety of issues including abstraction, pollution and increased disturbance. It is essential that watercourses are positively integrated into the design of new development from the outset to protect their ecological importance and retain and enhance biodiversity. Integrating watercourses into development can provide attractive riverside settings, natural areas of Green Infrastructure and areas for informal recreation.

7.20 All development proposals adjacent to watercourses should avoid damaging impacts and provide mitigation for any unavoidable impacts. Development proposals should aim to provide enhancements to the watercourse that benefit biodiversity and other ecosystem services.

Watercourse Buffer Zones

7.21 Watercourse buffer zones are required to avoid disturbance associated with development. The buffer zone should be a minimum of 10 metres wide,

Development proposals should aim to provide enhancements to the watercourse that benefit biodiversity and other ecosystem services

measured from the top of each bank. Larger developments should provide further buffering which can be used for informal recreation.

7.22 Buffer zones:

- i) Allow the watercourse to undergo the natural processes of erosion, deposition and natural changes to the bank profile without necessitating intrusive and harmful bank protection works
- ii) Provide space for semi-aquatic and terrestrial habitats which are important to the lifecycle of many species
- iii) Create, maintain and enhance wildlife corridors which can also be used as part of Green Infrastructure networks
- iv) Prevent permanent overshadowing of the water by buildings
- v) Reduce the risk of pollution caused by run-off
- vi) Reduce incidences of flooding by allowing water storage and the natural drainage of rainwater.

The buffer zone should not form domestic land or parking areas of any kind, but may form part of the requisite Green Infrastructure for new developments

7.23 Proposals should include long term management plans for the buffer zone which retain and enhance its biodiversity value and 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, planted with native species that are naturally found by local riversides. Soft infrastructure such as pedestrian footpaths should be kept to a minimum. The buffer zone should not form domestic land or parking areas of any kind, but may form part of the requisite Green Infrastructure for new developments.

7.24 Where a 10 metre wide buffer zone is not considered possible by the Council, proposals should be accompanied by detailed plans to show how the land will be managed to promote biodiversity and how maintenance access to the watercourse will be created.

7.25 It should be noted that in addition to any planning permission, consent is required from either the Environment Agency or the Lead Local Flood Authority to carry out any work within 8 metres of a watercourse.

Culverts

7.26 Culverting can have a huge impact on the ecology of the watercourse by removing habitat and fragmenting the channel and its river corridor. All opportunities to de-culvert a watercourse should be taken. Culverting should be avoided as:

- i) the absence of sunlight, natural banks and vegetation means that culverts are not usually able to sustain significant life;

- ii) they are often protected by screens, which usually makes the culvert impenetrable to animals such as otters, water voles, fish and invertebrates. This can prevent the movement of species along the river corridor and lead to animals being forced onto roads causing animal deaths and road traffic incidents;
- iii) they can significantly increase the risk of flooding due to the risk of blockage and changed channel dynamics; and
- iv) maintenance is complicated due to restricted access.

Green Infrastructure

Policy ENV5: Green Infrastructure in New Developments

1. **Development will be expected to contribute towards the provision of additional Green Infrastructure and protect or enhance existing Green Infrastructure.**
2. **Proposals should:**
 - i) **protect, conserve or enhance the district's Green Infrastructure;**
 - ii) **provide an appropriate level of Green Infrastructure with regard to requirements set out in the Green Infrastructure Strategy, AONB Management Plan or the Habitats Regulations Assessment;**
 - iii) **avoid the loss, fragmentation, severance or other negative impact on the function of Green Infrastructure;**
 - iv) **provide appropriate mitigation where there would be an adverse impact on Green Infrastructure; and**
 - v) **provide an appropriate replacement where it is necessary for development to take place on areas of Green Infrastructure.**
3. **All Green Infrastructure provision should be designed with regard to the quality standards set out within the Green Infrastructure Strategy, or where relevant the Didcot Garden Town Delivery Plan. Consideration should also be given to inclusive access and contributing to gains in biodiversity, particularly through the use of appropriate planting which takes account of changing weather patterns. Where new Green Infrastructure is provided, applicants should ensure that appropriate arrangements are in place to ensure its ongoing management and maintenance.**

This policy contributes towards achieving objectives 6, 7 & 8.

7.27 Green Infrastructure is a network of multi-functional green space in both urban and rural areas, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. Such networks can also include “blue” infrastructure features such as ponds, lakes, reservoirs, streams and rivers. When assessing planning applications, we will take into account the findings of the Green Infrastructure Strategy and the Habitat Regulations Assessment (HRA) to define new Green Infrastructure requirements and how they should be delivered. Where new Green Infrastructure is identified as a mitigation requirement within the HRA this must be delivered by the applicant to meet requirements. Green Infrastructure can have an important role to play in enhancing biodiversity, acting as a carbon store, and enhancing the quality of life for residents. Applicants should refer to guides such as the Fieldfare Trust ‘Countryside for All – A Good Practice Guide to Disabled People’s Access in the Countryside’ and the South Oxfordshire Design Guide to ensure that the positive contributions of Green Infrastructure are maximised.

Historic Environment and Heritage Assets

Policy ENV6: 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. Heritage assets include statutorily designated Scheduled Monuments, Listed Buildings or structures, Conservation Areas, Registered Parks and Gardens, Registered Battlefields, archaeology of national and local interest and non-designated buildings, structures or historic landscapes that contribute to local historic and architectural interest of the district’s historic environment, and also includes those heritage assets listed by the Oxfordshire Historic Environmental Record.**
2. **Proposals for new development should be sensitively designed and should not cause harm to the historic environment. Proposals that have an impact on heritage assets (designated and non-designated) will be supported particularly where they:**
 - i) **conserve or enhance the significance of the heritage asset and settings. The more important the heritage asset, the greater the**

- weight that will be given to its conservation;
- ii) **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);**
 - iii) **make a positive contribution towards wider public benefits;**
 - iv) **provide a viable future use for a heritage asset that is consistent with the conservation of its significance; and/or**
 - v) **protect a heritage asset that is currently at risk.**
3. **Non-designated heritage assets, where identified through local or neighbourhood plan-making, 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.**
 4. **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. In some circumstances further survey, analysis and/or recording will be made a condition of consent.**
 5. **Particular encouragement will be given to schemes that will help secure the long term conservation of vacant and under-used buildings and bring them back into appropriate use.**
 6. **Alterations to historic buildings, for example to improve energy efficiency, should respect the integrity of the historic environment and the character and significance of the building.**

This policy contributes towards achieving objectives 5, 6 & 7

7.28 Heritage assets may be classified as either 'designated' or 'non-designated' and both can be important to consider through the planning process. Heritage assets can include Listed Buildings, Scheduled Monuments, Conservation Areas, Registered Parks and Gardens, archaeological sites and other assets.

- 7.29 Development proposals at an early stage should refer to sources of information on the historic environment such as the Oxfordshire Historic Landscape Characterisation Project, The Oxfordshire Historic Environment Record, The National Heritage List for England, the South Oxfordshire Heritage Impact Assessment, and, where relevant, Conservation Area Character Appraisals 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 South Oxfordshire Design Guide and other relevant guidance.
- 7.30 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.
- 7.31 The Council will monitor buildings or other heritage assets at risk through neglect, decay or other threats, proactively seeking solutions for assets at risk through discussions with owners and willingness to consider positively development schemes that would ensure the repair and maintenance of the asset, and, as a last resort, using its statutory powers. The Council will work with relevant stakeholders to encourage better understanding of the heritage assets on the Historic England “Heritage at Risk” Register. Where appropriate the Council will encourage Heritage Partnership Agreements, particularly for Listed Buildings on any ‘at risk’ register.
- 7.32 The Council will support Neighbourhood Development Plans where they seek to assess their heritage assets and add to the evidence base.

Listed Buildings

Policy ENV7: 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:**
 - i) **conserve, enhance or better reveal those elements which contribute to the heritage significance and/or its setting;**
 - ii) **respect any features of special architectural or historic interest, including, where relevant, the historic curtilage or context, such as burgage plots, or its value within a group and/or its setting,**

- such as the importance of a street frontage or traditional shopfronts; and
- iii) 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 South Oxfordshire Design Guide.
2. Development proposals affecting the significance of a listed building or 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:
 - i) the nature of the heritage asset prevents all reasonable uses of the site; and
 - ii) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
 - iii) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
 - iv) 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:
 - i) minimise harm and avoid adverse impacts, and provide justification for any adverse impacts, harm or loss of significance;
 - ii) identify any demonstrable public benefits or exceptional circumstances in relation to the development proposed; and
 - iii) 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 without any adverse effect on the significance of the building and its setting.

This policy contributes towards achieving objectives 5 & 7.



- 7.33 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 List of Buildings of Special Architectural or Historic Interest.
- 7.34 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.
- 7.35 Many listed buildings, due to their age and construction, have features which could support roosting bats. To ensure compliance with relevant legislation, species survey information will be required, and ecological conditions applied to consents granted, in instances where proposed works to listed buildings would be reasonably likely to impact roosting bats.

Conservation Areas

Policy ENV8: 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. Development will be expected to:**
 - i) **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;**
 - ii) **take into account important views within, into or out of the Conservation Area and show that these would be retained and unharmed;**
 - iii) **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 South Oxfordshire Design Guide and any relevant Conservation Area Character Appraisal;**
 - iv) **be sympathetic to the original curtilage of buildings and pattern of development that forms part of the historic interest of the Conservation Area;**
 - v) **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;**
 - vi) **ensure the wider social and environmental effects generated by the development are compatible with the existing character and appearance of the Conservation Area; and/or**
 - vii) **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 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.**

3. **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.**
4. **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.**

This policy contributes towards achieving objectives 5 & 7.

- 7.36 Conservation Areas are described in Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as “areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance”. Inevitably, these areas will vary greatly. Pleasant groups of buildings, open spaces, trees, an historic settlement pattern, a village green, or features of archaeological interest, may all contribute to the special character of an area, and it is that character, rather than individual buildings, which Conservation Area legislation seeks to preserve and enhance.
- 7.37 A feature of many towns are ‘burgage plots’. Surviving patterns of burgage plots have considerable historic and archaeological significance and contribute much to the character of Henley-on-Thames, Thame and Wallingford. They are among the principal historic assets of these towns and should be conserved.
- 7.38 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

Policy ENV9: Archaeology and Scheduled Monuments

1. **Development must protect the site and setting of Scheduled Monuments or nationally important designated or undesignated 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.

3. Where the assessment indicates archaeological remains on site, and development could disturb or adversely affect archaeological remains and/or their setting, applicants will be expected to:
 - i) submit an appropriate archaeological desk-based assessment; or
 - ii) undertake a field evaluation (conducted by a suitably qualified archaeological organisation), where necessary.
4. 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.
5. 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.
6. 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.
7. For other archaeological remains, 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.
8. 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. Planning permission will not be granted until this programme has been submitted to, and approved by, the Council and development should not commence until these works have been satisfactorily undertaken by an appropriately qualified organisation. The results and analysis of findings subsequent to the investigation should be published and made available to the relevant local and county authorities.

This policy contributes towards achieving objectives 5 & 7.

- 7.39 Our archaeological resource has great social, economic, cultural and educational value for the community and this potential can be developed through suitable management and interpretation. Some archaeological sites and monuments are designated as Scheduled Monuments and are legally protected under the terms of the Ancient Monuments and Archaeological Areas Act.
- 7.40 A network of historic routes also exist as archaeological features in the district, ranging from pre-historic tracks, Roman roads, medieval coffin ways, salt roads, and droveways, to later turnpike roads. These routes are integrated into the district's landscape and serve an important function in linking settlements and forming a unique setting for the district's distinctive landscape features and will therefore be protected.

Historic Battlefields, Registered Parks and Gardens and Historic Landscapes

Policy ENV10: Historic Battlefields, Registered Parks and Gardens and Historic Landscapes

- 1. Proposals should conserve or enhance the special historic interest, character or setting of a battlefield, or park or garden on the Historic England Registers 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 achieve substantial public benefits that outweigh that harm or loss. All other options for their conservation or use must have been explored.**
- 4. A balanced judgment, having regard to the scale of any harm or loss and the significance of the heritage asset, will be required in assessing proposals affecting non-designated historic battlefields, parks and historic landscapes including historic routes.**

- 5. 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. In some circumstances, further survey, analysis and recording will be made a condition of consent.**

This policy contributes towards achieving objectives 5 & 7.

- 7.41 Historic battlefields, landscapes, parks and gardens are an important part of the district's heritage and environment. They comprise a variety of features including the open space itself, views in and out, archaeological remains and, in the case of parks or gardens, a conscious design incorporating planting and water features, and frequently buildings. The Green Infrastructure and biodiversity value of historic landscapes is also important. There is a need to protect such sites and their settings and to encourage sympathetic management wherever possible.
- 7.42 A number of the most important sites have been included on the "Historic England Register of Historic Parks and Gardens of Special Historic Interest in England". Registered Parks and Gardens are included on the National Heritage List for England. Registered sites are of national importance, but the district has several other sites of regional or local importance that should also be protected from harm, and enhanced where possible.

Environmental Protection and Pollution

Policy ENV11: Pollution - Impact from Existing and/or Previous Land Uses on New Development (Potential Receptors of Pollution)

- 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 effect(s) of pollution. 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.**

2. **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:**
 - noise or vibration;
 - smell, dust, odour, artificial light, gases and other emissions;
 - air pollution, contamination of the site or its surroundings and hazardous substances nearby;
 - land instability; and
 - any other relevant types of pollution.
3. **Opportunities to mitigate and/or remediate the impacts of pollution on the natural environment should also be considered wherever possible and related to a development.**
4. **Development on contaminated land will not be permitted unless the contamination is effectively treated by the developer to prevent any harm to human health and the natural environment (including controlled waters).**

This policy contributes towards achieving objectives 6, 7 & 8.

Policy ENV12: Pollution - Impact of Development on Human Health, the Natural Environment and/or Local Amenity (Potential Sources of Pollution)

1. **Development proposals should be located in sustainable locations and should be designed to ensure that they will not result in significant adverse impacts on human health, the natural environment and/or the amenity of neighbouring uses.**
2. **The individual and cumulative impacts of development on human health, the natural environment and/or local amenity will be considered when assessing development proposals.**
3. **The consideration of the merits of development proposals will be balanced against the adverse impact on human health, the natural environment and/or local amenity, including the following factors:**
 - noise or vibration;
 - smell, dust, odour, artificial light, gases and other emissions;
 - air pollution, contamination of the site or its surroundings and hazardous substances nearby;

- **land instability; and**
- **any other relevant types of pollution.**

This policy contributes towards achieving objectives 6, 7 & 8.

- 7.43 “Pollution” is 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. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light. Pollution can also include legacy contamination of soils and groundwater, ground conditions and land instability, natural hazards or sources of pollution from former activities such as mining.
- 7.44 In determining planning applications, the Council will consider whether the proposal is an acceptable use of the land, the cumulative impact of the proposal and also consider the impact of the proposed use. Amongst other matters, the Council will consider proposals in terms of how it may be affected by sources of pollution and how a proposal may cause pollution. The Council will prevent new development from being put at risk from or being adversely affected by, unacceptable levels of pollution or land instability. Development should be appropriate for its location. The Council will also consider the future remediation of the land.
- 7.45 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 from pollution. Further information on requirements and standards is available from the Council’s Environmental Protection Team.
- 7.46 The Council will also consider that existing businesses and uses may wish to develop in continuance and will therefore consider the effect nearby proposals may have on these existing businesses and uses.
- 7.47 The Council will consider proposals against current local and national standards, guidance, legislation and/or objectives. This will include consideration of the presence of Air Quality Management Areas and the cumulative impacts on air quality. There are currently three Air Quality Management Areas within South Oxfordshire at Henley-on-Thames, Wallingford and Watlington. The adjoining urban areas of Oxford City and Reading town centre, and the town centre of Abingdon-on-Thames are also designated Air Quality Management Areas.

Policy EP1: Air Quality

1. In order to protect public health from the impacts of poor air quality:
 - i) development must have regard to the measures laid out in the Council's Developer Guidance Document and the associated Air Quality Action Plan, as well as the national air quality guidance and any Local Transport Plans;
 - ii) where sensitive development is proposed in areas of existing poor air quality and/or where significant development is proposed, an Air Quality Assessment will be required;
 - iii) all development proposals should include measures to minimise air pollution at the design stage and incorporate best practice in the design, construction and operation of the development;
 - iv) where a development has a negative impact on air quality, including cumulative impact, developers should identify mitigation measures that will sufficiently minimise emissions from the development. Where mitigation is not sufficient the impacts should be offset through planning obligations; and
 - v) development will only be permitted where it does not exceed air pollution levels set by European and UK regulations.

This policy contributes towards achieving objectives 6, 7 & 8.

Hazardous Substances

Policy EP2: Hazardous Substances

1. Development which involves the use, movement or storage of hazardous substances will only be permitted where a suitable and sufficient risk assessment has been carried out and identified control measures implemented to adequately reduce risk as far as reasonably practical to the health and safety of users of the site, neighbouring land and the environment. Development within the vicinity of an installation involving hazardous substances or activities will only be permitted if the impact on health and safety of occupants of that development is acceptable. The Council will seek to reduce the potential for conflicting land uses and promote safety of people and protection of the environment.

This policy contributes towards achieving objectives 6 & 7.

7.48 The Council is empowered under the Planning (Hazardous Substances) Act 1990 to regulate the presence of hazardous substances, so that they cannot be kept or used above specified quantities. National Planning Practice Guidance provides further advice on how the planning system deals with hazardous substances. Development of new installations where hazardous substances are handled will be carefully controlled.

Waste Collection and Recycling

Policy EP3: Waste Collection and Recycling

- 1. Development proposals for residential use must ensure:**
 - i) adequate facilities are provided for the sorting, storage and collection of waste and recycling;**
 - ii) sufficient space is provided for the storage and collection of individual or communal recycling and refuse containers; and**
 - iii) access is provided that is safe for existing users/residents and for refuse and recycling collection vehicles.**

- 2. Development proposals for non-residential use must ensure:**
 - i) sufficient space is provided for the storage of communal recycling and refuse containers; and**
 - ii) provision is made that is adequate for the proposed use. The location and design of recycling and refuse provision should be integral to the design of the proposed development.**

- 3. In assessing recycling and refuse provision, the following points should be considered:**
 - i) the level and type of provision, having regard to the above requirements and relevant space standards;**
 - ii) 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;**
 - iii) 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;**
 - iv) the impact of the provision on health and amenity of neighbouring development and the proposed development; and**
 - v) 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. **Development will not be permitted if recycling and refuse provision that meets the above requirements cannot feasibly or practicably be provided.**

This policy contributes towards achieving objectives 4 & 8.

- 7.49 In promoting good design 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.
- 7.50 Policy DES7 encourages developers to make provision for the effective use of resources, including minimising waste and making provision for the recycling of waste on site.
- 7.51 In combination with Policy DES7, Policy EP3 requires that adequate facilities for the sorting, storage and collection of waste are provided on all new developments and seeks to further encourage sustainable waste management initiatives.
- 7.52 Refuse and recycling storage and collection facilities should be designed and provided with regard to the South Oxfordshire Design Guide and South Oxfordshire and Vale of White Horse District Council's Waste Planning Guidance which can be found on the Council's website.

Flood Risk

Policy EP4: Flood Risk

1. **The risk and impact of flooding will be minimised through:**
 - i) **directing new development to areas with the lowest probability of flooding;**
 - ii) **ensuring that all new development addresses the effective management of all sources of flood risk;**
 - iii) **ensuring that development does not increase the risk of flooding elsewhere; and**
 - iv) **ensuring wider environmental benefits of development in**

relation to flood risk.

2. **The suitability of development proposed in Flood Zones will be strictly assessed using the 'Sequential Test' and where necessary the 'Exceptions Test'. A sequential approach should be used at site level.**
3. **A site-specific Flood Risk Assessment (FRA) should be provided for all development in Flood Zones 2 and 3. In Flood Zone 1 a FRA should accompany all proposals involving:**
 - sites of 1 hectare or more;
 - land which has been identified by the Environment Agency as having critical drainage problems;
 - land identified in the Strategic Flood Risk Assessment as being at increased flood risk in future; or
 - land that may be subject to other sources of flooding, where development would introduce a more vulnerable use.
4. **All development proposals must be assessed against the current South Oxfordshire Strategic Flood Risk Assessment or any updates and the Oxfordshire Local Flood Risk Management Strategy to address locally significant flooding. Appropriate mitigation and management measures must be implemented and maintained.**
5. **All development will be required to provide a Drainage Strategy. Development will be expected to incorporate Sustainable Drainage Systems and ensure that run-off rates are attenuated to greenfield run-off rates. Higher rates would need to be justified and the risks quantified. Development should strive to reduce run-off rates for existing developed sites.**
6. **Sustainable Drainage Systems should seek to enhance water quality and biodiversity in line with the Water Framework Directive.**

This policy contributes towards achieving objectives 5 & 8.

7.53 Areas of South Oxfordshire are at risk of flooding and the impact of climate change is important. Climate change allowances should be taken into consideration in Flood Risk Assessments as set out in National Planning Practice Guidance. The planning system has an important role to play in minimising flooding, the risk of flooding and increasing resilience. Only appropriate development should take place in areas at risk from flooding, and development

should be directed away from areas of the highest risk. A sequential, risk-based approach to locating development, referred to as applying the Sequential Test, and if necessary, the Exception Test should be applied, taking into account climate change.

7.54 The Council will uphold the sequential approach to flood risk. Neighbourhood planning groups considering proposed development within areas at risk of flooding must apply the Sequential Test to the whole neighbourhood area. If necessary, the Exception Test should also be applied. The Environment Agency provide bespoke advice where developments in high flood risk areas require a site-specific Flood Risk Assessment. Should mitigation be required, the Council will expect those measures to be in the application proposals and part of the development.

7.55 Where the redevelopment or change of use of a previously developed site in Flood Zone 2 or 3 is proposed, opportunities should be taken to:

- reduce vulnerability to flooding by promoting less vulnerable and water compatible uses; and
- reduce the built development footprint, thus improving floodplain storage and flow paths.

Minerals Safeguarding Areas

Policy EP5: Minerals Safeguarding Areas

- 1. Minerals are a non-renewable resource, therefore to safeguard future potential extraction, development will be directed away from Minerals Safeguarding Areas.**
- 2. Where development in Minerals Safeguarding Areas cannot be avoided, developers are encouraged to extract minerals prior to non-mineral development taking place, where this is practical and environmentally feasible.**

This policy contributes towards achieving objective 7.

7.56 Minerals Safeguarding Areas as identified in Oxfordshire County Council's Minerals and Waste Core Strategy are shown on the Policies Map.





8 BUILT ENVIRONMENT

- 8.1 Our “built environment” consists of all the man-made aspects of our surroundings. It includes not only buildings but the spaces between buildings such as parks and gardens, and social spaces such as squares, as well as the infrastructure that supports our daily activities such as streets, railways, utility networks and flood defences.
- 8.2 The way we develop our built environment has a direct impact on how successful and sustainable places and communities are. In South Oxfordshire we want to create places where people want to live, work 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.

High Quality Development

- 8.3 The Government attaches great importance to the design of the built environment, which is an important component of sustainable development. New development should create a sense of place and enhance the lives of those who live, work and visit there.
- 8.4 We are committed to securing the highest quality of design in new development of all types and scales in South Oxfordshire. The South Oxfordshire Design Guide (2016) seeks to define high quality development, the principles to achieving it and raise the profile of high quality design throughout the district. It aims to address specific design issues that we have been experiencing within South Oxfordshire. We consider the Design Guide to be a vital tool that will help us create successful and sustainable places. The value and quality of the Design Guide has been demonstrated by it being shortlisted for two national awards. The Design Guide together with the policies in this Plan, will ensure that we can deliver our objectives for high quality developments.



Policy DES1: Delivering High Quality Development

1. All new development must be of a high quality design that:
 - i) uses land efficiently while respecting the existing landscape character;
 - ii) enhances biodiversity and, as a minimum, leads to no net loss of habitat;
 - iii) incorporates and/or links to a well-defined network of Green and Blue Infrastructure;
 - iv) is sustainable and resilient to climate change;
 - v) minimises energy consumption;
 - vi) mitigates water run-off and flood risks;
 - vii) takes into account landform, layout, building orientation, massing and landscaping;
 - viii) provides a clear and permeable hierarchy of streets, routes and spaces to create safe and convenient ease of movement by all users;
 - ix) ensures that streets and spaces are well overlooked creating a positive relationship between fronts and backs of buildings;
 - x) clearly defines public and private spaces;
 - xi) provides access to local services and facilities and, where needed, incorporates mixed uses, facilities and co-locates services as appropriate with good access to public transport;
 - xii) provides a wide range of house types and tenures;
 - xiii) respects the local context working with and complementing the scale, height, density, grain, massing, type, and details of the surrounding area;
 - xiv) 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;
 - xv) does not differentiate between the design quality of market and affordable housing or the adjacent public realm;
 - xvi) is designed to take account of possible future development in the local area;
 - xvii) understands and addresses the needs of all potential users by ensuring that buildings and their surroundings can be accessed and used by everyone;
 - xviii) creates safe communities and reduces the likelihood of crime and antisocial behaviour as well as the fear of crime itself; and
 - xix) ensures a sufficient level of well-integrated and imaginative solutions for car and bicycle parking and external storage

including bins.

2. **Where development sites are located adjacent to sites that have a reasonable prospect of coming forward in the future, integration with the neighbouring site should form part of the proposal's design.**
3. **Where the Council is aware that adjacent or closely related sites with similar delivery timescales are coming forward together, a coordinated, integrated and comprehensive masterplan will be required to be prepared across all the sites.**

This policy contributes towards achieving objectives 5, 7 & 8.

- 8.5 Creating high quality buildings and places is fundamental. Policy DES1 sets out the key design objectives that we consider critical in delivering high quality development. These must be considered at the outset and throughout the design process. The Council will support development that meets these objectives. Developers should also have regard to the principles and design criteria set out in the South Oxfordshire Design Guide. 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 (2019), Oxfordshire County Council's Cycling Design Standards (2017), Walking Design Standards (2017) and Residential Road Design Guide 2nd Edition (2015) or updated versions of these documents. New development within the Chilterns Area of Outstanding Natural Beauty should meet the principles set out in the Chilterns Building Design Guide.
- 8.6 Securing high quality design is about more than just aesthetics. It is important that new development delivers sustainable, inclusive and mixed communities in order to create successful places where people want to live, work and play. New development should be designed to meet the needs of all users including the young and elderly, disabled, parents and carers. It is important that the places that we create are safe. To ensure that the development we deliver is designed to reduce the opportunity for crime, as well as the fear of crime itself, proposals must, wherever possible, incorporate the principles set out in the "Secured by Design" scheme.
- 8.7 The quality of the spaces between buildings is as important as the buildings themselves. They are the setting for most movement and should be designed to support an active life for everyone. These should include areas allocated to different users for different purposes, including movement, parking, hard and soft surfaces, street furniture, lighting, signage and public art.

- 8.8 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 Council will support the provision of public art within new development schemes in accordance with the Arts Development Strategy. The Council 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 Council 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.
- 8.9 Past developments in the district have not always taken account of future development coming forward on adjacent sites, this has undermined the integration of new development with existing communities.

Policy DES2: Enhancing Local Character

- 1. All new development must be designed to reflect the positive features that make up the character of the local area and should both physically and visually enhance and complement the surroundings.**
- 2. All proposals for new development should be informed by a contextual analysis that demonstrates how the design:**
 - i) has been informed by and responds positively to the site and its surroundings; and**
 - ii) reinforces place-identity by enhancing local character.**
- 3. Where a Character Assessment has been prepared as part of a made Neighbourhood Development Plan, a proposal must demonstrate that the positive features identified in the Assessment have been incorporated into the design of the development.**
- 4. Where there is no local Character Assessment a comprehensive contextual analysis of the local character should be prepared as part of an application. This should identify the positive features that make up the character of the area. The proposal must demonstrate that these positive features have been incorporated into the design of the development.**

5. 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 Character Appraisal.

This policy contributes towards achieving objectives 5 & 7.

- 8.10 All proposals should take account of the local context, including the local character and existing features. Important local features, both within the landscape and built environment, in particular should be retained as part of the proposal. This should be set out on an opportunities and constraints plan.
- 8.11 National planning guidance emphasises the importance of promoting and reinforcing local distinctiveness as well as being positive about good contemporary design. Proposals for new development should demonstrate how they reflect the special character of South Oxfordshire as well as the distinct character of the local area. This should be set out in the Design and Access Statement that supports the application.
- 8.12 The Council encourages communities preparing Neighbourhood Development Plans to consider what the positive features are in their local area and identify them as part of a made Plan. Where these local features have been identified as part of a made Neighbourhood Development Plan, proposals should demonstrate that they have been incorporated into the design. Where these local features have not been identified, proposals should include a comprehensive contextual analysis that identifies them.
- 8.13 In some cases developers have been selective in the features that they have identified as forming part of the local character and have not always considered whether the features form a positive part of the local character. To avoid developments reflecting previous poor quality design the Council may undertake its own contextual analysis if it is considered that the positive features of the local character have not been identified correctly.

To avoid developments reflecting previous poor quality design the Council may undertake its own contextual analysis

Policy DES3: Design and Access Statements

1. **Where an application is required to be supported by a Design and Access Statement, this must demonstrate how the development proposal meets the design objectives and principles set out in the South Oxfordshire Design Guide.**
2. **The Design and Access Statement should be proportional to the scale and complexity of the proposal. It should include:**
 - i) **a clear drawing trail that shows how the design of the proposal and the rationale behind it has evolved and clearly demonstrates that the design objectives and principles set out in the South Oxfordshire Design Guide have been considered at the outset and throughout the process and have been met by the final design;**
 - ii) **a constraints and opportunities plan that clearly informs the design process and final design;**
 - iii) **the delivery implementation phases and strategies to be put in place to ensure the timely delivery of infrastructure and services when they are needed by new residents; and**
 - iv) **how consultation with the existing community and communities in the surrounding area has informed the design of the development.**

This policy contributes towards achieving objectives 5 & 7.

- 8.14 Design and Access Statements are an important mechanism for communicating the design of a development. A checklist setting out when a Design and Access statement is required as part of a planning application can be found on the Council's website.

Policy DES4: Masterplans for Allocated Sites and Major Development

1. **Proposals for sites allocated in the Development Plan, including sites allocated within Neighbourhood Development 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:**

- i) clearly set out the land uses proposed including the amount, scale and density of development, the movement and access arrangements and Green Infrastructure provision;
- ii) 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;
- iii) be based on a full understanding of the significance or special interest of the historic environment as it relates to the site, including above and below ground archaeological remains and other heritage assets on the site or within the setting of which the site lies, and the conservation and enhancement of those remains or assets and significance or special interest;
- iv) define a hierarchy of routes and the integration of suitable infrastructure, including for example SuDS within the public realm;
- v) demonstrate a legible structure and identify key elements of townscape such as main frontages, edges, landmark buildings, key building groups and character areas;
- vi) 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 which provide direct access to the street or space and that positive relationships have been created between the fronts and backs of buildings;
- vii) demonstrate as appropriate the careful siting of community facilities and other amenities to meet the needs of the existing and future community, including access to education/training facilities, health care, community leisure and recreation facilities;
- viii) demonstrates a clear link to the principles established in the Design and Access Statement and the South Oxfordshire Design Guide; and
- ix) demonstrate that it has been prepared with the involvement of the local community and other stakeholders and in consultation with the local planning authority.

*As defined by the Development Management Procedure Order 2010.

This policy contributes towards achieving objectives 4, 5, 6, 7 & 8.

- 8.15 Masterplans are an important tool used by designers to set out the strategy for a new development and to demonstrate that the general layout, scale and other aspects of the design are based on good urban design principles. The South Oxfordshire Design Guide sets out the principles of good design that must be demonstrated through the preparation of a masterplan as part of applications for major development and development of allocated sites.
- 8.16 Masterplans should be produced in consultation with South Oxfordshire District Council, the community and other stakeholders. As part of the masterplanning process site promoters and developers should also, where appropriate, explore the possibility of long-term stewardship of assets with the local community.

Policy DES5: Outdoor Amenity Space

- 1. A 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 overlooked by adjacent habitable rooms. They should also not be compromised by shading from buildings or shading, leaf litter and anxiety of established significant trees and hedges 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.**

This policy contributes towards achieving objectives 4, 5, 6 & 7.

- 8.17 The relationship of a building with its plot is critical to how well it fits in with neighbouring development and to its impact on the overall character of the street. The extent of plot coverage also determines the external area available for private garden space. This policy and the Design Guide seek to ensure that reasonable standards of private amenity space are provided in new developments.

- 8.18 The Design Guide contains guidelines in respect of the recommended minimum size of private amenity space that should be provided, with the size relating to the number of bedrooms in the proposed dwelling. Used on their own, these standards would lead to uniform plot sizes and shapes that pay little regard to the character of the area. This policy, however, 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, sunlight and outlook.
- 8.19 Often garden and outdoor amenity spaces, particularly communal areas provided for flatted developments, are identified at the end of the design process and consist of the leftover space surrounding the building(s). This tends to result in spaces of an inappropriate size and shape that bear no relation to the internal workings of the building and/or the requirements of the intended user(s). Gardens and outdoor amenity spaces should be considered from the beginning of the design process and throughout. The provision of garden and outdoor amenity spaces should not be compromised by the need for parking or garages.

Policy DES6: Residential Amenity

- 1. Development proposals should 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:**
 - i) loss of privacy, daylight or sunlight;**
 - ii) dominance or visual intrusion;**
 - iii) noise or vibration;**
 - iv) smell, dust, heat, odour, gases or other emissions;**
 - v) pollution, contamination or the use of/or storage of hazardous substances; and**
 - vi) external lighting.**

This policy contributes towards achieving objectives 5, 6 & 7.

- 8.20 New dwellings should be designed to ensure adequate privacy for existing and new residents to enable them to enjoy their homes without undue intrusion from neighbours or the public. Buildings should also be orientated within their plots to maximise daylight and passive solar gain, with garden areas orientated to maximise sunlight. These objectives can be achieved by careful siting of properties,

by ensuring that there are adequate distances between properties and through the erection of screen walls and fencing. Developments should 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 Design Guide contains detailed guidance.

Policy DES7: Efficient Use of Resources

- 1. New development is required to make provision for the effective use and protection of natural resources where applicable, including:**
 - i) the efficient use of land, with densities in accordance with Policy STRAT5 Residential Densities. Proposals which seek to deliver higher quality and higher density development which minimises land take will be encouraged;**
 - ii) minimising waste and making adequate provision for the recycling, composting and recovery of waste on site using recycled and energy efficient materials;**
 - iii) maximising passive solar heating, lighting, natural ventilation, energy and water efficiency and the re-use of materials;**
 - iv) making efficient use of water, for example through rainwater harvesting and grey water recycling, and causing no deterioration in, and where possible, achieving improvements in water quality (including groundwater quality);**
 - v) taking account of, and if located within an AQMA, is consistent with, the Council's Air Quality Action Plan;**
 - vi) ensuring that the land is of a suitable quality for development and that remediation of contaminated land is undertaken where necessary;**
 - vii) avoiding the development of the best and most versatile agricultural land, unless it is demonstrated to be the most sustainable choice from reasonable alternatives, by first using areas of poorer quality land in preference to that of a higher quality; and**
 - viii) re-using vacant buildings and redeveloping previously developed land, provided the land is not of a high environmental value.**

This policy contributes towards achieving objectives 4, 5, 6, 7 & 8

- 8.21 In South Oxfordshire, the prudent use of natural resources is a key element of delivering sustainable development as this contributes to tackling climate change. The Council encourages applicants to consider how our existing resources can be used effectively and efficiently when planning and designing development proposals. Housing density should be optimised in strategic allocations and at the towns in the district, unless there are overriding reasons concerning townscape, character, landscape, design or infrastructure capacity. Special consideration will be given to the prevailing character and appearance in Conservation Areas and the Areas of Outstanding Natural Beauty.
- 8.22 National policy requires planning policies to take account of the presence of Air Quality Management Areas (AQMA) and the cumulative impacts on air quality from individual sites in local areas. There are three Air Quality Management Areas designated in South Oxfordshire in the Market Towns of Henley-on-Thames and Wallingford, and the Larger Village of Watlington. This Plan seeks to ensure that new development in Air Quality Management Areas is consistent with our Air Quality Action Plan.
- 8.23 The Water Framework Directive seeks to protect the quality of water, including the aquatic ecology, unique and valuable habitats, drinking water resources and bathing water. It requires that there is no deterioration in the status of water bodies and that they all achieve good ecological status by 2027. The Thames River Basin Management Plan sets out actions to help meet this obligation. Policies on Green Infrastructure, biodiversity and promoting sustainable design will also assist in achieving this objective by ensuring that surface water run-off is appropriately controlled. Aquifers within South Oxfordshire support strategically important public drinking water abstractions. Policies will seek to ensure that essential water resources are protected from derogation and pollution. Where required, references will be made to the Environment Agency, Source Protection zone mapping and their guidance - The Environment Agency's approach to Groundwater Protection.

The Council encourages applicants to consider how our existing resources can be used effectively and efficiently when planning and designing development proposals



- 8.24 Oxfordshire County Council is responsible for determining planning applications for minerals and waste development and producing the Minerals and Waste Local Plan, which will safeguard mineral resources, aggregate rail depots, sites for recycled and secondary aggregate supply, other minerals infrastructure sites and sites for waste management. These areas are marked on the Policies Map. Should the District receive a planning application in any of these areas, Oxfordshire County Council will be consulted on the development. Applicants are advised to review the Minerals and Waste Local Plan prior to making a planning application.
- 8.25 All development will be expected to use land efficiently, with a density and form appropriate to the site and its surroundings, taking into account local character and accessibility to services and facilities.

Sustainable Design and Construction

Policy DES8: Promoting Sustainable Design

- 1. All new development, including building conversions, refurbishments and extensions, 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 taking into account any nationally adopted standards and in accordance with Policies DES10: Carbon Reduction and DES7: Efficient Use of Resources.**
- 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 increasing temperatures and wind speeds, heavy rainfall and snowfall events and the need for water conservation and storage.**
- 3. All new development should be built to last. Proposals must demonstrate that they function well and are adaptable to the changing requirements of occupants and other circumstances.**
- 4. The Council will not refuse planning permission for buildings or infrastructure of an outstanding or innovative design which promote high levels of sustainability or help raise the standard of design, as long as they fit with the overall form and layout of their surroundings.**

5. A sensitive approach will need to be taken to conserve the special character of designated and non designated heritage assets in a manner appropriate to their significance.

This policy contributes towards achieving objectives 5, 6, 7 & 8.

- 8.26 Increasing our resilience to the likely impact of climate change and promoting a low carbon future is one of the Local Plan's strategic objectives in response to the Climate Change Act (2008) as amended (2019) which mandates a 100% reduction in carbon dioxide emissions by 2050.
- 8.27 The design and construction of new developments and refurbishments to existing buildings can have a significant role in helping to reduce carbon emissions, which can be supported by improving the energy efficiency of new and existing buildings.
- 8.28 To improve resilience to the anticipated effects of climate change, the Council expects applicants to consider the effects of changing weather patterns and design new developments so that they incorporate measures to combat these. This could include planting, shading, the 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. Consideration should also be given to using locally sourced, more sustainable building materials and fuel, for example, locally sourced wood.
- 8.29 The South Oxfordshire Water Cycle Study identified South Oxfordshire as being in an area of water stress. In order to address this, Policy INF4: Water Resources applies a higher standard for water efficiency.
- 8.30 The Government has established that through Part L of the Building Regulations, emissions allowed from new buildings will be reduced incrementally and that "zero carbon" buildings will be required within the plan period. The Housing and Planning Act 2016 stipulated that a review of minimum energy performance requirements under Building Regulations must be carried out and it is expected that current standards will be improved with the introduction of the Future Homes Standard. Policy DES10 sets the Council's policy requirement for carbon reduction.

The design and construction of new developments and refurbishments to existing buildings can have a significant role in helping to reduce carbon emissions

Renewable and Low Carbon Energy Generation

Policy DES9: Renewable and Low Carbon Energy

1. **The Council encourages schemes for renewable and low carbon energy generation and associated infrastructure at all scales including domestic schemes. It also encourages the incorporation of renewable and low carbon energy applications within all development. Planning applications for renewable and low carbon energy generation will be supported, provided that they do not cause a significantly adverse effect to:**
 - i) **landscape, both designated AONB and locally valued, biodiversity, including protected habitats and species and Conservation Target Areas;**
 - ii) **the historic environment, both designated and non-designated assets, including development within their settings;**
 - iii) **openness of the Green Belt;**
 - iv) **the safe movement of traffic and pedestrians; or**
 - v) **residential amenity.**

This policy contributes towards achieving objectives 4, 5, 6, 7 & 8.

8.31 The Government has set a target that the net UK carbon account for the year 2050 is 100% lower than the 1990 baseline³⁵. To help increase the use of renewable and low carbon energy the Council will promote the use of energy from renewable and low carbon sources, including community-led initiatives, and will develop policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts. The Council will support the inclusion of connection readiness for decentralised energy networks and the use of decentralised energy sources in development. The Council will identify and publish a list of any areas considered suitable for wind energy development within the district.

8.32 There are many forms of renewable energy. The most prevalent being wind, solar, biomass, geothermal, hydro power and biofuels. The most appropriate form of renewable energy for a development will depend on the scale of the development and the opportunities and constraints presented by its location.

³⁵ Climate Change Act 2008 available at <https://www.legislation.gov.uk/ukpga/2008/27/contents>

Policy DES10: Carbon Reduction

1. **Planning permission will only be granted where development proposals for:**
 - i) **new build residential dwelling houses; or**
 - ii) **developments including 1,000sqm or more of C2 use (including student accommodation); or**
 - iii) **Houses in Multiple Occupation (C4 use or Sui Generis floorspace) achieve at least a 40% reduction in carbon emissions compared with a code 2013 Building Regulations compliant base case. This reduction is to be secured through renewable energy and other low carbon technologies and/ or energy efficiency measures. The requirement will increase from 31 March 2026 to at least a 50% reduction in carbon emissions and again from 31 March 2030 to a 100% reduction in carbon emissions (zero carbon). These targets will be reviewed in the light of any future legislation and national guidance.**

2. **Non-residential development proposals are required:**
 - i) **to meet the BREEAM excellent standard (or a recognised equivalent assessment methodology)**
 - ii) **in addition development proposals of 1,000sqm or more are required to achieve at least a 40% reduction in the carbon emissions compared with a 2013 Building Regulations compliant base case. This reduction is to be secured through renewable energy and other low carbon technologies and/ or energy efficiency measures. The requirement will increase from 31 March 2026 to at least a 50% reduction in carbon emissions.**

3. **An Energy Statement will be submitted to demonstrate compliance with this policy for all new build residential developments (other than householder applications) and new-build non-residential schemes over 1,000sqm. The Energy Statement will include details as to how the policy will be complied with and monitored.**

This policy contributes towards achieving objectives 5 & 8.



8.33 To tackle the causes of climate change and address the commitment of the Council to become a carbon neutral district by 2030 it is crucial that planning policy limits carbon dioxide emissions from new development by ensuring developments use less energy and assess the opportunities for using renewable energy technologies.

8.34 The Council has ambitious aspirations for reducing the district's carbon emissions and recognises that more could be done to reduce emissions with regards to construction emissions, unregulated energy and reducing, capturing and storing embodied carbon. The Council also recognises that zero carbon homes are achievable for many residential developments now. The Council would encourage the delivery of zero carbon homes as soon as possible to avoid the need for costly retrofitting and would support development permitted by this Plan that exceeds the carbon reduction requirements set. The Council would also encourage similar reductions in terms of construction emissions and would implore developers to consider a development's overall carbon footprint and opportunities to reduce carbon emissions from the construction of infrastructure through offsetting. A request for a departure from this policy is expected to be supported by robust evidence including

viability assessments where required and will only be supported exceptionally. The Council will monitor the effect of this policy and consider a review of the policy in the light of any future legislation and national policy in this field.

- 8.35 New build non-residential buildings are required to meet the BREEAM excellent standard. This broadly represents performance equivalent to the top 10% of UK non-domestic buildings. Other recognised equivalent assessment methodology may be used, applicants are advised to check with the Council in order to ensure their alternative assessment methodology is acceptable. In addition to meeting the BREEAM excellent standard, new build non-residential development proposals of 1,000sqm or more, are required to achieve at least a 40% reduction in carbon emissions, increasing to 50% from 2026.
- 8.36 All energy efficiency measures used to achieve a reduction in carbon emissions, including renewable energy and low carbon technologies, should be delivered on-site, where possible. Where off-site renewable energy and low carbon technologies need to be used, the renewable or low carbon energy produced should directly service the proposed development scheme.
- 8.37 The Council encourages developers to take account of the energy hierarchy when identifying the measures taken to reduce carbon emissions and to adopt a fabric first approach by maximising the performance of the components and materials that make up the building fabric before considering the use of mechanical or electrical building services systems. Consideration should also be given to modern methods of construction.
- 8.38 It is important that the carbon emissions of these new developments are monitored effectively to ensure compliance. The Energy Statement submitted to support the application needs to set out how the developer will demonstrate compliance with the carbon reduction requirements and how emissions will be monitored to ensure that the development continues to comply. Suitable accreditations can be used to demonstrate compliance as part of the Energy Statement, for example the Passivhaus standard or the highest BREEAM standards. However, it will need to be clear how the accreditation relates to the requirements of the policy.
- 8.39 More information regarding sustainable design and construction is set out in the Council's Design Guide.



9 ENSURING THE VITALITY OF TOWN CENTRES

Introduction

- 9.1 The NPPF encourages local planning authorities to pursue town centre policies which support their vitality and viability. In doing so, local planning authorities are expected to recognise that town centres are at the heart of their communities and therefore policies to manage and grow them should be in place. However, town centres and, in particular the retail sector is facing significant challenges, a fact acknowledged and recognised by the Government through its removal of the requirement for local planning authorities to identify primary and secondary shopping frontages.
- 9.2 South Oxfordshire District is made up of the largest town; Didcot and the three Market Towns of Henley-on-Thames, Thame and Wallingford, numerous large and small villages, and local shopping parades providing services to nearby settlements. These are areas where people go to access their employment, leisure and shopping needs – many have become the heart of their local community’s activities. Focusing people’s day to day activities within these centres also brings multiple benefits to both businesses as well as local communities.
- 9.3 The district’s town centres are facing increasing competition for expenditure from nearby centres outside of the district including Aylesbury, Bicester Village, High Wycombe and the higher order services and functions provided by Oxford City and Reading.
- 9.4 This Plan seeks to build on the district’s improved retail offer and achieve a good balance of mixed uses in our town and village centres in order to meet the needs of those who live, work, shop and spend leisure time here³⁶. The policies in this section provide the Council’s proposed way forward for focusing growth, by recognising development already taking place in its town centres, particularly within Didcot. Changes to the Use Classes Order in 2020 provide enhanced flexibility for the use of buildings to switch between commercial, business and service uses in Class E. While all Market Towns also perform a leisure function, it is Henley-on-Thames which has a greater dual retail and leisure offer.

³⁶ Orchard Centre Phase II development (completed Spring 2018)

Policy TC1: Retail and Services Growth

- 1. Provision is made for 26,640sqm³⁷ (net) of comparison retail floorspace and 4,500sqm³⁸ of convenience floorspace to be provided in the district over the plan period.**
- 2. Provision of convenience floorspace required within the strategic allocations will be dealt with in each of the respective STRAT Policies.**

This policy contributes towards achieving objective 3.

9.5 The Orchard Centre phase II extension has delivered approximately 15,000sqm of additional retail and commercial floorspace to the existing town centre in Didcot. The extension, anchored by an M&S food store, enhances Didcot town centre's offer by bringing to it 23 stores, six restaurants, cafes and a gym, as well as improved public realm and car parking.

9.6 The NPPF requires the Council to positively promote competitive town centre environments through policy formulation and to at least fully meet the retail need, so that the local economy is not constrained and potential investment diverted outside the district. The role of the centres set out in the district's town centre hierarchy (Policy TC2) will influence the provision, ensuring that it is appropriate and realistic whilst also providing opportunities to meet the development needs in full. The strategic residential allocations will create new convenience retail floorspace only to serve the local communities and this provision will need to complement rather than compete with the existing local centres.

9.7 Retail requirements are typically split into two categories: comparison goods and convenience goods. As Didcot is already delivering convenience retail against the identified requirement, any further provision of convenience retail within Didcot Town Centre within this plan period would result in surplus provision within the town centre, thereby impacting on vitality and viability of other centres. Provision for additional retail floorspace within Didcot town centre will therefore be for comparison goods.

³⁷ The quantum of development for convenience floorspace in the district to 2035 has been calculated on a pro-rata basis to take account of the additional years not assessed in the Retail Needs Assessment. Figures have been taken from the Addendum to the Retail and Leisure Needs Assessment 2016 – GVA Grimley Limited, published in 2017.

³⁸ This figure does not include the requirement arising from the strategic allocations, but only the need arising from the three market towns of Henley-on-Thames, Thame and Wallingford.

Policy TC2: Town Centre Hierarchy

- 1. The Council will promote the continued role and functions of the**

town centres to positively contribute towards their viability, vitality, character and structure. The hierarchy of centres in the district is:

- **Major town centre:** Didcot, Henley-on-Thames
 - **Town centre:** Thame, Wallingford
 - **Local centre:** Berinsfield, Benson, Chalgrove, Chinnor, Cholsey, Crowmarsh Gifford, Goring-on-Thames, Nettlebed, Sonning Common, Watlington, Wheatley, Woodcote.
2. **The Policies Map identifies the boundaries of the four town centres.**
 3. **To ensure the long-term vitality and viability of the town centres, the Council will apply a 'town centre first' approach to retail, services and other main town centre uses in accordance with the established hierarchy of centres.**
 4. **For our local centres, development proposals will be permitted that:**
 - i) **provide retail and leisure uses within the centres through infill development and small scale redevelopment;**
 - ii) **provide small scale retail or leisure development that contributes to the vitality and viability of the villages whilst not undermining the retail roles of the towns;**
 - iii) **seek to improve access and movement for all users.**
 5. **Development proposals for uses within Class E will be permitted within the town centre boundaries. Retail, leisure, office and other main town centre uses will continue to be directed to these centres in line with the sequential approach set out in the NPPF³⁹.**
 6. **Where planning permission is required any retail, leisure and office development proposed outside these centres must be subject to an impact assessment, appropriate to the use, where the proposed gross floorspace is greater than the local threshold of 500sqm.**

This policy contributes towards achieving objectives 3, 4, 5, 6, 7 & 8.

- 9.8 The Government, through the NPPF, support a town centre first approach when locating development for town centre uses as this ensures the vitality and viability of the centres. It also promotes mixed-use development. The network of town centres set out in this policy reflect the NPPF requirement on local planning authorities to apply a sequential test and/or impact test to planning applications for main town centre uses.

³⁹NPPF, para 86

- 9.9 The position of a centre in the hierarchy reflects its size, range of services, and facilities, as well as the size of its catchment area. In particular:
- i) Didcot and Henley-on-Thames town centres are the main social, cultural and economic foci for the district. They have good access to major roads and rail links and benefit from a quality shopping environment. For Henley-on-Thames, this is combined with a high tourist/leisure offer. The sequential approach suggests that they should be the first choice for retail, leisure, community employment and main town centre uses.
 - ii) Thame and Wallingford will be the focus of more localised town centre retail, commercial and community facilities, leisure and services that reduce the need to travel.
 - iii) Local centres include shopping parades, individual shops and facilities to cater for day-to-day needs such as a small supermarket, newsagent, post office, takeaway and pharmacy. These facilities provide a convenient and sustainable choice within walking distance.
- 9.10 Aside from the above centres, small parades/local shops not covered by this policy are still an important feature within a neighbourhood. Where new local parades/shops are provided, like those planned for within strategic allocations, they are required to meet the day-to-day need of the local community only. An exception is Chalgrove Airfield where it is expected a greater level of provision will be supported given the scale and location of the development and the need to promote more sustainable travel patterns. A Retail Impact Assessment is required to ensure proposals do not have a significant adverse impact on the district's town centres.
- 9.11 The Council considers that the national threshold for a Retail Impact Assessment of 2,500sqm is not appropriate for the district. The Retail and Leisure Needs Assessment (2016) identifies that while Didcot is performing well, the other centres are relatively small and could potentially be adversely impacted upon by out-of-centre development.

While greater use of public transport, cycling and walking is central to sustainable development, appropriate levels of car parking will be maintained in key locations

- 9.12 Modern retailers selling a range of comparison goods generally have a requirement for a larger format unit. A threshold of 500sqm is deemed appropriate for protecting the vitality and viability of the district's centres when considering the size of the smallest 'main' foodstore in the district is 569sqm. The retail impact analysis threshold will be kept under review.
- 9.13 While greater use of public transport, cycling and walking is central to sustainable development, appropriate levels of car parking will be maintained in key locations in order to maintain the viability of shopping centres. The Council will, without inducing unmanageable traffic flows, ensure that the economic viability of town centres is not undermined by the inability of

shoppers to find a safe, secure and well laid out parking space in reasonable proximity to the shops.

Policy TC3: Comparison Goods Floorspace Requirements

1. **Didcot Town Centre will remain the focus for comparison goods floorspace requirements. The additional retail floorspace at the Orchard Centre Phase II development will meet the identified comparison requirements in the district up until 2027.**
2. **Appropriately-scaled developments on smaller town centre opportunity sites elsewhere in the district may also be appropriate.**
3. **In Henley-on-Thames, Thame and Wallingford there is no qualitative need for additional comparison goods floorspace during the plan period. Applications for new comparison goods floorspace in these town centres should be treated on their individual merits.**
4. **Applications for comparison retail located outside of town centres will be required to demonstrate compliance with the sequential test and the locally set retail impact threshold (500sqm or as modified by the Council in response to the latest evidence).**

This policy contributes towards achieving objectives 3, 5 & 6.

Policy TC4: Convenience Floorspace Provision in the Market Towns

1. **Each of the three Market Towns should make provision for a single format food store with at least 1,500sqm net sales floorspace. As per Policy TC2, 'a town centre first' approach will be expected to be undertaken and then, if this is not appropriate, edge of centre and then a criteria based selection assessment. This will be provided at the following locations:**

Location	Site	Net amount of retail floorspace required
Henley-on-Thames	Site to be identified through the review of the Henley-Harpsden Neighbourhood Development Plan	1,500sqm

Location	Site	Net amount of retail floorspace required
Thame	Site to be identified through the review of the Thame Neighbourhood Development Plan	1,500sqm
Wallingford	Site under construction	1,500sqm

This policy contributes towards achieving objectives 3, 5 & 6.

- 9.14 The 2017 Retail Assessment Update identified a qualitative requirement to plan for additional convenience goods provision in Henley-on-Thames, Thame and Wallingford up to 2033. It recommends no pressing need to plan for additional convenience goods provision in Didcot, due to foodstore openings. The main convenience goods offer in Didcot town centre includes Sainsbury's (approximate net floor area 4,000sqm) and a M&S food hall (approximate net floor area 1,000sqm) within the Orchard Centre as well as Aldi on Broadway (approximate net floor area 1,140sqm).
- 9.15 The convenience goods floorspace required to meet day-to-day needs within the strategic allocations will be dealt with in each of the respective STRAT policies.
- 9.16 The Joint Henley-Harpsden Neighbourhood Development Plan has identified a key opportunity site to accommodate retail floorspace requirements in Henley-on-Thames. The Local Plan is supportive of this opportunity.
- 9.17 The Council will support the future review of the Joint Henley-Harpsden and Thame Neighbourhood Development Plans to identify suitable locations for convenience retail development.
- 9.18 In Wallingford, permission was granted in 2018 for a Lidl food store (P17/S3651/FUL) at Lupton Road on the Hithercroft Industrial Estate with a net tradeable floor area of 2,125sqm. This site is now operational and the convenience goods floor space requirement for Wallingford has been met for the duration of the plan period.

Policy TC5 – Primary Shopping Areas

- 1. Appendix 13 identifies the boundaries of the Primary Shopping Areas.**
- 2. Where planning permission is required, proposals resulting in the loss of an E Class Use at ground floor must demonstrate that:**
 - i) the unit has been proactively and appropriately marketed for at least 12 months and it has been demonstrated that there is no longer a realistic prospect of the unit being used for E Class uses in the foreseeable future;**
 - ii) the proposal meets the needs of residents within the local neighbourhood; and**
 - iii) the proposal will not have an adverse impact on the vitality and viability of the centre as a whole.**
- 3. Proposals for main town centre uses outside the Primary Shopping Areas, over the relevant thresholds will only be permitted provided the sequential test and an accompanying impact assessment have indicated that is appropriate to do so.**

This policy contributes towards achieving objectives 3 & 6.

- 9.19 A Primary Shopping Area is defined in the NPPF as an area where retail development is concentrated.
- 9.20 Retail developments are significant trip attractors and should be located in places that are well-connected by public transport. Improving the attractiveness of primary shopping areas through sustainable modes of transport through improved public realm will support the vitality of the primary shopping area.
- 9.21 Historically, non-retail uses were resisted in primary shopping areas; however, changes in retail trends and technology need to be taken into consideration as part of future development assessment.



10 COMMUNITY AND RECREATIONAL FACILITIES

Introduction

10.1 The ability to access 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 district. We recognise the importance of these community facilities in promoting social interaction and cohesive communities and the Local Plan promotes the retention and development of local services and community facilities in its towns and villages.

10.2 It is important that there is a sufficient network of facilities across the district. We need to provide the right type of housing in our towns and villages, particularly our smaller settlements, to attract young people and families who will support the sustainable provision of facilities and help to ensure their vibrancy. We recognise that there is pressure on local services, particularly schools, doctors surgeries and community facilities, and the need to provide facilities for all parts of the community, including disabled people and young people.

10.3 Planning plays an important role in safeguarding existing and developing new community and recreational facilities as it can create new opportunities for exchanges and interactions between a variety of community members.

10.4 Much of our role in ensuring there are sufficient community and recreational facilities is undertaken in the preparation of the Local Plan and when determining planning applications. In determining planning applications for the loss of community facilities, we will be guided by our Community Facilities Viability Assessment⁴⁰.

10.5 We will require developers to make contributions towards the provision of new community and recreational facilities and the ongoing maintenance of existing facilities.

10.6 We will also support communities in protecting, enhancing and delivering community and recreation facilities in their towns and villages. Town and Parish Councils can seek to do this through the preparation of Neighbourhood Development Plans, Neighbourhood Development Orders or they may construct or rebuild community buildings under a Community Right to Build Order. Local communities are also able to identify buildings or open space that are of value to them and apply for them to be listed as Assets of Community

⁴⁰ Community Facilities Viability Assessment, 2014. Available online at https://data.southoxon.gov.uk/ccm/support/dynamic_serve.jsp?ID=1283190451&CODE=96FA D849B5185AA191263E2A1FB09B33

Value allowing them to bid for the assets if they are put up for sale. We have a support role to play in taking these powers forward.

Policy CF1: Safeguarding Community Facilities

- 1. Proposals that result in the loss of an essential community facility or service*, through change of use or redevelopment, will not be permitted unless:**
 - i) it would lead to the significant improvement of an existing facility or the replacement of an existing facility equally convenient to the local community it serves and with equivalent or improved facilities;**
 - ii) it has been determined that the community facility is no longer needed; or**
 - iii) in the case of commercial services, it is not economically viable.**
- 2. Appropriate, detailed and robust evidence will be required to satisfy the above criteria. The Council will require the independent assessment of this evidence.**
- 3. 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.**
- 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. If suitable alternative provision already exists, any facility or service will not be considered essential.**

* Facilities under Use Class F2 Local Community Uses (shops smaller than 280sqm 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 the following Sui Generis uses: drinking establishments, cinemas, concert/dance/bingo halls, theatres.

This policy contributes towards achieving objectives 3, 4, 6 & 7

10.7 In the interests of the well-being of local communities, it is important to protect the existing community facilities in our towns and villages wherever

possible, by resisting their loss to another use. The Council will give priority to the retention and enhancement of community uses on established sites.

Policy CF2: Provision of Community Facilities and Services

- 1. Development proposals for the provision of new or extended community facilities and services will be supported, particularly where:**
 - i) they are located within or adjacent to the built-up area of an existing settlement;**
 - ii) they would clearly meet an identified local need; and**
 - iii) they are accessible for all members of the community and promote social inclusion.**

This policy contributes towards achieving objectives 1, 3, 4, 6 & 7.

10.8 In general, the Council will welcome proposals involving the provision of new community facilities and services including Public Rights of Way for the local population, provided that there are no overriding objections to the proposal. The provision and improvement of public house facilities will also be considered in relation to policies CF1 and CF2.

10.9 In the event that a community identifies the need for a new local facility, the Council will support the community in exploring this through a Neighbourhood Development Plan and/or Community Right to Build Order.

Recreation

10.10 Access to high quality open spaces and opportunities for sport and recreation make an important contribution to the health and well-being of the residents of and visitors to South Oxfordshire, and also provide a range of benefits including biodiversity, Green Infrastructure and visual amenity. National guidance recognises the important role that the planning system has in facilitating healthy communities through providing access to high quality facilities for sport and recreation, including open spaces for informal recreation.

Policy CF3: New Open Space, Sport and Recreation Facilities

- 1. Proposals for sport and recreation facilities will be encouraged and supported in line with other policies in the Plan and Sport England**

guidance. Where possible new sports and recreation facilities should be co-located with other community uses and be well related to the settlements they serve, being sited within or adjacent to settlements. Where new, major facilities for outdoor sport are to be provided they should, as far as possible, be accessible by public transport. Provision for the future long-term maintenance and management of the open space and/or facilities will be sought and must be agreed as part of the planning application.

This policy contributes towards achieving objectives 3, 4, 6, 7 & 8.

10.11 The Council will encourage and support proposals for new sport and recreation facilities provided that they are appropriately located to serve the local population and, if appropriate, the wider population by public transport. The long term maintenance and management of the facilities must be agreed as part of any planning application and may need to be set out in a legal agreement. The Council will also explore options for the management of new areas of open space to be undertaken by community owned and run trusts.

Policy CF4: Existing Open Space, Sport and Recreation Facilities

- 1. The Council will seek to protect, maintain and where possible enhance existing open space, sport and recreation, play facilities and land including playing fields to ensure their continued contribution to the health and well-being of visitors and residents. Development proposals that result in the loss of such facilities will only be permitted where:**
 - i) it can be demonstrated that alternative facilities of equal or better quality will be provided in an equally accessible location as part of the development;**
 - ii) the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss; or**
 - iii) an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements.**

This policy contributes towards achieving objectives 4, 6 & 7.

10.12 The policy above is intended to safeguard all existing recreation facilities whether formal or informal or publicly owned, and whether buildings or open land, including allotments. This is considered important in view of the growing

demand for recreational facilities and the restrictions on public spending. There is also increasing concern about the loss of recreational facilities, particularly within more urban areas, as once land is lost to development it cannot be brought back into recreational use if a need arises for further provision in the future.

Policy CF5: Open Space, Sport and Recreation in New Residential Development

- 1. New residential development will be required to provide or contribute towards inclusive and accessible open space and play facilities having regard to the most up to date standards set out in the Open Spaces Study including:**
 - **Amenity greenspace (including parks and gardens)**
 - **Allotments**
 - **Equipped children's play areas**
- 2. New residential development will be required to provide or contribute towards accessible sport and recreation facilities, including playing pitches, having regard to the Council's most up to date Leisure Study, and Sport England guidance.**
- 3. The provision of open space, sport, recreation and play facilities, and playing pitches is expected to be delivered on site, unless this is demonstrated not to be feasible.**
- 4. Provision for the future long-term maintenance and management of the open space and facilities will be sought and must be agreed as part of the planning application.**

This policy contributes towards achieving objectives 4, 6, 7 & 8.

10.13 Provision of the new facilities should be made 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 Levy. The future management of open space and/or facilities provided on site will need to be agreed with the local planning authority to ensure that residents can enjoy the benefits of them in the long term.

10.14 Proposals for recreational facilities should consider the potential that such features may have for attracting crime and anti-social behaviour.



11 MONITORING AND REVIEW

- 11.1 Monitoring the performance of the Development Plan is essential to assess its effectiveness and to record whether proposals and policies are being implemented and delivered. The outputs of appropriate monitoring will enable us to be fully informed of the progress of development in the area and whether a full or partial review of the Plan is necessary.
- 11.2 The NPPF sets out that plans should be flexible to adapt to changing circumstances. As detailed in the introduction to this Plan, we are committed to reviewing the Plan if delivery issues emerge through monitoring, and will implement measures to ensure that housing, employment and infrastructure needs are met during the plan period.
- 11.3 In order to ensure effective monitoring a framework has been prepared setting out key indicators that will track the delivery of the Plan.
- 11.4 The tables below set out the indicators and targets in relation to each policy in the Local Plan. The range of indicators reflect SODC's relationship with other plans and programmes and therefore includes indicators required by Government as part of the "Single List", "Contextual Indicators" (CI) which relate to local characteristics and issues of the locality and other "Local Indicators" such as those from the Local Transport Plan (LTP).
- 11.5 The monitoring outcomes for each Development Plan Document will be reported 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. For key policies relating to strategic housing or employment, these actions have been set out within the policy. The monitoring framework itself will be reviewed as part of the AMR.

1. Strategy

Policy	Indicator	Target
STRAT1: The Overall Strategy	Covered by all other indicators in framework	Covered by all other targets in framework
STRAT2: South Oxfordshire Housing and Employment Requirements	Number of dwellings permitted and completed in the district to meet South Oxfordshire's housing requirement	18,600 homes to be delivered over the plan period
	Progress towards meeting South Oxfordshire's portion of unmet need in the housing market area	Progress towards meeting 4,950 homes between 2021-2035
	Number of dwellings permitted and completed in the district to meet the overall need	23,550 homes to be delivered in the plan period
	Quantum of land permitted and completed for employment by strategic site and allocation	To deliver 39.1 hectares of employment land over the plan period
	Number of homes delivered at the Grenoble Road, Northfield, and Land North of Bayswater Brook strategic allocations	For 4,950 homes to be delivered from 2021 at the Grenoble Road, Northfield, and Land North of Bayswater Brook strategic allocations to meet Oxford City's contribution to the Growth Deal
STRAT3: Didcot Garden Town	Number of planning permissions granted on major development sites contrary to Policy STRAT3	To ensure all relevant planning applications are granted in accordance with this policy
STRAT4: Strategic Development	Progress of essential strategic infrastructure items	To deliver strategic infrastructure items in accordance with the timeframes identified within the Infrastructure Delivery Plan
	Progress of other strategic infrastructure items	
STRAT5: Residential Densities	Average density for major developments permitted by strategic allocation and location	To ensure all relevant planning permissions are only granted in accordance with the policy

STRAT6: Green Belt	Status and type of permissions granted within the Green Belt	To ensure all relevant planning permissions are only granted in accordance with the policy
STRAT7: Land at Chalgrove Airfield	Progress of masterplan for the strategic allocation	To agree a masterplan for the strategic allocation which guides any subsequent planning applications
	Number of homes permitted and delivered at strategic allocation	To permit approximately 3,000 homes and deliver a minimum of 2,105 in the plan period
	Quantum of employment land permitted and completed at strategic allocation	To permit and deliver 5 hectares of employment land at strategic allocation
	Number of pitches permitted and delivered for Gypsies and Travellers	To permit and deliver 3 pitches for Gypsies and Travellers in the plan period
STRAT8: Culham Science Centre	Quantum of employment land permitted and completed at strategic allocation	To deliver a net increase in employment of 7.3 hectares.
STRAT9: Land Adjacent to Culham Science Centre	Progress of masterplan for the strategic allocation	To agree a masterplan for the strategic allocation which guides any subsequent planning applications
	Number of homes permitted and delivered at strategic allocation	To permit approximately 3,500 homes and deliver approximately 2,100 homes in the plan period
	Number of pitches permitted and delivered for Gypsies and Travellers	To permit and deliver 3 pitches for Gypsies and Travellers in the plan period
STRAT10: Berinsfield Garden Village	Number of planning permissions granted on major development sites contrary to Policy STRAT10	To ensure all relevant planning applications are granted in accordance with this policy
STRAT10i: Land at Berinsfield Garden Village	Progress of masterplan for the strategic allocation	To agree a masterplan for the strategic allocation which guides any subsequent planning applications

	Number of homes permitted and delivered at strategic allocation	To permit and deliver around 1,700 homes in the plan period
	Quantum of employment land permitted and completed at strategic allocation	To permit and deliver 5 hectares of employment land at strategic allocation
STRAT10ii: Berinsfield Local Green Space	Status and type of permissions granted on land identified	To ensure land identified acts as Local Green Space
STRAT11: Land South of Grenoble Road	Progress of masterplan for the strategic allocation	To agree a masterplan for the strategic allocation which guides any subsequent planning applications
	Number of homes permitted and delivered at strategic allocation	To permit approximately 3000 homes and deliver approximately 2,480 homes in the plan period
	Quantum of employment land permitted and completed at strategic allocation	To permit and deliver 10 hectares of employment land at strategic allocation
STRAT12: Land at Northfield	Progress of masterplan for the strategic allocation	To agree a masterplan for the strategic allocation which guides any subsequent planning applications
	Number of homes permitted and delivered at strategic allocation	To permit and deliver approximately 1,800 homes in the plan period
STRAT13: Land North of Bayswater Brook	Progress of masterplan for the strategic allocation	To agree a masterplan for the strategic allocation which guides any subsequent planning applications
	Number of homes permitted and delivered at strategic allocation	To permit and deliver approximately 1,100 homes within the plan period
STRAT14: Land at Wheatley Campus, Oxford Brookes University	Number of homes permitted and delivered at strategic allocation	To permit and deliver at approximately 500 homes

2. Settlements and Housing

Policy	Indicator	Target
Policy HEN1: The Strategy for Henley-on-Thames	Number of homes permitted and delivered in Henley-on-Thames	To permit and deliver the number of homes identified for Henley-on-Thames
	Quantum of employment land permitted and completed in Henley-on-Thames	To ensure there is no net loss of employment land
	Quantum of retail floorspace permitted and completed in Henley-on-Thames	To ensure there is no net loss of retail floorspace
Policy TH1: The Strategy for Thame	Number of homes permitted and delivered in Thame	To permit and deliver the number of homes identified for Thame
	Quantum of employment land permitted and completed in Thame	To ensure there is no net loss of employment land
	Quantum of retail floorspace permitted and completed in Thame	To ensure there is no net loss of retail floorspace
Policy WAL1: The Strategy for Wallingford	Number of homes permitted and delivered in Wallingford	To permit and deliver the number of homes identified for Wallingford
	Quantum of employment land permitted and completed in Wallingford	To ensure there is no net loss of employment land
	Quantum of retail floorspace permitted and completed in Wallingford	To ensure there is no net loss of retail floorspace
Policy H1: Delivering New Homes	Covered by all other housing indicators	Covered by all other housing targets
Policy H2: New Housing in Didcot	Number of homes permitted and completed in Didcot at strategic allocation sites	To deliver approximately 6,399 homes at Didcot over the plan period
Policy H3: Housing in the towns of Henley-on-Thames, Thame and Wallingford	Number of homes permitted and completed in Henley-on-Thames, Thame and Wallingford	To deliver the homes required for each town in accordance with the policy

Policy H4: Housing in the Larger Villages	Number of homes permitted and completed by Larger Village	To deliver the homes required for each Larger Village in accordance with the policy
Policy H5: Land to the West of Priest Close, Nettlebed	Homes permitted and completed on allocated site	To deliver approximately 11 homes
Policy H6: Joyce Grove, Nettlebed	Homes permitted and completed on allocated site	To deliver approximately 20 homes
Policy H7: Land to the South and West of Nettlebed Service Station	Homes permitted and completed on allocated site	To deliver approximately 15 homes
Policy H8: Housing in the Smaller Villages	Number of homes permitted and completed by Smaller Village	To deliver homes in the Smaller Villages in accordance with the policy
Policy H9: Affordable Housing	Percentage of affordable housing provided on major developments or where the site has an area of 0.5 hectares or more	To ensure all planning permissions on major developments or where the site has an area of 0.5 hectares or more provide 40% affordable housing or in accordance with policy
	Tenure split	To provide a split of 40% affordable rented, 35% social rented and 25% intermediate housing
Policy H10: Exception Sites and Entry Level Housing Schemes	Status of permissions granted for rural exception sites	To ensure all applications are granted in accordance with the policy
	Site size and number of units permissioned for entry level housing schemes by settlement	To ensure cumulative impact of development does not exceed the policy threshold
Policy H11: Housing Mix	Average housing mix of planning permissions	To ensure the cumulative delivery of planning permissions for housing developments provides a housing mix that accords with the latest evidence available

Policy H12: Self-Build and Custom-Build Housing	Number of registered interests on the self and custom build register compared with the potential supply of self and custom build housing	To ensure the district's need for self and custom build housing is being met
	Percentage of self and custom build plots on strategic allocations	3% of developable plots to be set aside as self and custom build plots on strategic allocations
Policy H13: Specialist Housing for Older People	Amount and type of housing designed for older people permitted and within the district	To meet the identified need for specialist housing for older people
Policy H14: Provision for Gypsies, Travellers and Travelling Showpeople	Number of pitches and plots permitted and delivered for Gypsies, Travellers and Travelling Showpeople by location	To meet the identified need for pitches and plots for Gypsies, Travellers and Travelling Showpeople
Policy H15: Safeguarding Gypsy, Traveller and Travelling Showpeople Sites	Status and type of permissions granted on Safeguarded Gypsy, Traveller and Travelling Showpeople sites	To ensure development is in line with the policy
Policy H16: Backland and Infill Development and Redevelopment	Status and type of housing permitted not in accordance with policy	To ensure development is in line with the policy
Policy H17: Sub-division and Conversion to Multiple Occupation	Status and type of permissions relating to sub-divisions of houses in multiple occupation	To ensure development is in line with the policy
Policy H18: Replacement Dwellings	Status and type of replacement housing permissions outside the built-up limits of settlements	To ensure development is in line with the policy

Policy H19: Rural Workers Dwellings	Status and type of rural worker dwelling application	To ensure development is in line with the policy
Policy H20: Extensions to Dwellings	Status and type of permissions	To ensure development is in line with the policy
Policy H21: Loss of Existing Residential Accommodation in Town Centres	Status and type of permissions	To ensure development is in line with the policy

3. Employment

Policy	Indicator	Target
Policy EMP1: The Amount and Distribution of New Employment Land	Quantum of employment land permitted and completed, by location	To deliver a minimum of 39.1 hectares of employment land
Policy EMP2: Range, Size and Mix of Employment Premises	Status of permissions proposing employment use of up to 150sqm	To encourage proposals for start-up/incubator businesses
	Status of permissions proposing employment use of up to 500sqm	To encourage proposals for grow-on space
Policy EMP3: Retention of Employment Land	Amount of employment land lost to other uses not in accordance with the policy	To ensure all planning permissions are granted in accordance with the policy
Policy EMP4: Employment Land in Didcot	Quantum of employment land permitted and completed in Didcot at EMP4i and EMP4ii	To deliver 2.92 hectares of employment land
Policy EMP5: New Employment Land at Henley-on-Thames	Quantum of employment land permitted and completed at Henley-on-Thames	To deliver at least a further 1 hectare of employment land in addition to that allocated in the Joint Henley and Harpsden Neighbourhood Development Plan

Policy EMP6: New Employment Land at Thame	Quantum of employment land permitted and completed at Thame	To deliver at least a further 3.5 hectares of employment land in addition to that allocated in the Thame Neighbourhood Development Plan
Policy EMP7: New Employment Land at Wallingford	Quantum of employment land permitted and completed at Wallingford	To deliver 4.19 hectares of employment land
Policy EMP8: New Employment Land at Crowmarsh Gifford	Quantum of employment land allocated, permitted and completed	To deliver at least 0.28 hectares of employment land
Policy EMP9: New Employment Land at Chalgrove	Quantum of employment land permitted and completed at Land at Monument Business Park	To deliver 2.25 hectares of employment land at Land at Monument Business Park
Policy EMP10: Development in Rural Areas	Status and type of applications for employment uses in the open countryside	To ensure all planning permissions are granted in accordance with the policy
Policy EMP11: Tourism	Status and type of permissions granted for visitor economic developments.	To deliver a net increase in development for visitor economy over the plan period in accordance with the policy
Policy EMP12: Caravan and Camping Sites	Status and Type of permissions granted for Caravan and Camping Sites	To ensure all planning permissions are granted in accordance with the policy
Policy EMP13: Retention of Visitor Accommodation	Amount of C1 use floorspace lost	To ensure all planning permissions are granted in accordance with the policy

4. Infrastructure

Policy	Indicator	Target
Policy INF1: Infrastructure Provision	Covered by all other infrastructure indicators	Covered by all other infrastructure targets

Policy TRANS1a: Supporting Strategic Transport Investment Across the Oxford to Cambridge Arc	Progress of infrastructure within the Oxford to Cambridge Arc	Positive progress towards the Oxford to Cambridge Arc's identified priorities
Policy TRANS1b: Supporting Strategic Transport Investment	Progress of transport projects identified in the Local Transport Plan	To support the development and delivery of transport projects
Policy TRANS2: Promoting Sustainable Transport and Accessibility	Monitoring of Travel Plans for developments of over 80 dwellings	To ensure developments meet sustainable travel targets in Travel Plans.
	Progress of transport schemes	Covered by target for TRANS1b
	To monitor designated Air Quality Management Areas	To ensure development supports improvements to air quality and meets the AQMA's standards
	Level of cycle movements*	To increase the proportion of journeys undertaken by cycling locally
Policy TRANS3: Safeguarding of Land for Strategic Transport Schemes	Status and use of planning permissions on land safeguarded	To ensure all planning permissions are only granted in accordance with the policy
Policy TRANS4: Transport Assessments, Transport Statements and Travel Plans	Monitoring of Travel Plans for developments over 80 dwellings	Covered by target for TRANS2
Policy TRANS5: Consideration of Development Proposals	Number of permissions granted against technical advice	To ensure all planning permissions are only granted in accordance with the policy
Policy TRANS6: Rail	Status and type of planning permissions related to rail services	To ensure all planning permissions are only granted in accordance with the policy

Policy TRANS7: Development Generating New Lorry Movements	Number of permissions granted against technical advice	To ensure all planning permissions are only granted in accordance with the policy
Policy INF2: Electronic Communications	Compliance with Building Regulations	To ensure delivery of dwellings is in compliance with Building Regulations
Policy INF3: Telecommunications Technology	Number of planning permissions refused	To ensure all planning permissions are only refused in accordance with the policy
Policy INF4: Water Resources	Number of planning permissions granted against technical advice	To ensure all planning permissions are only granted in accordance with the policy

* On those routes in South Oxfordshire that are monitored by the highways authority.

5. Environment

Policy	Indicator	Target
Policy ENV1: Landscape and Countryside	Status and type of permissions permitted in the AONBs	To ensure all planning permissions are granted in accordance with the policy
Policy ENV2: Biodiversity - Designated Sites, Priority Habitats and Species	Changes in areas of Priority Habitats and Species	No net loss
	Number of permissions granted contrary to consultee advice on impact on Special Areas of Conservation	To ensure all planning permissions are granted in accordance with the policy
	Number of permissions granted contrary to consultee advice on impact on SSSI's	To ensure all planning permissions are granted in accordance with the policy
Policy ENV3: Biodiversity	Change in biodiversity area and/or sites	To deliver a net gain in biodiversity area
Policy ENV4: Watercourses	Number of planning permissions granted against technical advice	To ensure all planning permissions are only granted in accordance with the policy

Policy ENV5: Green Infrastructure in New Developments	Number of planning permissions granted against technical advice	To ensure all planning permissions are only granted in accordance with the policy
Policy ENV6: Historic Environment	Number of buildings on the 'Heritage at Risk' Register	To protect all buildings on the 'Heritage at Risk' Register and facilitate their subsequent removal from the Register
	Number of new Conservation Area Character Appraisals	To agree a programme of the review and production of Conservation Area Character Appraisals and deliver that agreed programme
	Progress of Heritage Partnership Agreements	To ensure the completion of Heritage Partnership Agreements where appropriate for any listed building on an 'at risk' register
Policy ENV7: Listed Buildings	Number of planning permissions granted against technical advice	To ensure all planning permissions are granted in accordance with the policy
Policy ENV8: Conservation Areas	Number of planning permissions granted against technical advice	To ensure all planning permissions are granted in accordance with the policy
Policy ENV9: Archaeology and Scheduled Monuments	Status and type of planning permissions	To ensure all planning permissions are granted in accordance with the policy
Policy ENV10: Historic Battlefields, Registered Park and Gardens and Historic Landscapes	Status and type of planning permissions	To ensure all planning permissions are granted in accordance with the policy
Policy ENV11: Pollution - Impact From Existing and/ or Previous Land Uses on New Development and the Natural Environment (Potential Receptors of Pollution)	Number of planning permissions granted against technical advice	To ensure all planning permissions are granted in accordance with the policy

Policy ENV12: Pollution - Impact of Development on Human Health, the Natural Environment and/or Local Amenity (Potential Sources of Pollution)	Number of planning permissions granted against technical advice	To ensure all planning permissions are granted in accordance with the policy
Policy EP1: Air Quality	To monitor designated Air Quality Management Areas (AQMAs)	To ensure development supports improvements to air quality and meets the AQMAs standards
Policy EP2: Hazardous Substances	Number of planning permissions granted against technical advice	To ensure all planning permissions are granted in accordance with the policy
Policy EP3: Waste Collection and Recycling	Percentage of household waste sent for re-use, recycling or composting	To take the opportunities presented by new development to deliver a percentage increase of household waste sent for re-use, recycling or composting
Policy EP4: Flood Risk	Number and detail of permissions granted contrary to Environment Agency advice on flooding	To ensure all planning permissions are granted in accordance with the policy
Policy EP5: 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

6. Design

Policy	Indicator	Target
Policy DES1: Delivering High Quality Development	Covered by all other design indicators	Covered by all other design targets
Policy DES2: Enhancing Local Character	Number of planning permissions granted against technical advice	To ensure all planning permissions are granted in accordance with the policy

Policy DES3: Design and Access Statements	Number of permissions granted for major development supported by an appropriate masterplan and design and access statement.	To ensure all major development is accompanied by a masterplan and design and access statement.
Policy DES4: Masterplans for Allocated Sites and Major Development	Covered by indicator for DES3	Covered by target for DES3
Policy DES5: Outdoor Amenity Space	Covered by indicator for DES3	Covered by target for DES3
Policy DES6: Residential Amenity	Covered by indicator for DES3	Covered by target for DES3
Policy DES7: Efficient Use of Resources	Covered by indicators for EP1, EP3 and DES9	Covered by targets for EP1, EP3 and DES9
Policy DES8: Promoting Sustainable Design	Number of permissions granted that incorporate climate change adaptation measures	To ensure all planning permissions are granted in accordance with the policy
	Covered by indicators for DES10	Covered by targets for DES10
Policy DES9: Renewable and Low Carbon Energy	Number of, status and type of permission granted for renewable and low carbon energy installations	To deliver schemes for renewable energy in accordance with the policy, thereby contributing to the UK's renewable and low carbon energy target.
	Renewable and low carbon energy capacity	To increase the renewable and low carbon energy capacity for the district
	Renewable and low carbon electricity generation	To increase the renewable and low carbon electricity generation for the district

Policy DES10: Carbon Reduction	Percentage carbon reduction approved as part of a planning application (against a 2013 Building Regulations compliant base case)	To reduce the carbon emissions resulting from residential and non-residential development
	Number of permissions approved supported by an appropriate energy statement	To ensure all relevant development is accompanied by an energy statement

7. Town Centres

Policy	Indicator	Target
Policy TC1: Retail and Services Growth	Net change in comparison and convenience retail floorspace	Provision of a net increase of 26,640sqm comparison and 4,500sqm convenience retail floorspace
Policy TC2: Retail Hierarchy	Retail use class development permitted by settlement hierarchy	To ensure applications are granted in accordance with policy
	Number of applications approved and refused for 500sqm or greater of retail floorspace accompanied with a Retail Impact Assessment	To ensure applications are granted in accordance with policy
Policy TC3: Comparison Goods Floorspace Requirements	Comparison retail floorspace permitted by settlement hierarchy	To ensure applications are granted in accordance policy
Policy TC4: Convenience Floorspace Provision in the Market Towns	Provision of convenience floorspace (sqm retail floor space) at Henley-on-Thames, Thame and Wallingford	To ensure 1,500sqm of food retail floorspace is provided at Henley-on-Thames, Thame and Wallingford in accordance with policy
Policy TC5: Primary Shopping Areas	Number of planning permissions granted resulting in loss of retail floorspace in Primary Shopping Areas	To ensure applications are granted in accordance with policy

8. Community Facilities

Policy	Indicator	Target
Policy CF1: Safeguarding Community Facilities	Number of community facilities* lost	To ensure all planning permissions are granted in accordance with the policy
Policy CF2: Provision of Community Facilities and Services	Status and type of permissions for community facilities	To increase the provision of the community facilities
Policy CF3: New Open Space, Sport and Recreation Facilities	Provision of sporting facilities	An increase in sports facilities in the South Oxfordshire area
Policy CF4: Existing Open Space, Sport and Recreation Facilities	Number of permissions leading to the loss of open space, sport and recreation facilities	To ensure there is no loss of open space, sport and recreation facilities except where in accordance with the policy
CF5: Open Space, Sport and Recreation in New Residential Development	Number of new residential development permissions that provide for, or contribute towards, open space, sport, recreation and play facilities	To increase the provision of open space, sport, recreation and play facilities in new residential development in South Oxfordshire

* Facilities under Use Class F2 Local Community Uses (shops smaller than 280sqm 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 the following Sui Generis uses: drinking establishments, cinemas, concert/dance/bingo halls, theatres.



Appendix 1

Glossary

Access to Natural Greenspace Standard (ANGSt)

ANGSt is a tool in assessing current levels of accessible natural greenspace, and planning for better provision.

The three underlying principles of ANGSt are:

- a) Improving access to greenspaces
- b) Improving naturalness of greenspaces
- c) Improving connectivity with greenspaces

ANGST sets a maximum recommended standard on walking distance people should have to travel to have access to accessible natural greenspace. For more information see "Nature Nearby" publication from Natural England, available online at:

<https://webarchive.nationalarchives.gov.uk/20140605145320/http://publications.naturalengland.org.uk/publication/40004?category=47004>

For more information please visit:

https://webarchive.nationalarchives.gov.uk/20140605111422/http://www.naturalengland.org.uk/regions/east_of_england/ourwork/gi/accessiblenaturalgreenspacestandardangst.aspx

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 DPD or SPD where upon it achieves its full weight in making planning decisions.

Affordable Housing

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:

- a) Affordable housing for rent: meets all of the following conditions:
 - (a) 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);

- (b) 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
- (c) 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) Starter homes: is as specified in Sections 2 and 3 of the Housing and Planning Act 2016 and any secondary legislation made under these sections. The definition of a starter home should reflect the meaning set out in statute and any such secondary legislation at the time of plan-preparation or decision-making. Where secondary legislation has the effect of limiting a household's eligibility to purchase a starter home to those with a particular maximum level of household income, those restrictions should be used.
- 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.
- 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 Area (AQMA)

Areas designated by local authorities because they are not likely to achieve national air quality objectives by the relevant deadlines.

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)

A national designation to conserve and enhance the natural beauty of the landscape. The AONBs in South Oxfordshire are the North Wessex Downs and the Chilterns.

Area of Outstanding Natural Beauty Management Plan

The Area of Outstanding Natural Beauty Management Plans for the Chilterns and the North Wessex Downs contain comprehensive summaries of the key issues facing the areas and the management policies and actions needed to conserve the areas. For more information on the plans, please visit www.chilternsaonb.org/conservation-board/management-plan or www.northwessexdowns.org.uk/About-us/aonb-management-plan.html

Authority Monitoring Report (AMR)

A report produced at least annually assessing: progress with the preparation of the Local Plan and other policy documents against the timetable published in the Local Development Scheme, and the extent to which adopted plan policies are being successfully implemented.

Better Broadband for Oxfordshire Project

Better Broadband for Oxfordshire is a £25m project to bring fibre broadband to over 90% of homes and businesses in the county. It's a collaboration between Oxfordshire County Council, the Government (through BDUK) and BT that will boost the local economy by creating and protecting jobs. For more information please visit: <https://digitalinfrastructureoxfordshire.co.uk/>

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.

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.

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.

Carbon Compliance

The overall onsite contribution to zero carbon.

Chalk Streams

There are around 224 known chalk streams in England, which constitutes over 85% of the total world resource. As a result chalk rivers have been specifically identified as a priority for conservation under Section 41 of the Natural Environment and Rural Communities Act (2006) (s41 Natural Environment and Rural Communities Act 2006, available at: www.legislation.gov.uk/ukpga/2006/16/contents). In South Oxfordshire they are generally fed from aquifers in the chalk rocks of the Chiltern Hills, the water is characterised as having high clarity and quality, with a stable temperature regime. It is the quality of the water as well as the in stream and bankside habitats that make chalk streams so important for a variety of rare and protected species. Chalk streams in the district arise from the escarpment of the Chiltern Hills, examples include the Ewelme Brook and the Chalgrove Brook. It is estimated that only around a quarter of Britain's chalk streams are achieving good ecological status under the Water Framework Directive (World Wildlife Fund (WWF) (2015) The State of England's

Chalk Streams), available at: http://assets.wwf.org.uk/downloads/wwf_chalkstreamreport_jan15_forweb.pdf

Climate Change Adaptation

Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.

Climate Change Mitigation

Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Code for Sustainable Homes (The Code)

Provides a comprehensive measure of sustainability of a new home by rating and certifying new homes against nine categories of sustainable design: energy/CO2, pollution, water, health and well-being, materials, management, surface water run-off, ecology and waste. The Government has withdrawn the code with many of its requirements being consolidated into Building Regulations which will be changed to be the equivalent to code level 4.

Community Forest

An area identified through the England Community Forest Programme to revitalise countryside and green space in and around major conurbations.

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 Right to Build Order

An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development.

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 District Council 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. There are additional controls over demolition, minor developments and the felling of trees.

Conservation Target Areas (CTA)

These are county-wide important areas of landscape that present the best opportunities for prioritising the conservation, enhancement and re-creation of designated sites and important habitats.

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.

Core Strategy

Term no longer used to describe a Development Plan Document setting out the long-term spatial vision, strategic objectives and policies relating to future development of the district. This document would now be part of the Local Plan.

Countryside Rights of Way Act 2000 (CROW Act 2000)

Provides for public access on foot to certain types of land, amends the law relating to public rights of way. It also places a duty on local authorities to produce management plans for each AONB and to have regard to the purpose of conserving and enhancing the natural beauty of the AONBs when performing their functions. For more information on the Act please visit: www.legislation.gov.uk/ukpga/2000/37/contents

Decentralised Energy

Local renewable energy and local low-carbon energy usually, but not always, on a relatively small scale encompassing a diverse range of technologies.

Deliverability

To be considered deliverable sites should be available now, offer a suitable location for development now and be achievable with a realistic prospect that housing will be delivered on the site within five years and, in particular, that the site is viable.

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.

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.

Development Plan

This includes adopted Local Plans, Neighbourhood Development Plans and the Waste and Minerals Local Plan, and is defined in section 38 of the Planning and Compulsory Purchase Act 2004. Planning applications have to be decided in accordance with the Development Plan unless material considerations indicate otherwise.

Development Plan Documents (DPDs)

Development Plan Documents set planning policies in local authority areas. All DPDs are subject to public consultation and independent examination.

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.

Employment Land

A designation that has defined boundaries and is used to safeguard areas in the district for employment uses, both existing and proposed, as designated by the Local Plan or a Neighbourhood Development Plan.

Employment Land Review (ELR)

An evidence base study to assess the quantity, quality and viability of the district's employment land supply and forecast the future demand for employment land over the next planning period.

Employment Uses

Commercial, Business and Service uses as defined in Class E of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020.

Enterprise Zone

Areas around the country that support both new and expanding businesses by offering incentives through means such as business rates relief and simplified planning procedures.

Entry-level Exception Site

A site that provides entry-level homes suitable for first time buyers (or equivalent, for those looking to rent), in line with paragraph 71 of the NPPF.

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.

Exception Test

The Exception Test provides a method of managing flood risk while still allowing necessary development to occur. The Exception Test is only appropriate for use when there are large areas in Flood Zones 2 and 3, where the Sequential Test alone cannot deliver acceptable sites, but where some continuing development is necessary for wider sustainable development reasons, taking into account the need to avoid social or economic blight.

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.

Five Year Housing Land Supply

Paragraph 73 of the National Planning Policy Framework (NPPF) requires local planning authorities to identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5% to 20% (moved forward from later in the plan period) to ensure choice and competition in the market for land.

Flood and Water Management Act 2010

An Act to make provision about water, including provision about the management of risks in connection with flooding and coastal erosion. The Act makes county councils responsible for leading the coordination of flood risk management in the area as the Lead Local Flood Authority. For more information on the Act please visit: www.legislation.gov.uk/ukpga/2010/29/contents

Flood Zone 1

Land having a less than 1 in 1,000 annual probability of river or sea flooding. This is the zone at lowest flood risk.

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 3a

Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding. This is the zone at the highest flood risk.

Flood Zone 3b

This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency.

Green Belt

Designated land around a town or city where land is kept permanently open and where development is severely restricted. The extent of the Oxford Green Belt is defined on the Policies Map.

Green Belt Review

A review whose purposes are:

1. To review the land within the Green Belt against the five purposes of the Green Belt as outlined in paragraph 134 of the National Planning Policy Framework.
2. To make an assessment of opportunities to enhance the beneficial use of the Green Belt as outlined in paragraph 141 of the National Planning Policy Framework.

3. To review land on the edge of the Green Belt to ascertain if the designation should be extended
4. To assess whether any of the washed over villages should be included as an inset village.

It also includes the need to review the role of the edge of settlements in contribution to five purposes of the Green Belt in the light of the original designation which set the "inner" boundaries very tightly around the villages with no land for them to grow.

Green Infrastructure (GI)

Green Infrastructure includes sites protected for their importance to wildlife or the environment, nature reserves, greenspaces and greenway linkages. Together they provide a network of green space both urban and rural, providing a wide range of environmental and quality of life benefits.

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.

Heritage Asset

A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. Heritage assets includes designated assets (such as Scheduled Ancient Monuments, Conservation Areas, Historic Parks and Gardens and Listed Buildings) and non-designated assets (not designated as one of the above but of good local character or interest).

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.

Housing Market Area

A housing market area is a geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work

Housing Need

The quantity of housing required for households who are unable to access suitable housing without financial assistance.

Housing Need Assessment (HNA)

An assessment of housing need and affordable housing need.

Inclusivity

Planning for many different types of people, including the elderly, disabled, parents and carers, and treating them all fairly and equally.

Indices of Multiple Deprivation (IMD)

An indicative measure of deprivation for small areas across England.

Infilling

The filling of a small gap in an otherwise built up frontage or on other sites 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.

Intermediate Affordable Housing

Housing at prices and rents above those of social rent, but below market price or rents. These can include shared equity products and other low cost homes for sale or rent.

Larger Village

Larger Villages are defined as settlements with a more limited range of employment, services and facilities,

where unallocated development will be limited to providing for local needs and to support employment, services and facilities within local communities.

Lifetime Homes Standards

Incorporates 16 design criteria that can be universally applied to new homes at minimal cost. Each design feature adds to the comfort and convenience of the home and supports the changing needs of individuals and families at different stages of life.

Listed Building

Buildings and structures which are listed by the Department for Digital, 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.

Local Development Framework (LDF)

This term has been replaced by the term Local Plan. It was used to describe a portfolio of Local Development Documents that provide a framework for delivering the spatial planning strategy for the area. It also contains a number of other documents, including the Authority Monitoring Report, and any "saved" plans that affect the area.

Local Development Order (LDO)

An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.

Local Development Scheme (LDS)

This sets out the timetable and work programme for the preparation of Development Plan Documents.

Local Enterprise Partnership (LEP)

A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area. For more information on Oxfordshire's LEP please visit: www.oxfordshirelep.org.uk/cms

Localism Act 2011

The Localism Act introduced changes to the planning system (amongst other changes to local government) including making provision for the revocation of

Regional Spatial Strategies, introducing the Duty to Cooperate and Neighbourhood Planning.

Local Plan

The Plan for the local area that sets out the long-term spatial vision and development framework for the district and strategic policies and proposals to deliver that vision. This replaces the Local Development Framework.

Local Service Centre

Local Service Centres are defined as Larger Villages or neighbourhoods of larger settlements with a level of facilities and services and local employment to provide the next best opportunities for sustainable development outside the Market Towns.

Local Transport Plan (LTP)

For more information please visit:

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/policy-and-overall-strategy>

Major Development (Large-Scale)

A Large-Scale Major Development is one where the number of residential dwellings to be constructed is 200 or more or 1,000sqm 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 a site area of 4 hectares or more should be used as the definition of a major development. For all other uses a large-scale major development is one where the floorspace to be built is more than 10,000sqm, or where the site area is more than 2 hectares. The definition for major development in the AONB differs. Please refer to NPPF paragraph 172.

Major Development (Small-Scale)

A Small-Scale Major Development is one where the number of residential dwellings to be constructed is between 10 and 199 inclusive. Where the number of dwellings to be constructed is not given in the application a site area of between 0.5 hectares and less than 4 hectare should be used as the definition of a small-scale major development. For all other uses a small-scale major development is one where the floorspace to be built is between 1,000sqm and 9,999sqm or where the site area is between 1 hectare and less than 2 hectares. The definition for major

development in the AONB differs. Please refer to NPPF paragraph 172.

Market Town

Market Towns are defined as settlements that have the ability to support the most sustainable patterns of living within South Oxfordshire through their current levels of facilities, services and employment opportunities.

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.

National Planning Policy Framework (NPPF or The Framework)

Sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a material consideration when deciding on planning applications or appeals www.gov.uk/government/publications/national-planning-policy-framework--2

National Planning Practice Guidance (NPPG)

The National Planning Practice Guidance is a planning practice on-line resource covering a range of planning issues. <http://planningguidance.planningportal.gov.uk/>

Natural Environment and Rural Communities Act (NERC) 2006

An Act to make provision about bodies concerned with the natural environment and rural communities; to make provision in connection with wildlife, Sites of Special Scientific Interest, National Parks and the Broads; to amend the law relating to Rights of Way; to make provision as to the Inland Waterways Amenity Advisory Council; to provide for flexible administrative arrangements in connection with functions relating to the environment and rural affairs and certain other functions; and for connected purposes. For more information please visit: www.legislation.gov.uk/ukpga/2006/16/contents

Neighbourhood Development Plan (NDP)

A Plan prepared by a Town or Parish Council or

Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).

Net Density

Net dwelling density is calculated by including only those site areas which will be developed for housing and directly associated uses, including access roads within the site, private garden space, car parking areas, incidental open space and landscaping and children's play areas, where these are provided.

New Growth Point

The New Growth Points initiative provides support to local communities who wish to pursue large scale and sustainable growth, including new housing, through a partnership with Government.

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".

Objectively Assessed Need

The National Planning Policy Framework (NPPF) requires that local planning authorities identify the objectively assessed need for housing in their areas, and that Local Plans translate those needs into land provision targets.

Older People

People over retirement age, including the active, newly-retired through to the very frail elderly, whose housing needs can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.

Oxfordshire City Deal

The Oxford and Oxfordshire City Deal sets out the actions the region will take to create new jobs, support research and businesses, and improve housing and transport.

Oxfordshire Local Investment Plan

For more information please visit: https://www.oxford.gov.uk/downloads/download/501/oxfordshire_local_investment_plan

Oxfordshire Skills Strategy

Sets the future direction for skills development in the county to 2020 to support economic growth. For more information please visit:

<https://www.oxfordshirelep.com/about/our-strategies/skills-strategy>

Oxfordshire Statement of Cooperation

The Oxfordshire Statement of Cooperation outlines matters on which the six local authorities in Oxfordshire will continue to cooperate. In particular, the document sets out how the parties involved will manage the outcomes of the Strategic Housing Market Assessment, should any of the local planning authorities in Oxfordshire not be able to meet their full objectively assessed housing need.

Planning & Compulsory Purchase Act 2004

This Act updated the Town & Country Planning Act 1990. The Planning and Compulsory Purchase Act 2004 introduced a new statutory system of regional and local planning and has since been amended by the Localism Act 2011.

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 District Council chose to undertake a second iteration of Preferred Options consultation in Spring 2017.

Previously Developed 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 has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private 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 in the process of time.

Regional Strategy

The South East Plan (2009) was extant until March

2013 and therefore was used to inform the development of the Core Strategy (adopted 2012) until that point. An assessment of the South East Plan policies was made to ascertain any important considerations that might need to be taken forward once the Plan was revoked.

Registered Provider

Registered Providers are independent housing organisations registered with the Homes & Communities Agency under the Housing Act 1996. Most are housing associations, but there are also trusts, co-operatives and companies.

River Basin Management Plan

River Basin Management Plans (RBMPs) are drawn up for the 10 river basin districts in England and Wales as a requirement of the water framework directive. South Oxfordshire District Council is covered within the Thames River Basin Management Plan (2009). For more information please visit: <https://www.gov.uk/government/publications/thames-river-basin-management-plan>

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 Site

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. Small numbers of market homes may be allowed at the local authority's discretion, for example where essential to enable the delivery of affordable dwellings without grant funding.

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.

Sequential Test

A planning principle that seeks to identify, allocate or develop certain types of location of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites. With regard to flood risk, it seeks to locate development in areas of lower flood risk (Flood Zone 1) before considering Flood Zones 2 or 3.

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.

Strategic Flood Risk Assessment (SFRA)

Study carried out by one or more local planning authorities to assess the risk to an area from flooding from all sources, now and in the future, taking account of the impacts of climate change, and to assess the impact that land use changes and development in the area will have on flood risk. The purpose of the Strategic Flood Risk Assessment (SFRA) is to identify and analyse current and future broad scale flooding issues for key locations across the district. South Oxfordshire District Council's SFRA has been prepared jointly with The Vale of the White Horse District Council.

Site of Special Scientific Interest (SSSI)

Identified protected areas of nature conservation and scientific value identified by Natural England as being of national (and sometimes international) importance.

Smaller Village

Smaller Villages have a low level of services and facilities, where any development should be modest in scale and primarily be to meet local needs.

Spatial Strategy

The overview and overall approach to the provision of jobs, homes and infrastructure over the plan period.

Special Area of Conservation (SAC)

An area designated to protect the habitats of threatened species of wildlife under EU Directive 92/43.

Stakeholders Groups

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.

Statement of Community Involvement (SCI)

The SCI sets out standards to be achieved by the local authority in relation to involving the community in the preparation, alteration and continuing review of all DPDs and in development management decisions. It is subject to independent examination. In respect of every DPD the local planning authority is required to publish a statement showing how it complied with the SCI.

Strategic Allocation

An allocation of land for housing or employment which has the potential for significant development that contributes to achieving the spatial vision of an area. In the context of the SODC Local Plan, it refers to sites of 500+ dwellings.

Strategic Environmental Assessment (SEA)

An assessment of the environmental effects of policies, plans and programmes, required by European legislation, which will be part of the public consultation on the policies.

Strategic Housing and Economic Land Availability Assessment (SHELAA)

An assessment of the land capacity across the district with the potential for housing and employment.

Strategic Housing Market Assessment (SHMA)

An assessment of existing and future housing need and demand within a defined housing market area, focusing on all aspects of the housing market.

Supplementary Planning Document (SPD)

Documents which add further detail to the policies in the Local 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 DPDs.

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 Systems (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 Transport Modes

Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.

Thames Water Resources Management Plan (WRMP)

Water companies in England and Wales are required to produce a Water Resources Management Plan (WRMP) every five years which sets out how they aim to maintain water supplies over a 25 year period. For more information on Thames Water's Water Resources Management Plan, please visit: <https://www.thameswater.co.uk/about-us/regulation/water-resources>

Transport Assessment (TA)

A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be 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 what measures will need to be taken to deal with the anticipated transport impacts of the development.

Transport Statement

A simplified version of a Transport Assessment where it is agreed the transport issues arising out of

development proposals are limited and a full Transport Assessment is not required.

Travel Plan

A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that 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.

UK Competitiveness Index

The UKCI provides a benchmarking of the competitiveness of the UK's localities, and it has been designed to be an integrated measure of competitiveness focusing on both the development and sustainability of businesses and the economic welfare of individuals.

Unallocated Sites

Unallocated sites are housing sites that come forward which are not allocated in the Development Plan. These include both greenfield land and previously developed land. Predicted delivery rates are based on past trends.

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, available at: www.legislation.gov.uk/ukpga/1991/59/section/24; Ordinary watercourses as defined in the Flood and Water Management Act 2010, available at: www.legislation.gov.uk/ukpga/2010/29/contents

Windfall Sites

Sites not specifically identified in the Development Plan.

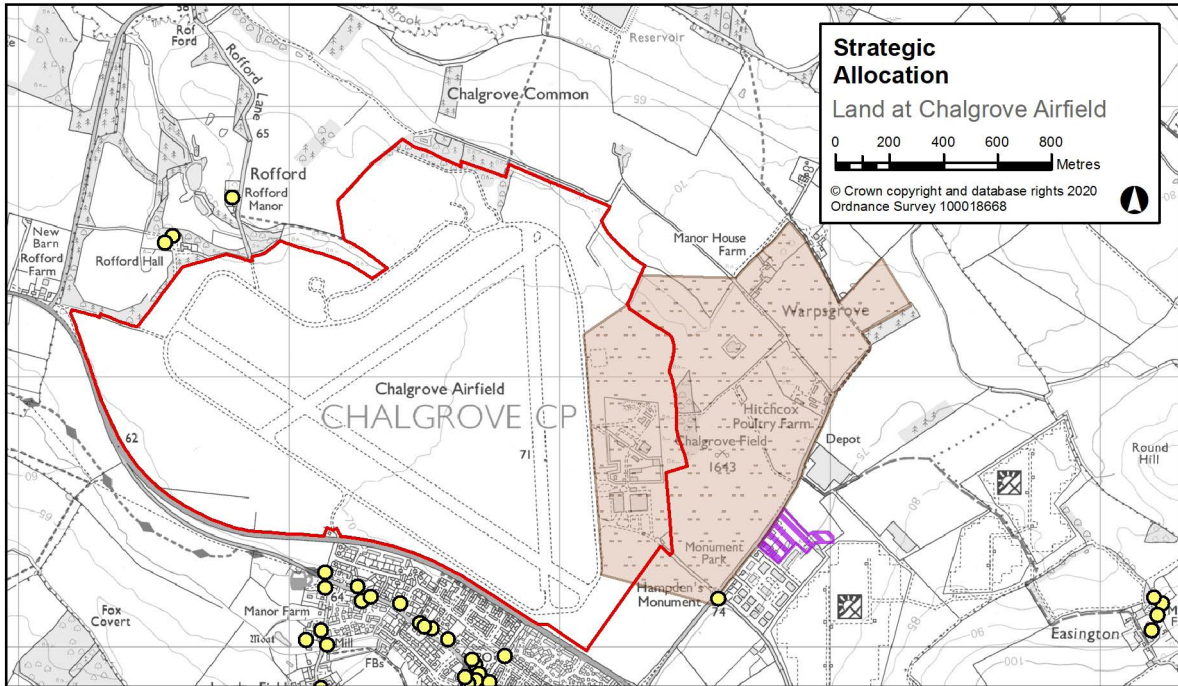
Zero Carbon

A dwelling whose carbon footprint does not add to

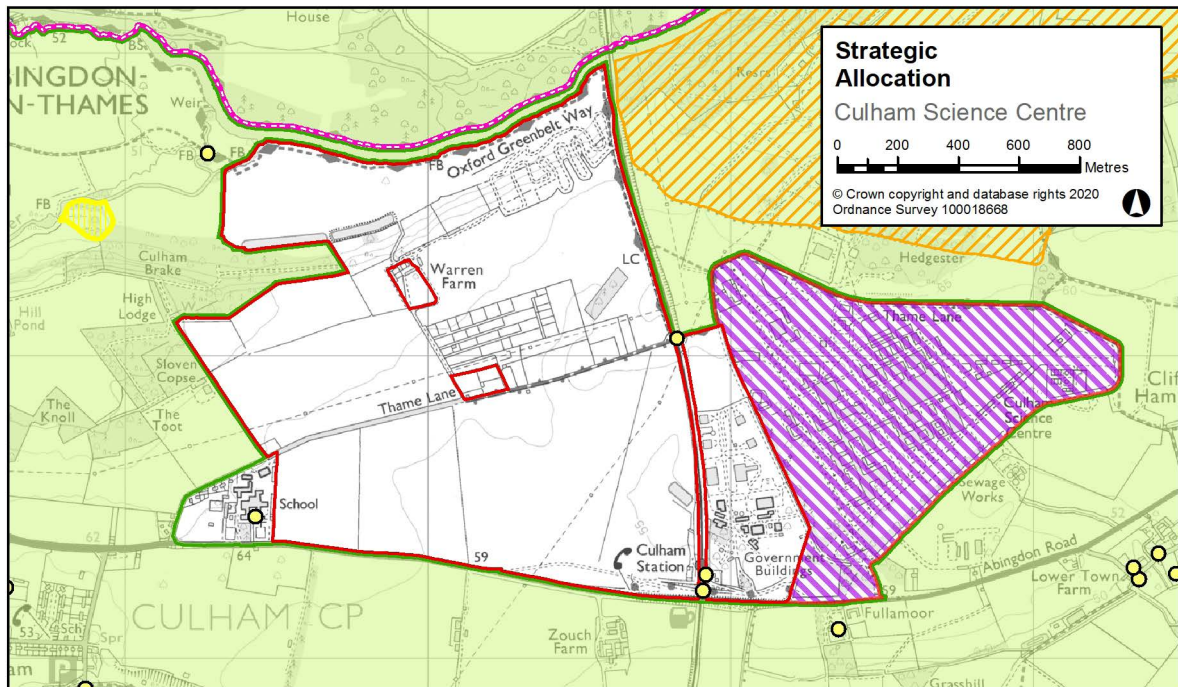
overall carbon emissions. However, the Government have stated that zero carbon will only apply to those carbon dioxide emissions that are covered by Building Regulations.

Appendix 2

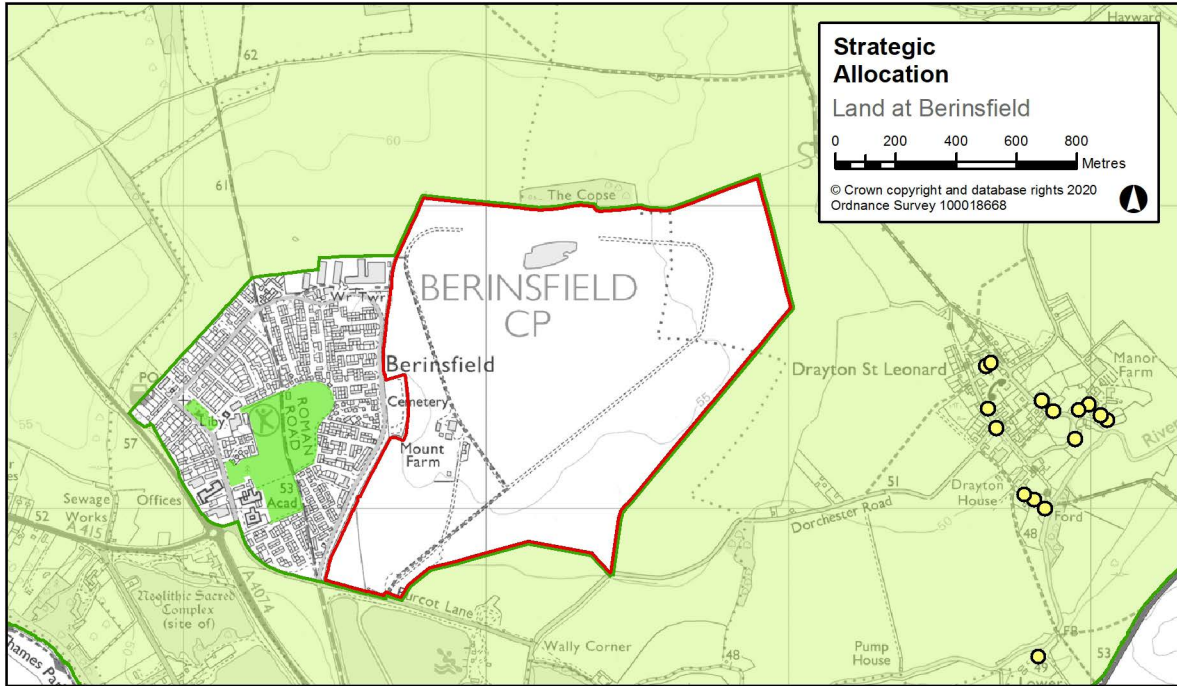
Strategic Allocation Maps



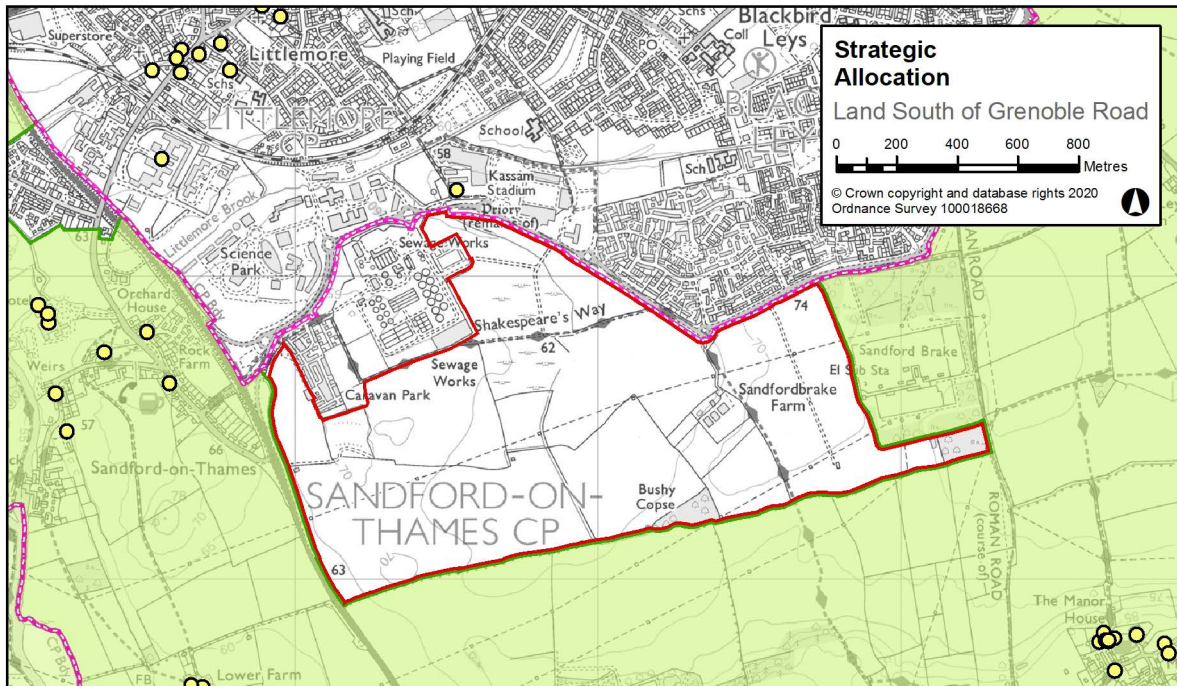
- Strategic Allocation
- Employment Allocation
- Registered Battlefield
- Listed Building



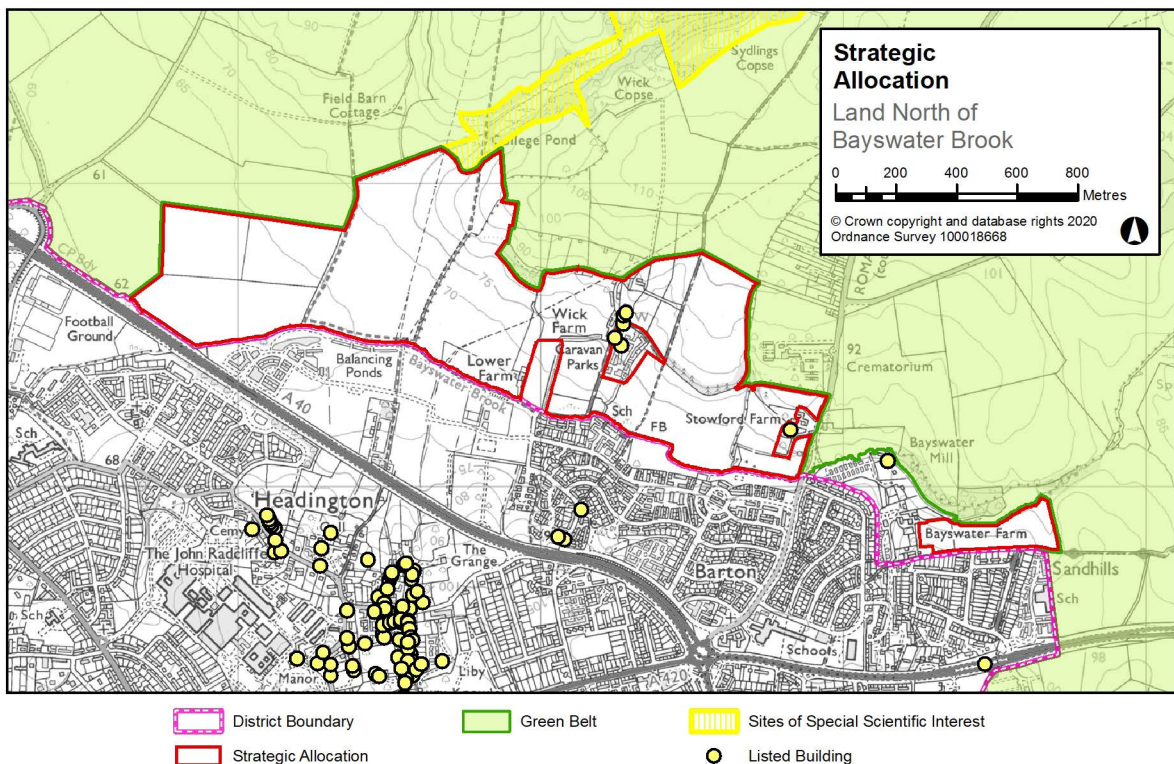
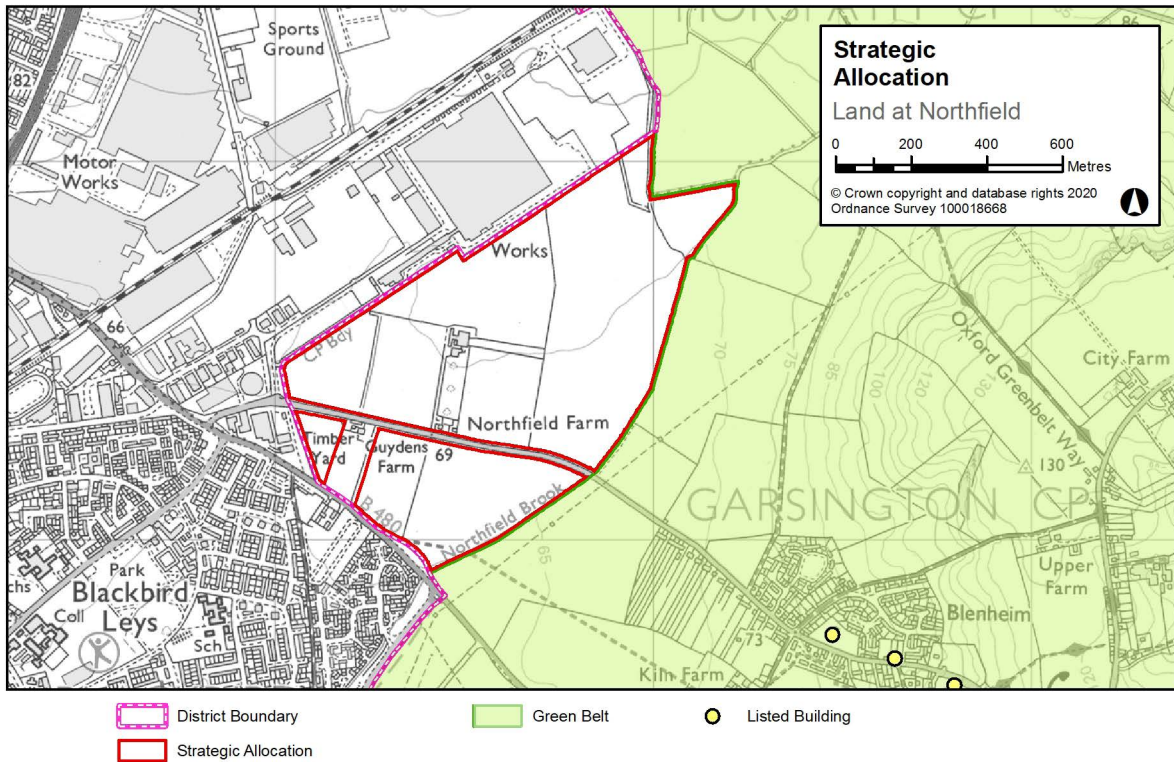
- District Boundary
- Employment Allocation
- Sites of Special Scientific Interest
- Strategic Allocation
- Registered Parks and Gardens
- Listed Building
- Green Belt

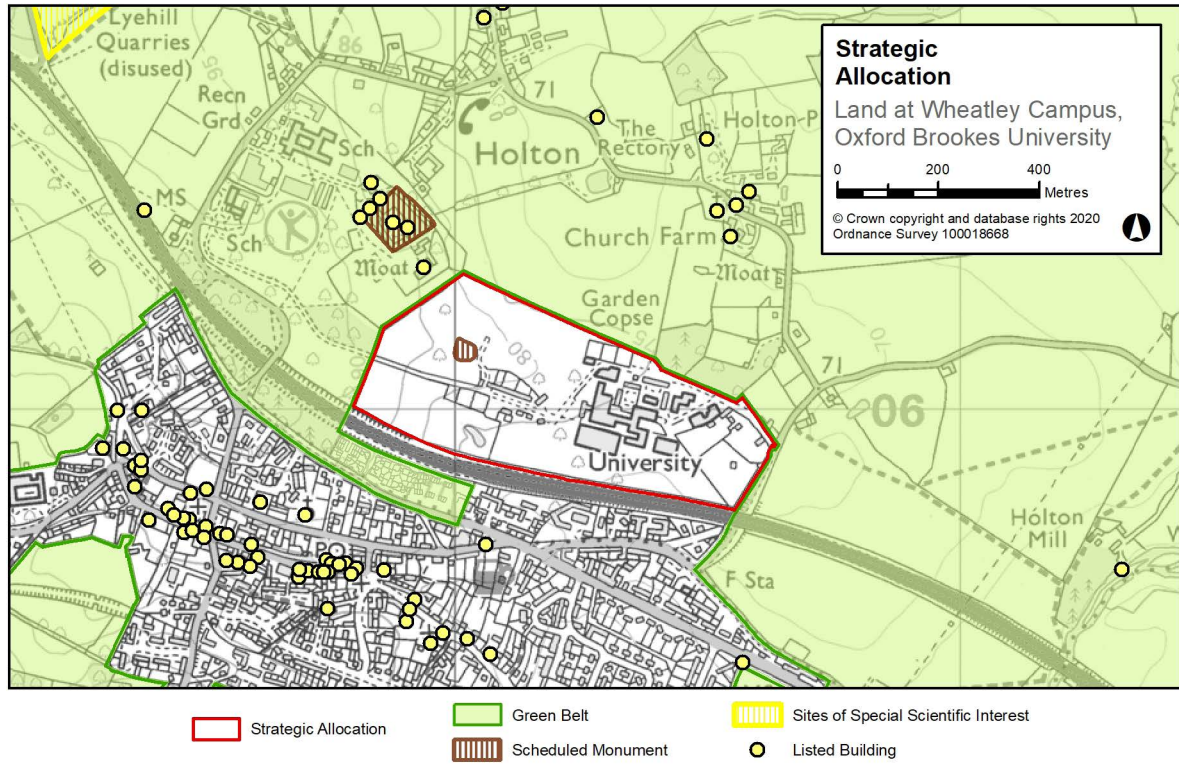


- Strategic Allocation
- Green Belt
- Local Green Space (STRAT10ii)
- Listed Building



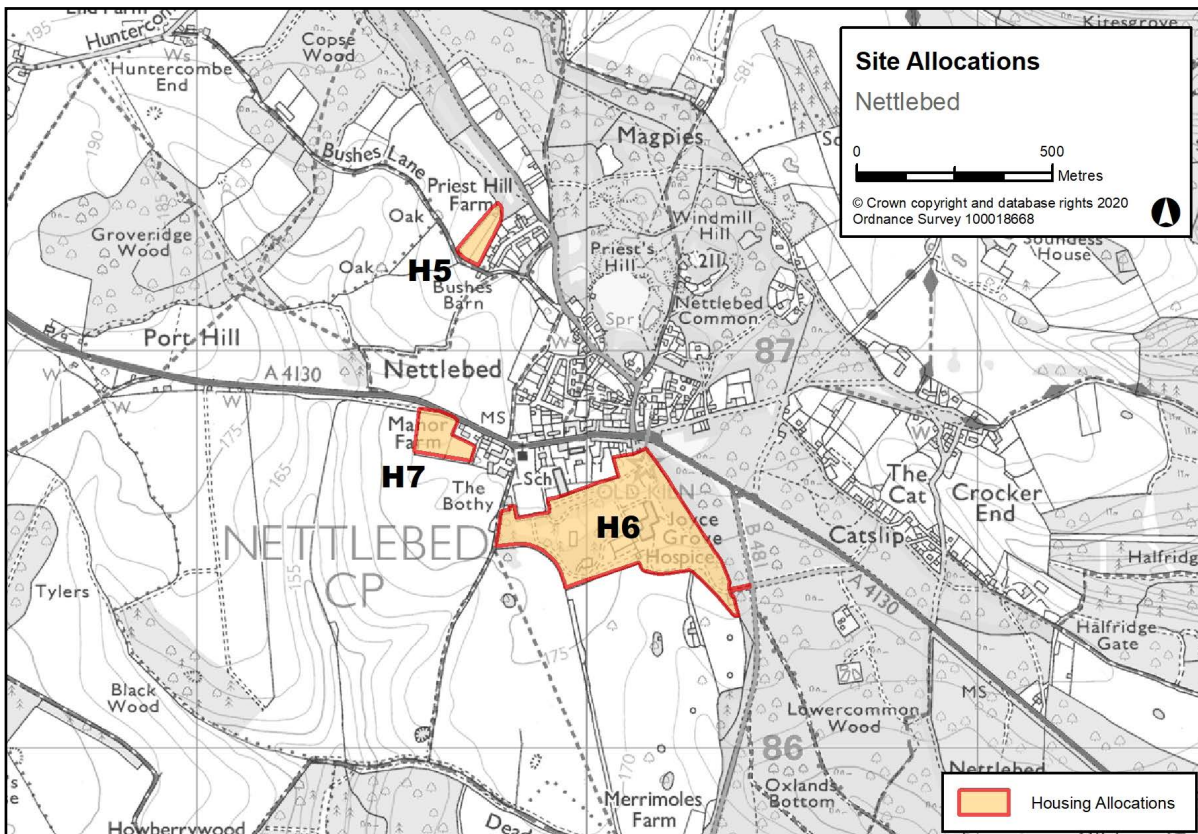
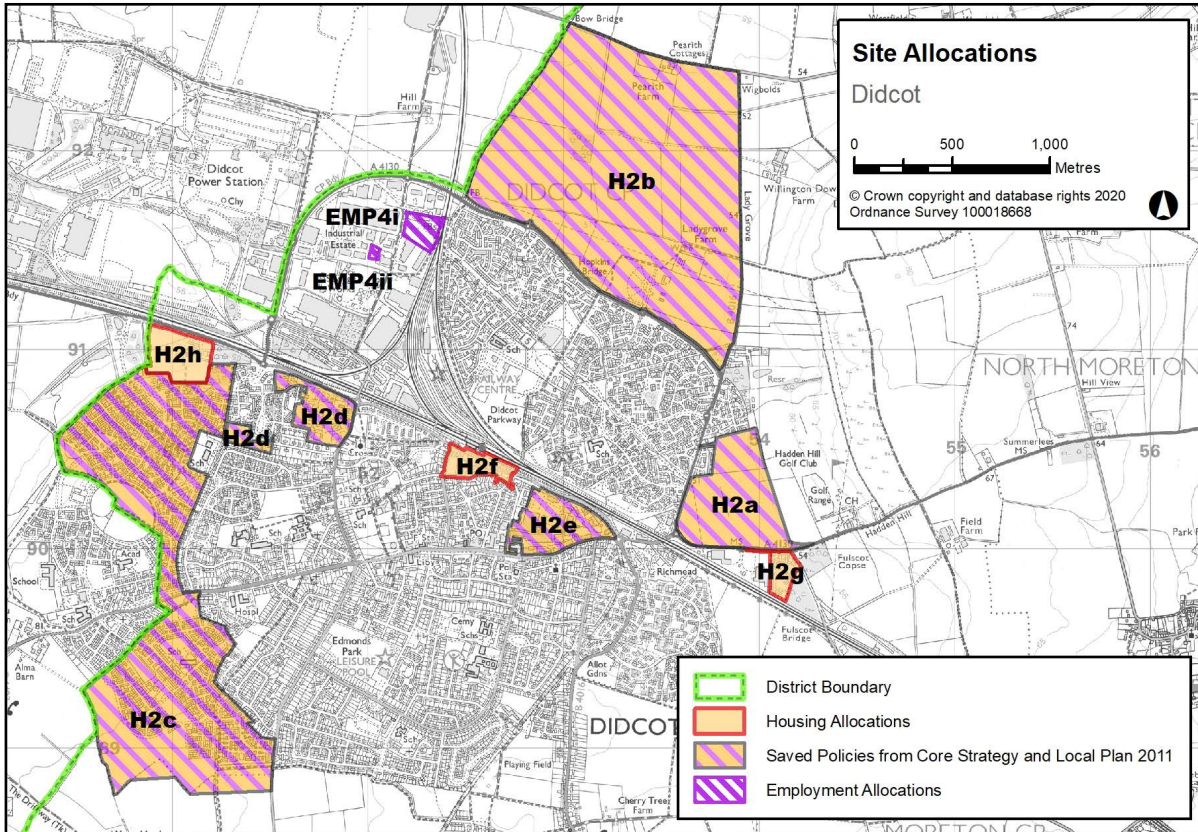
- District Boundary
- Green Belt
- Strategic Allocation
- Listed Building

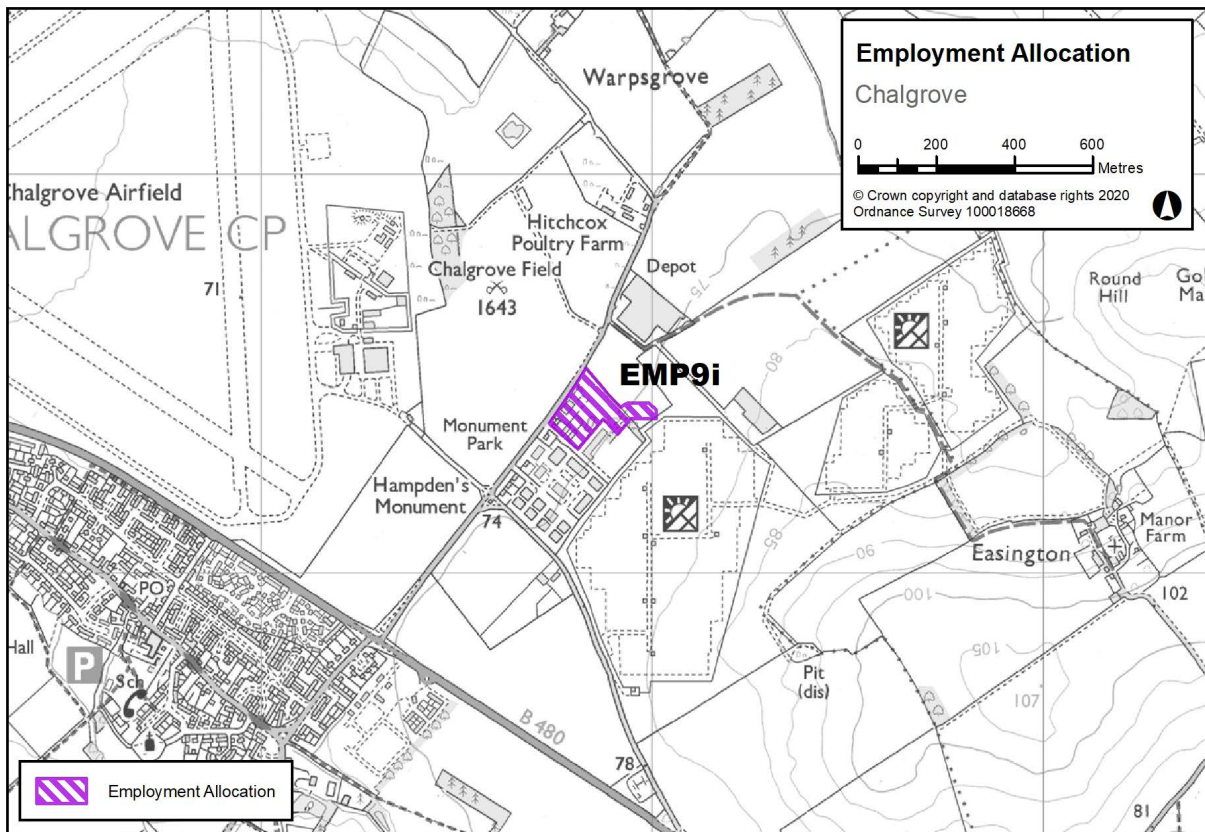
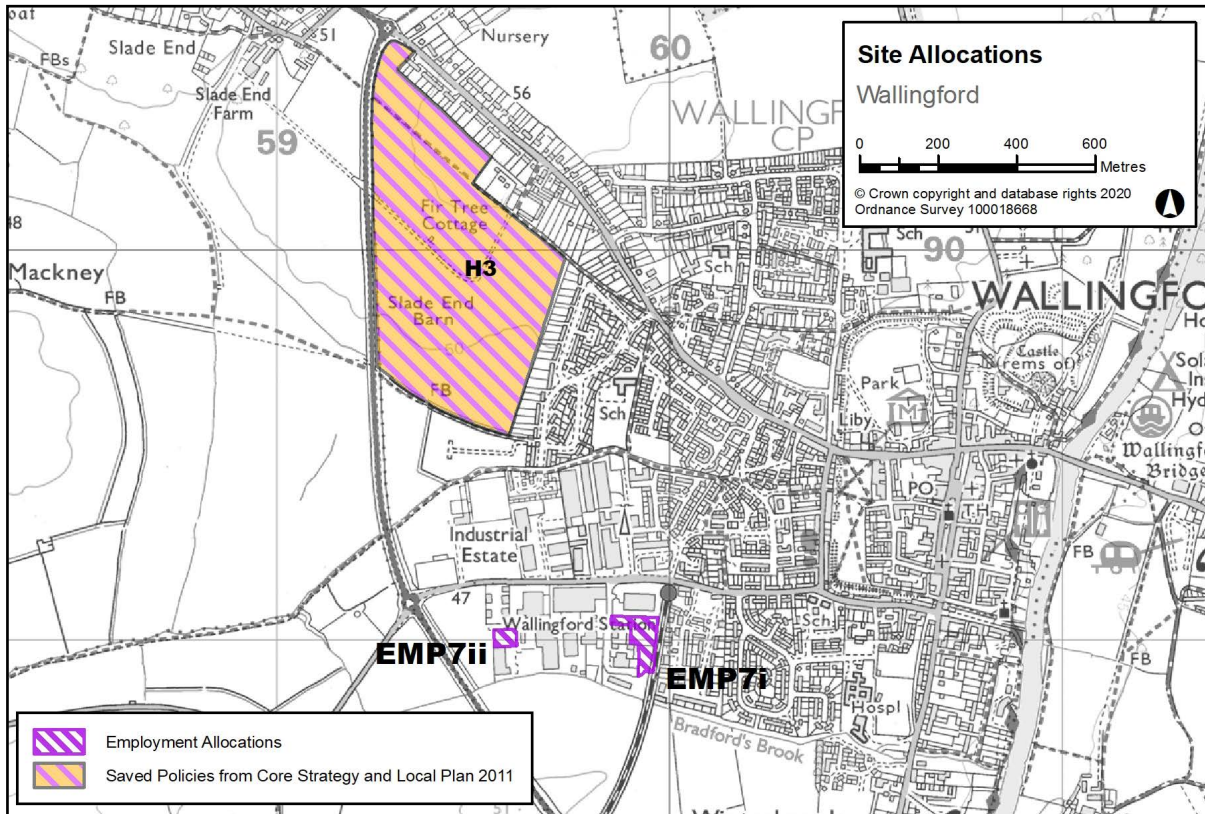




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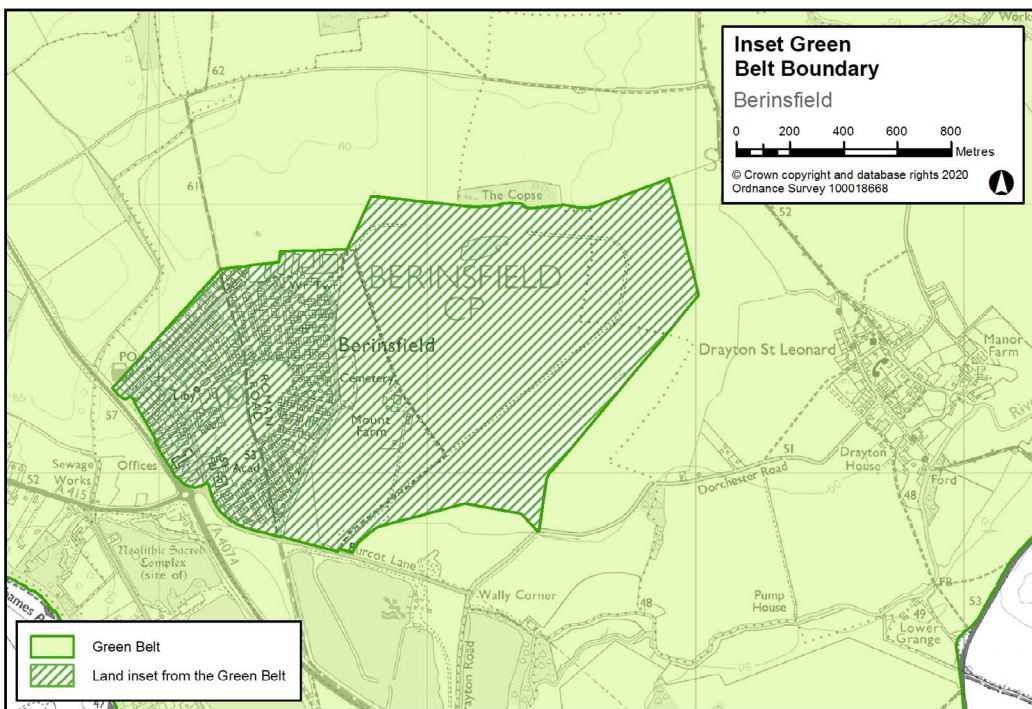
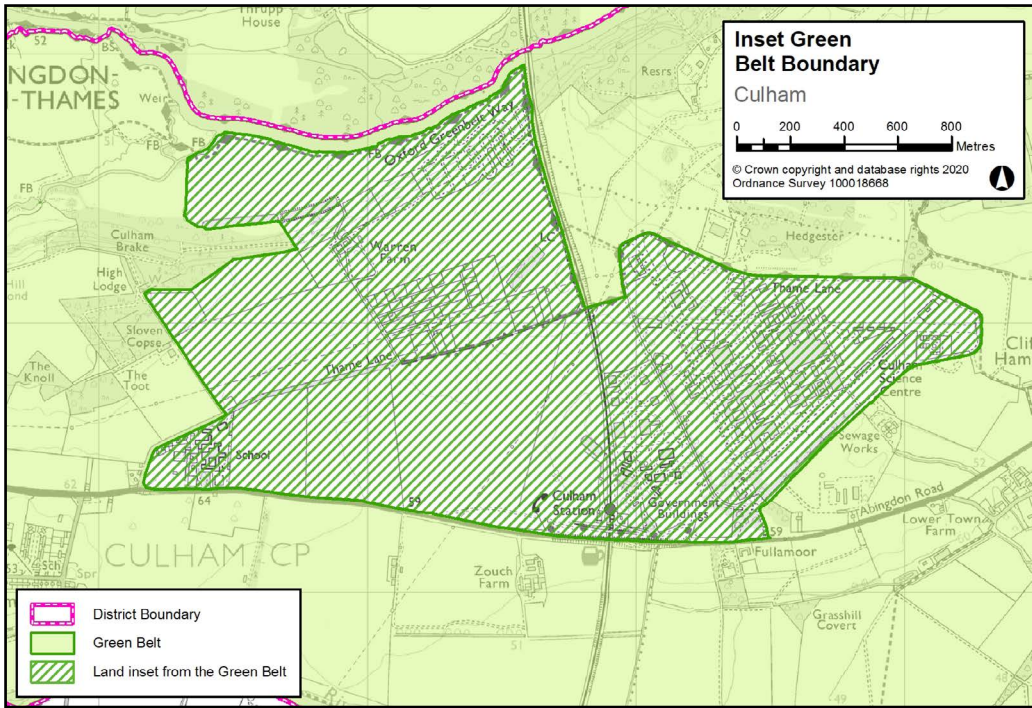
Site Allocations

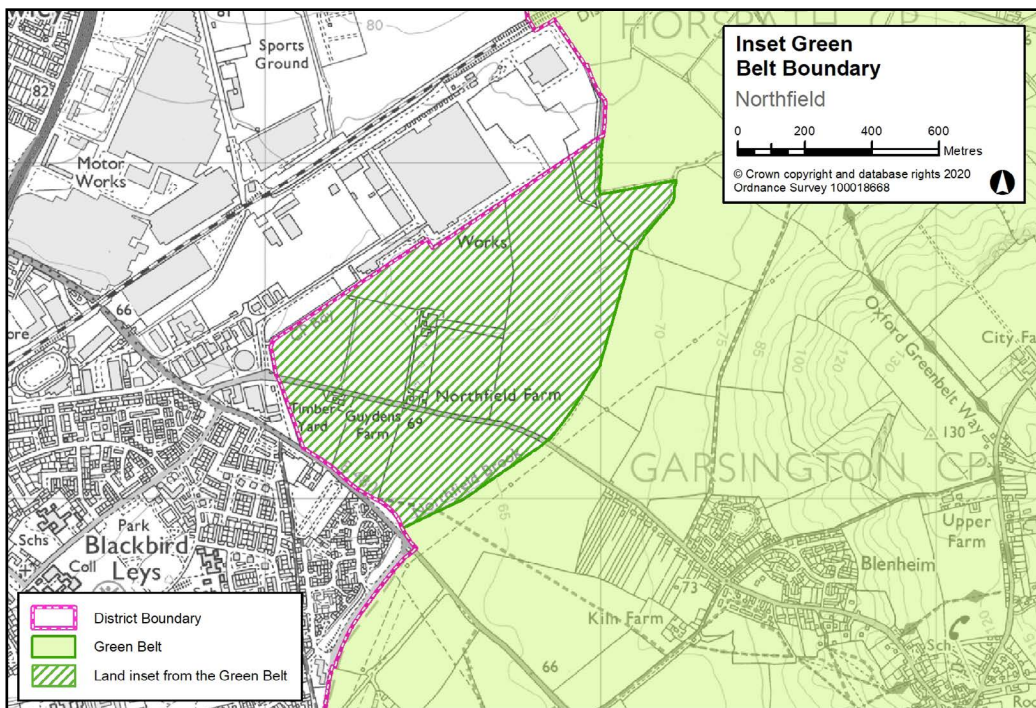
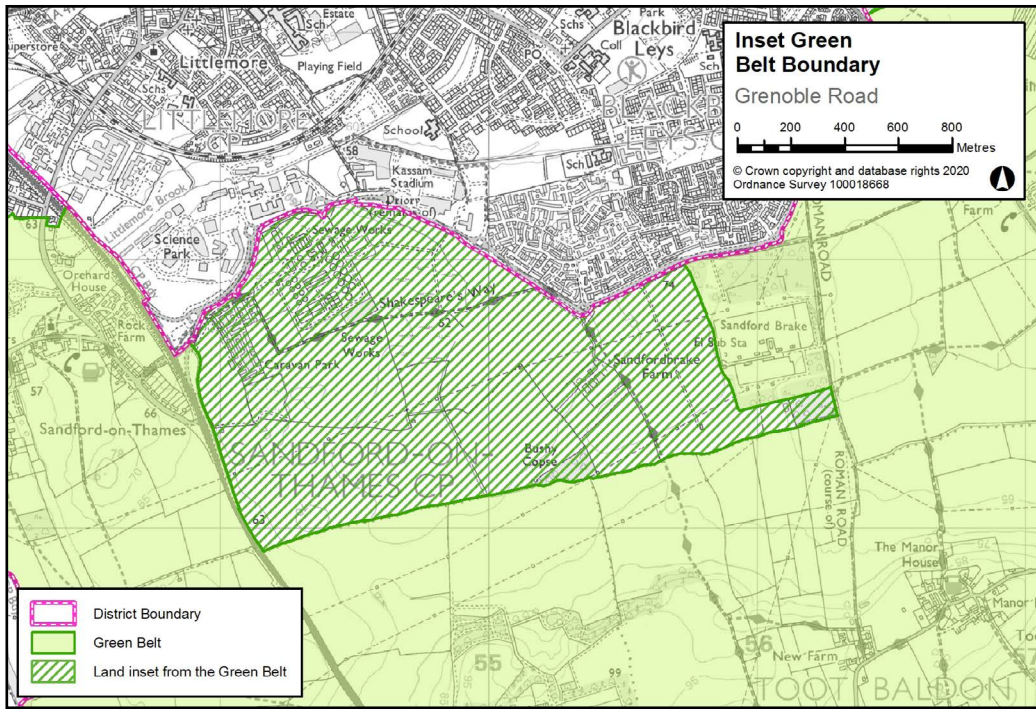


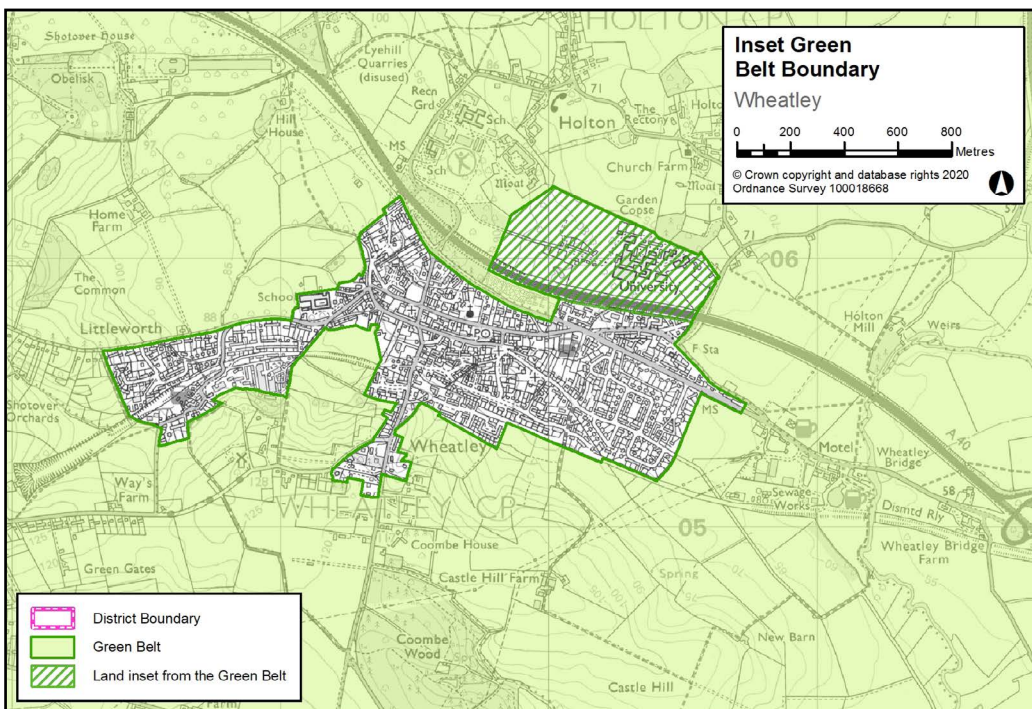
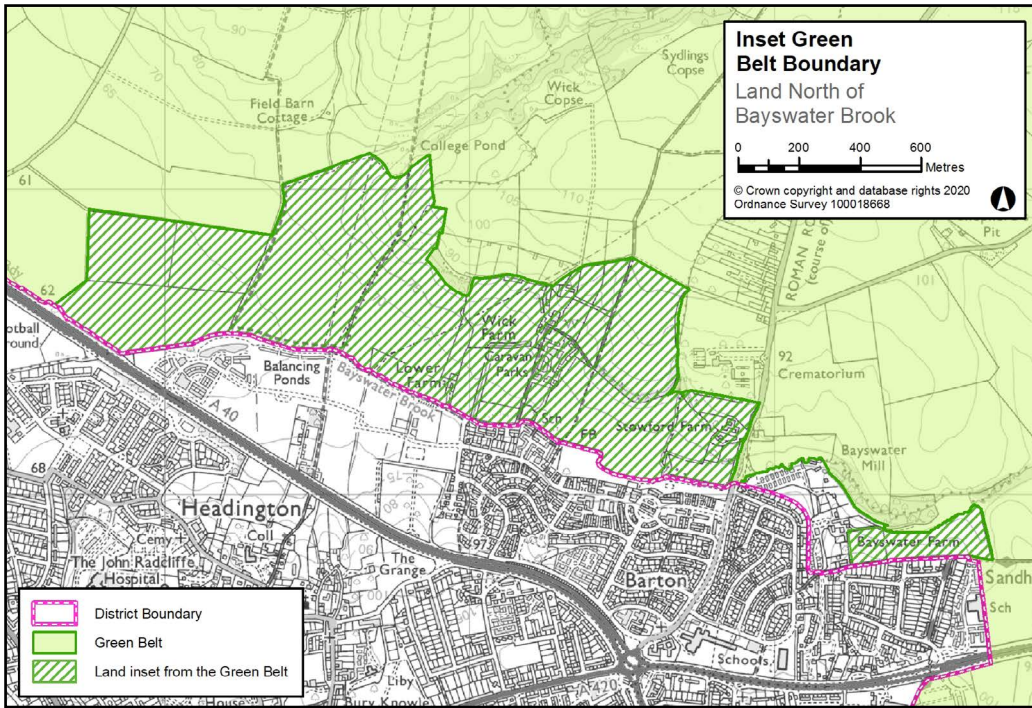


Appendix 4

Land Inset From The Green Belt

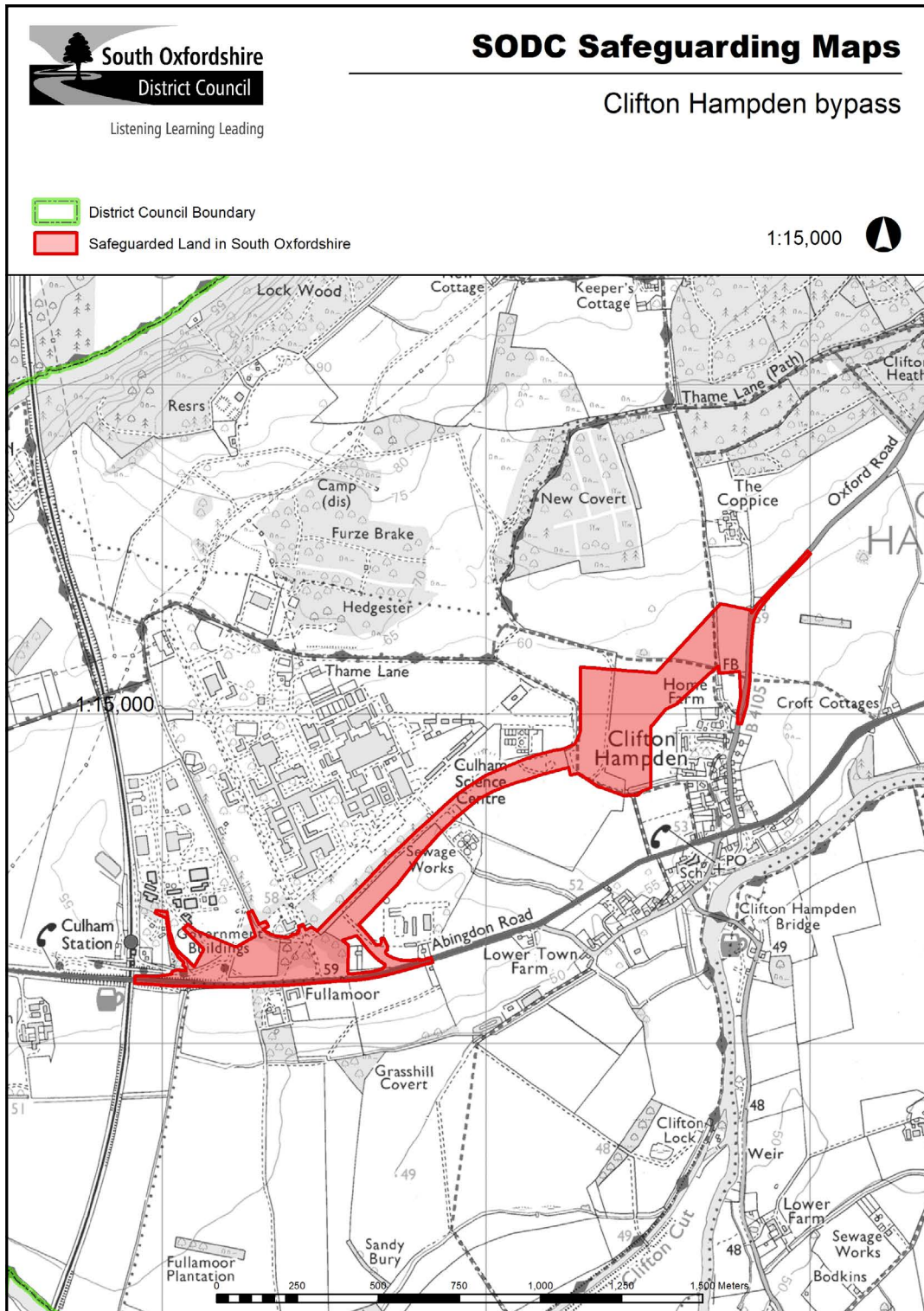


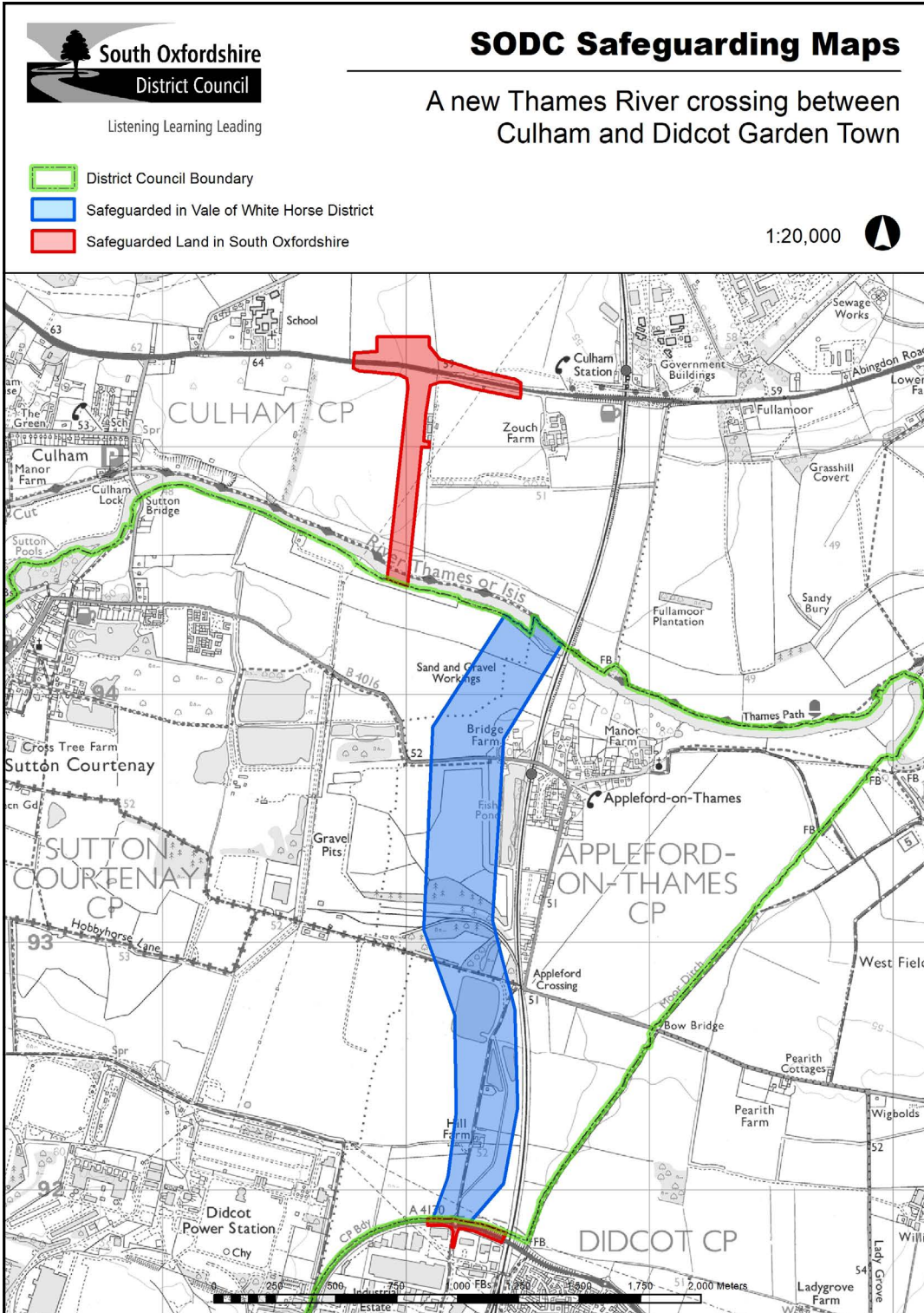




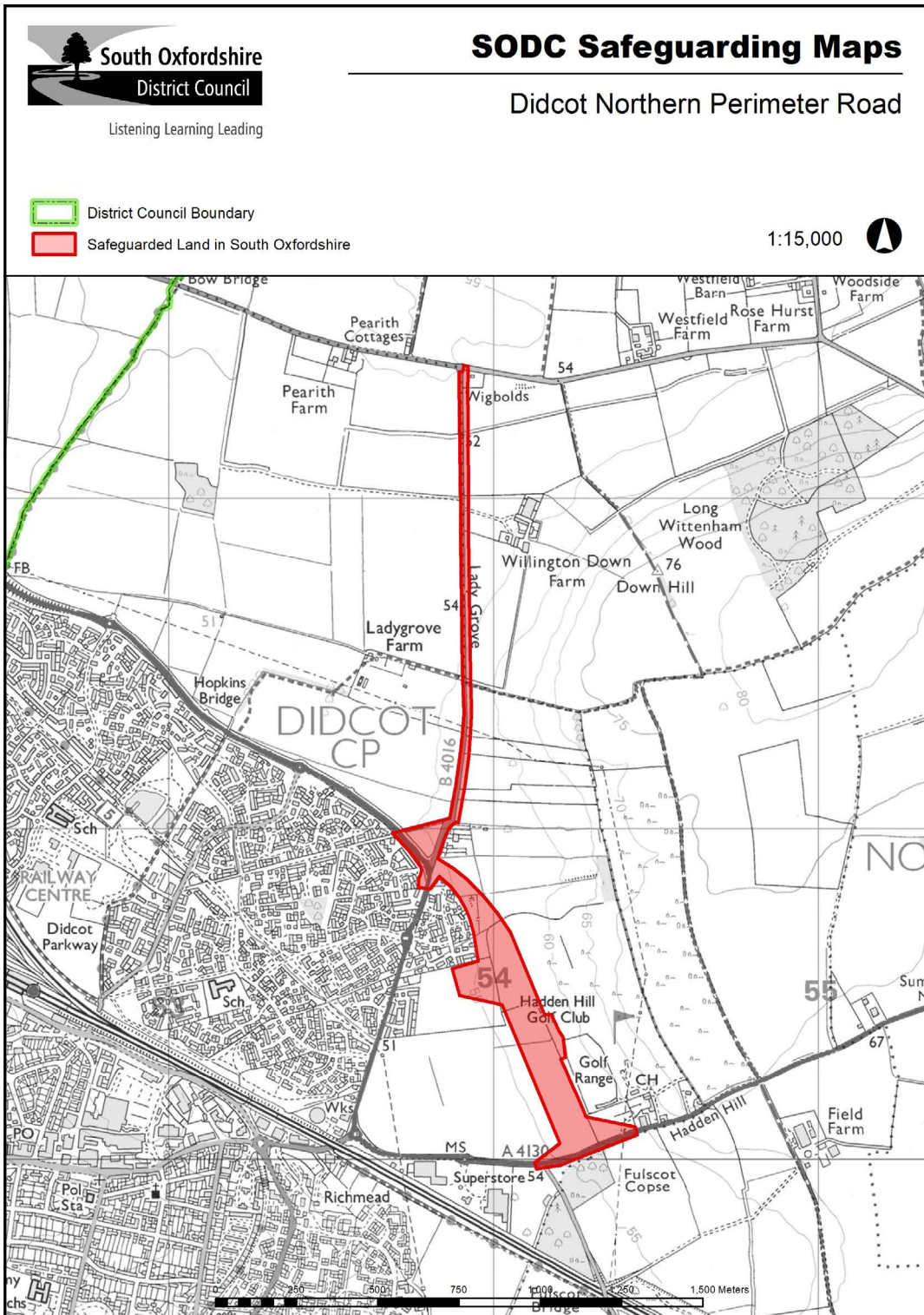
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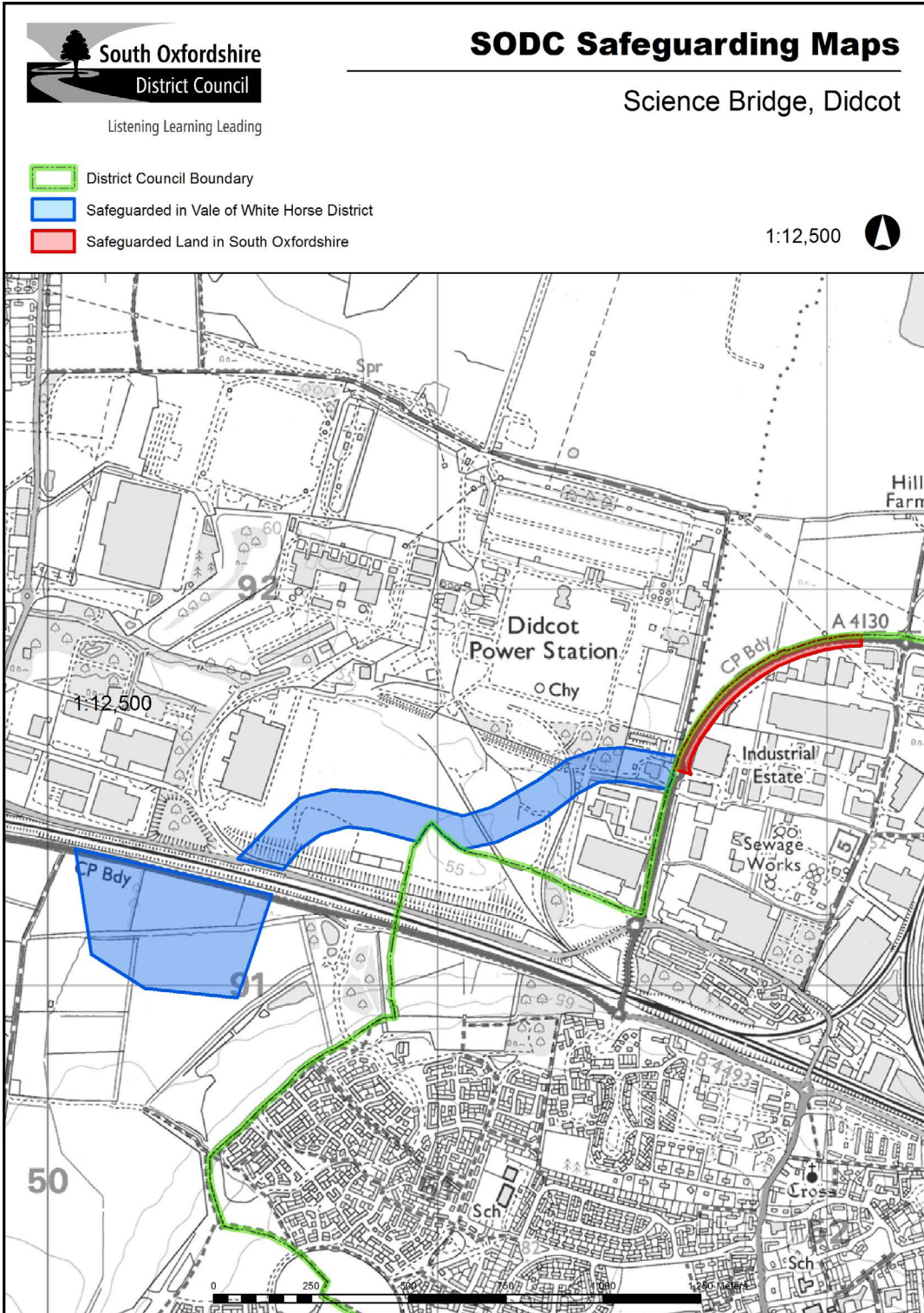
Safeguarding Maps



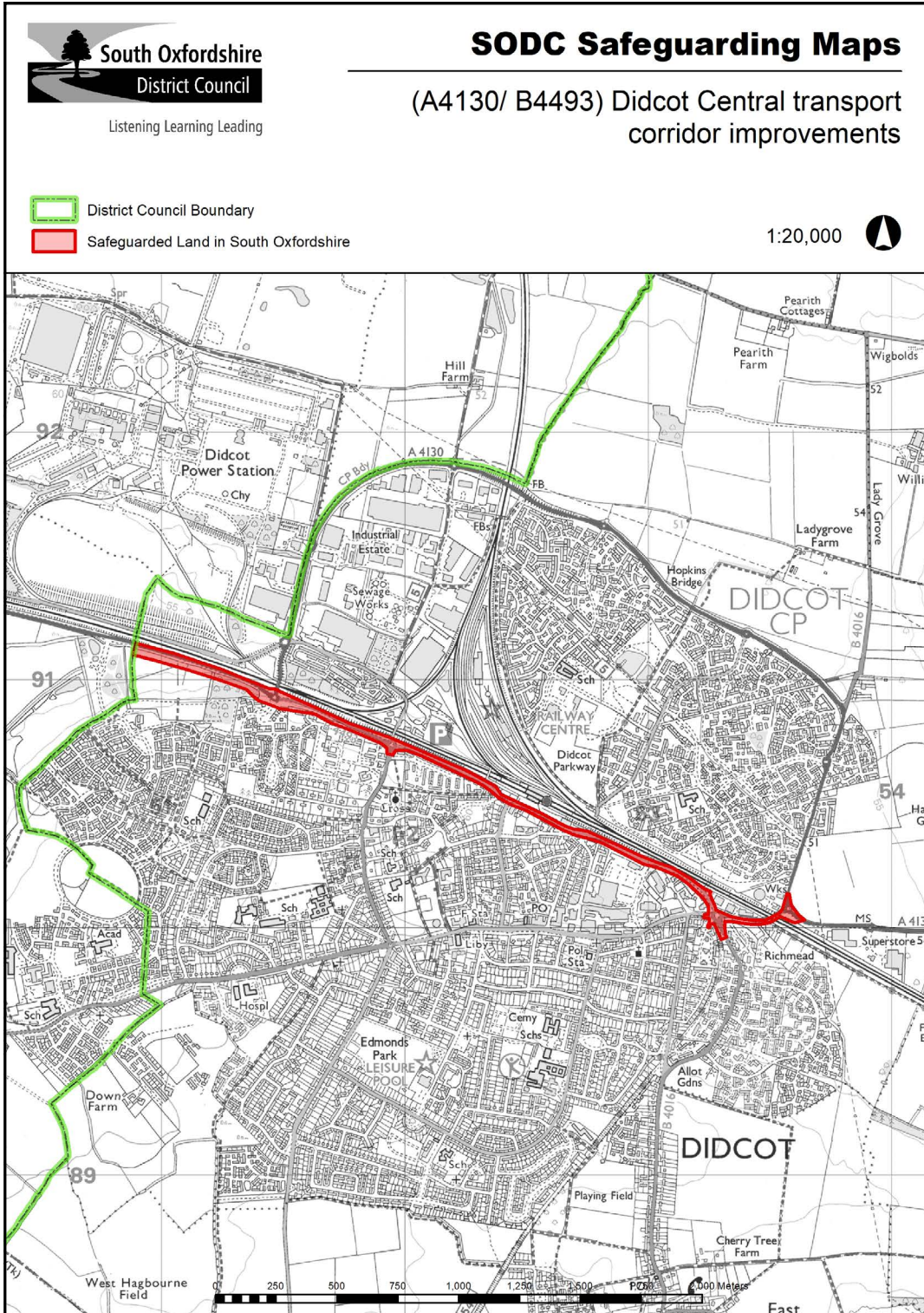


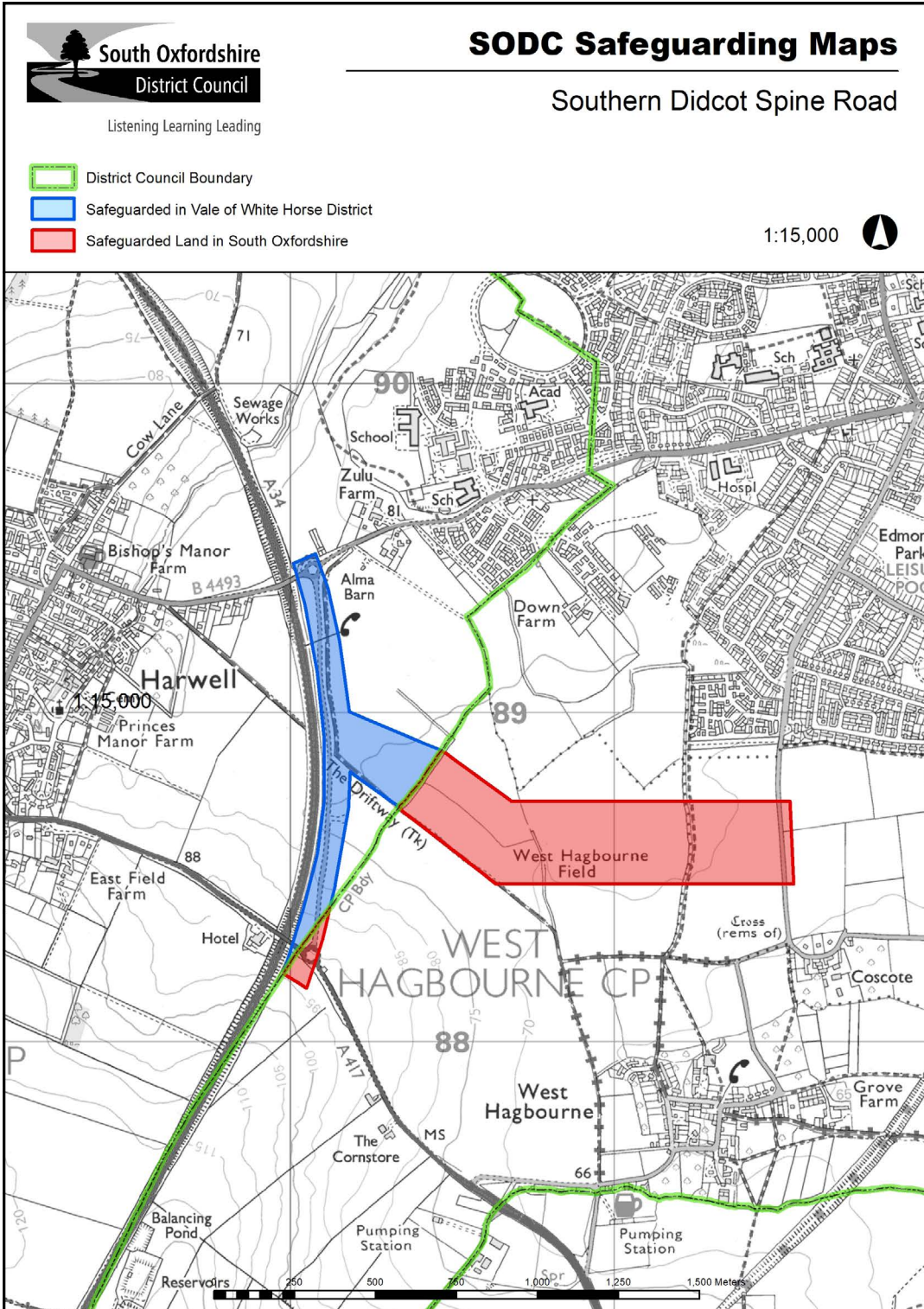
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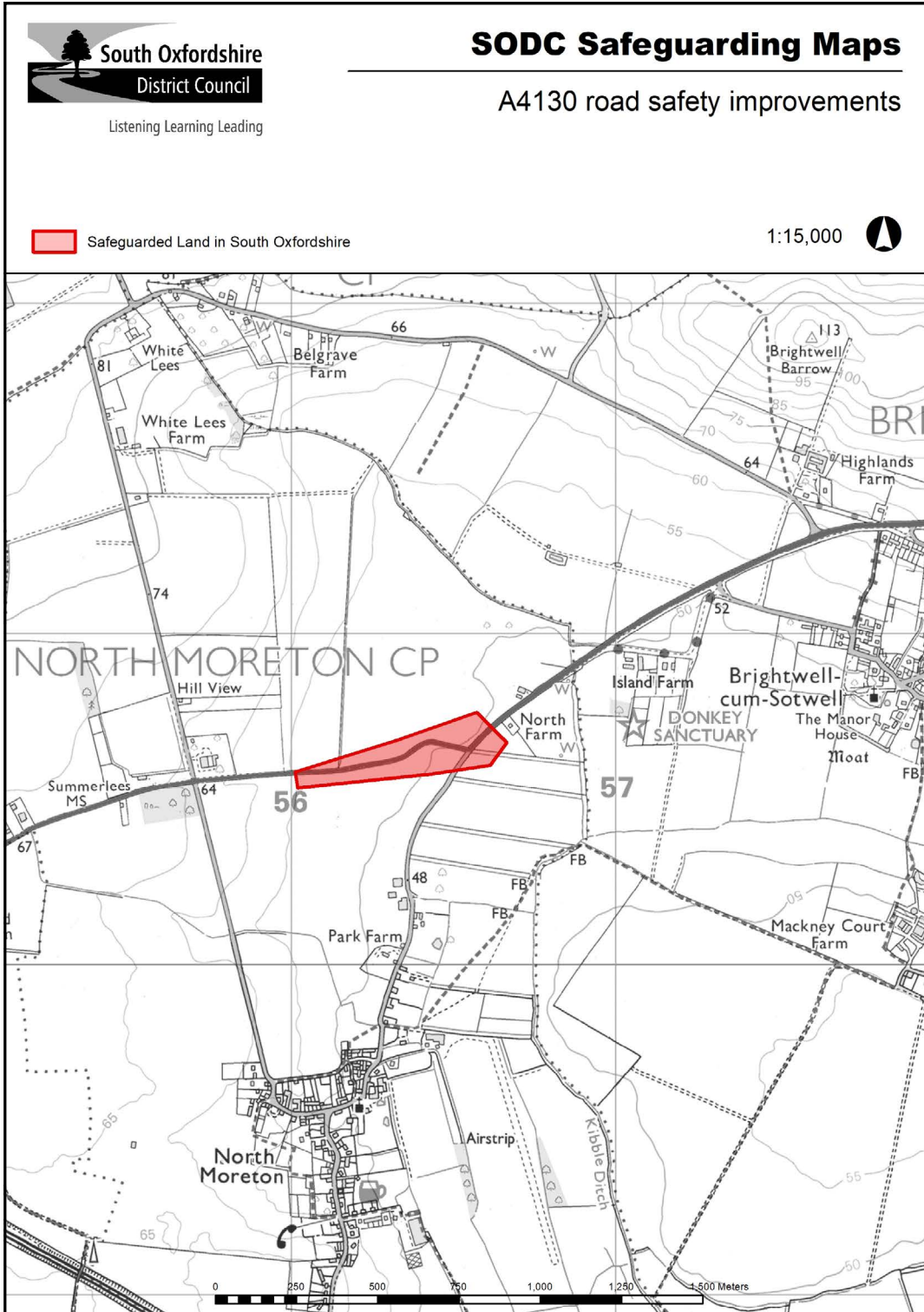


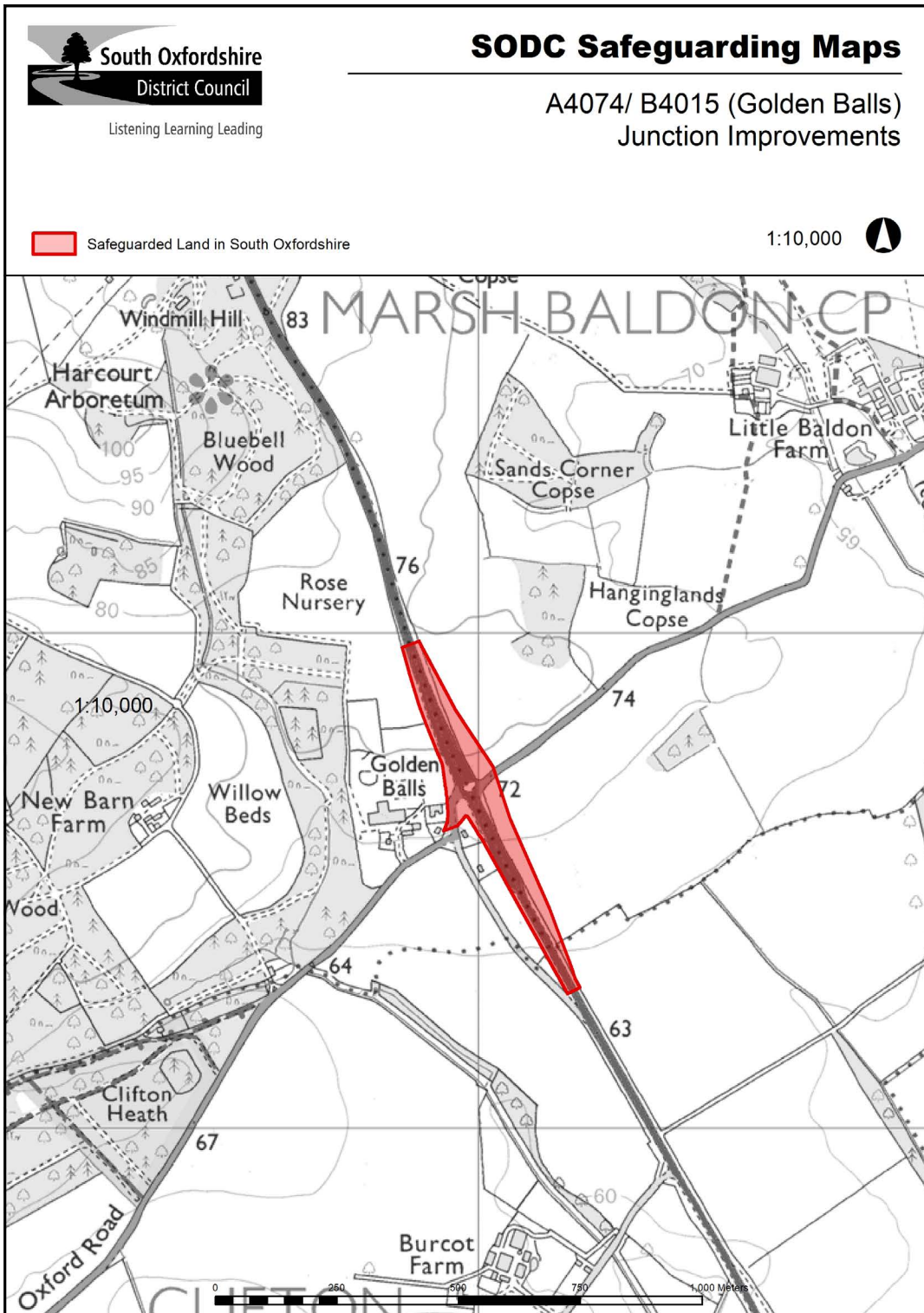
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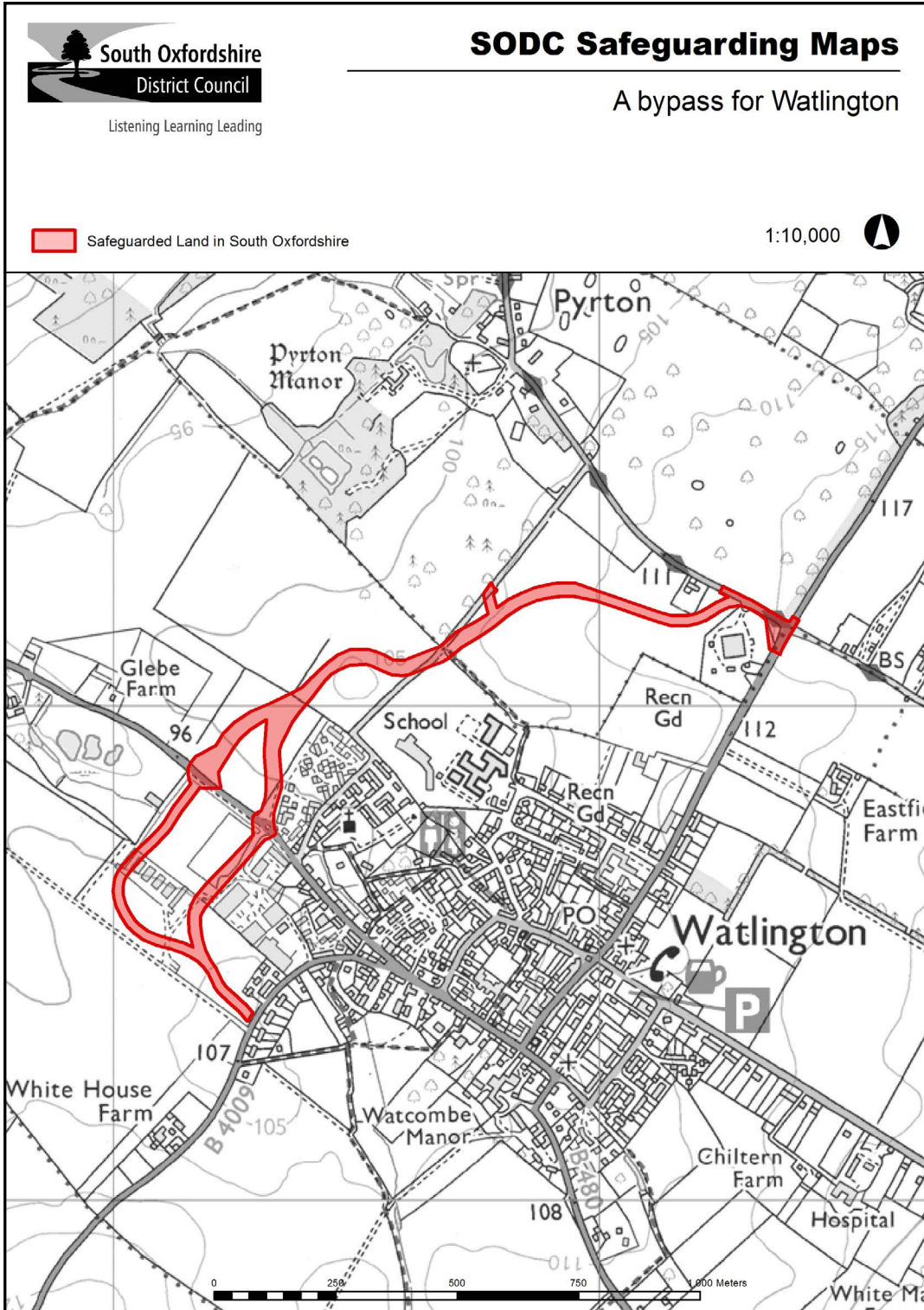


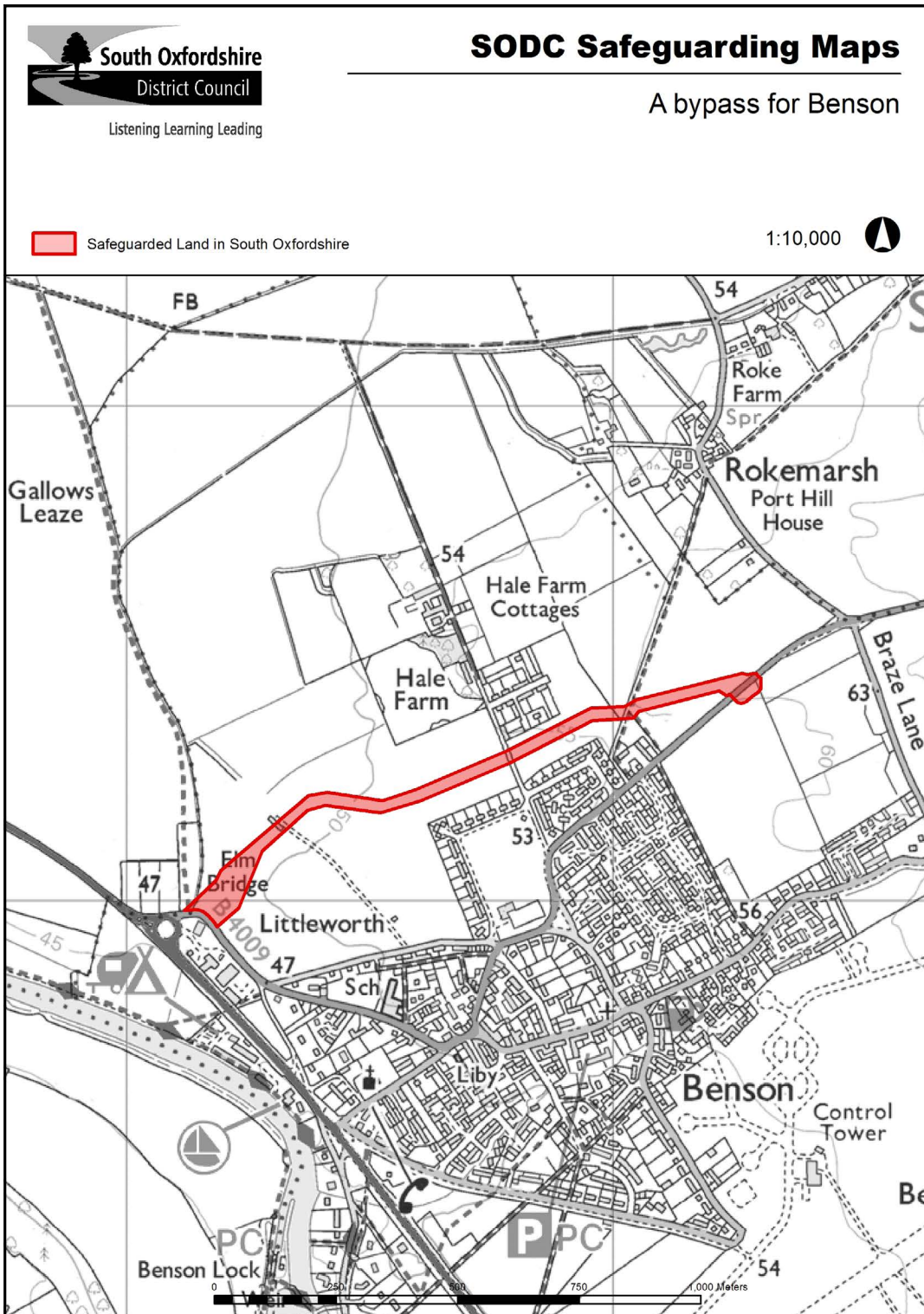


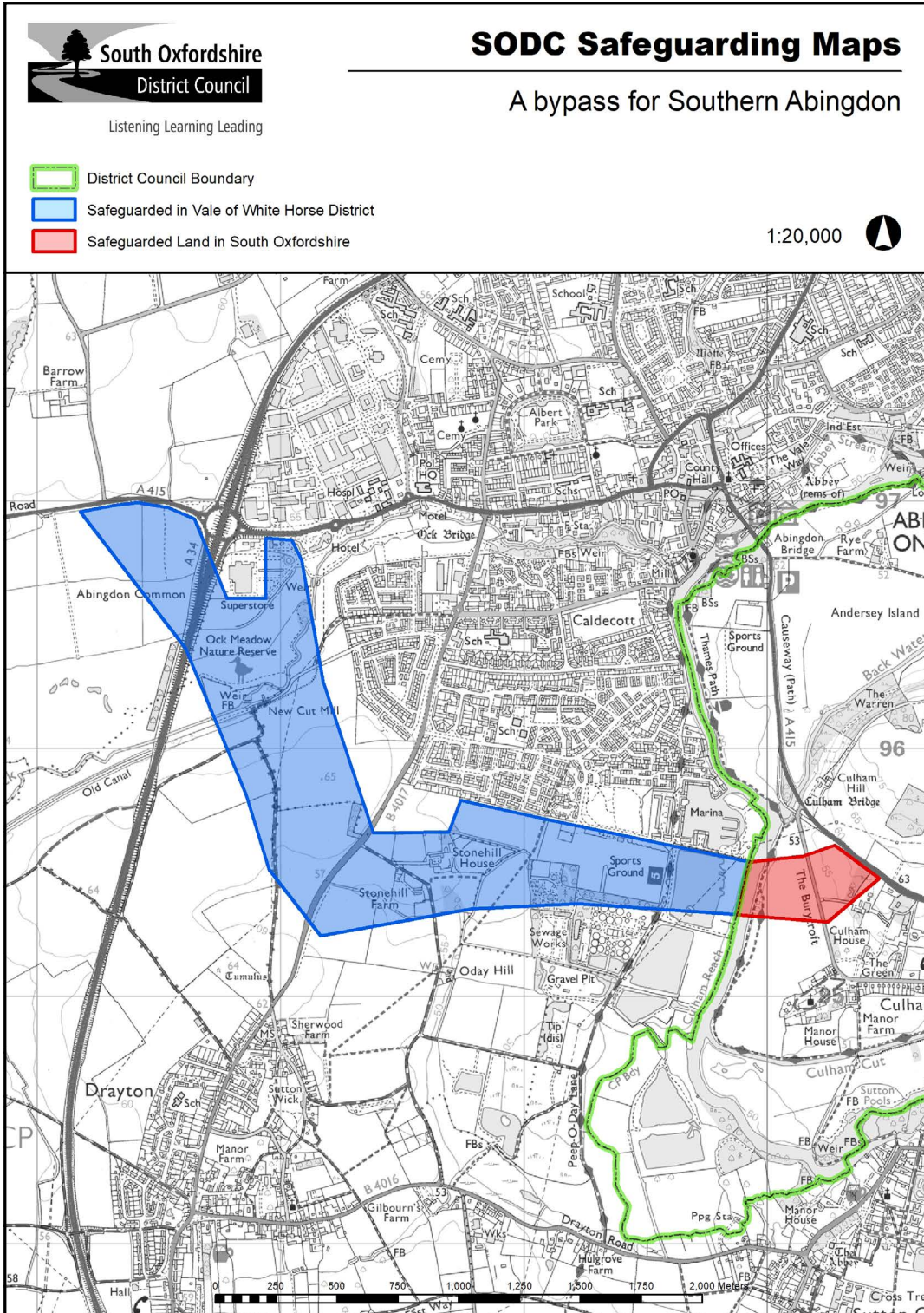
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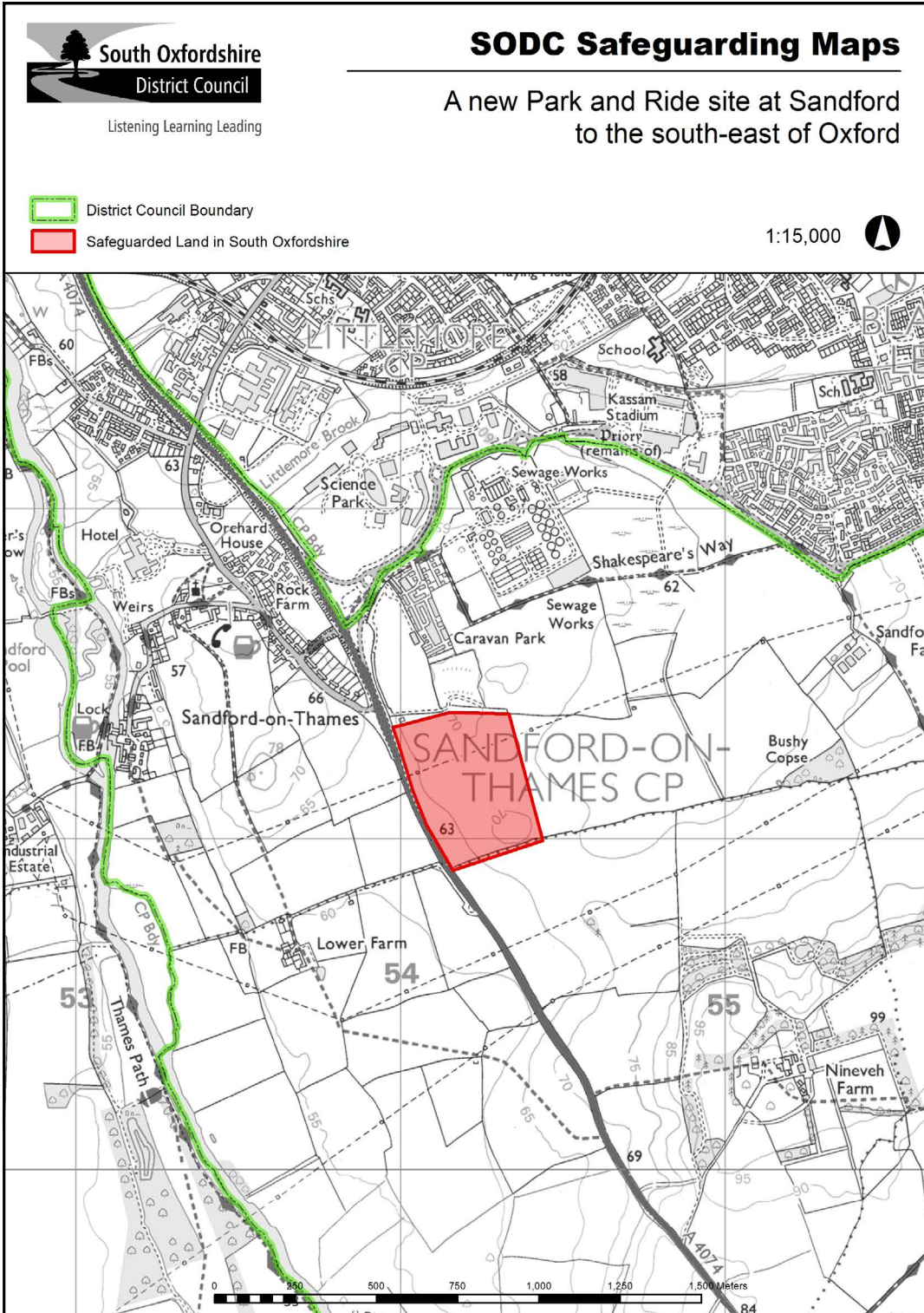








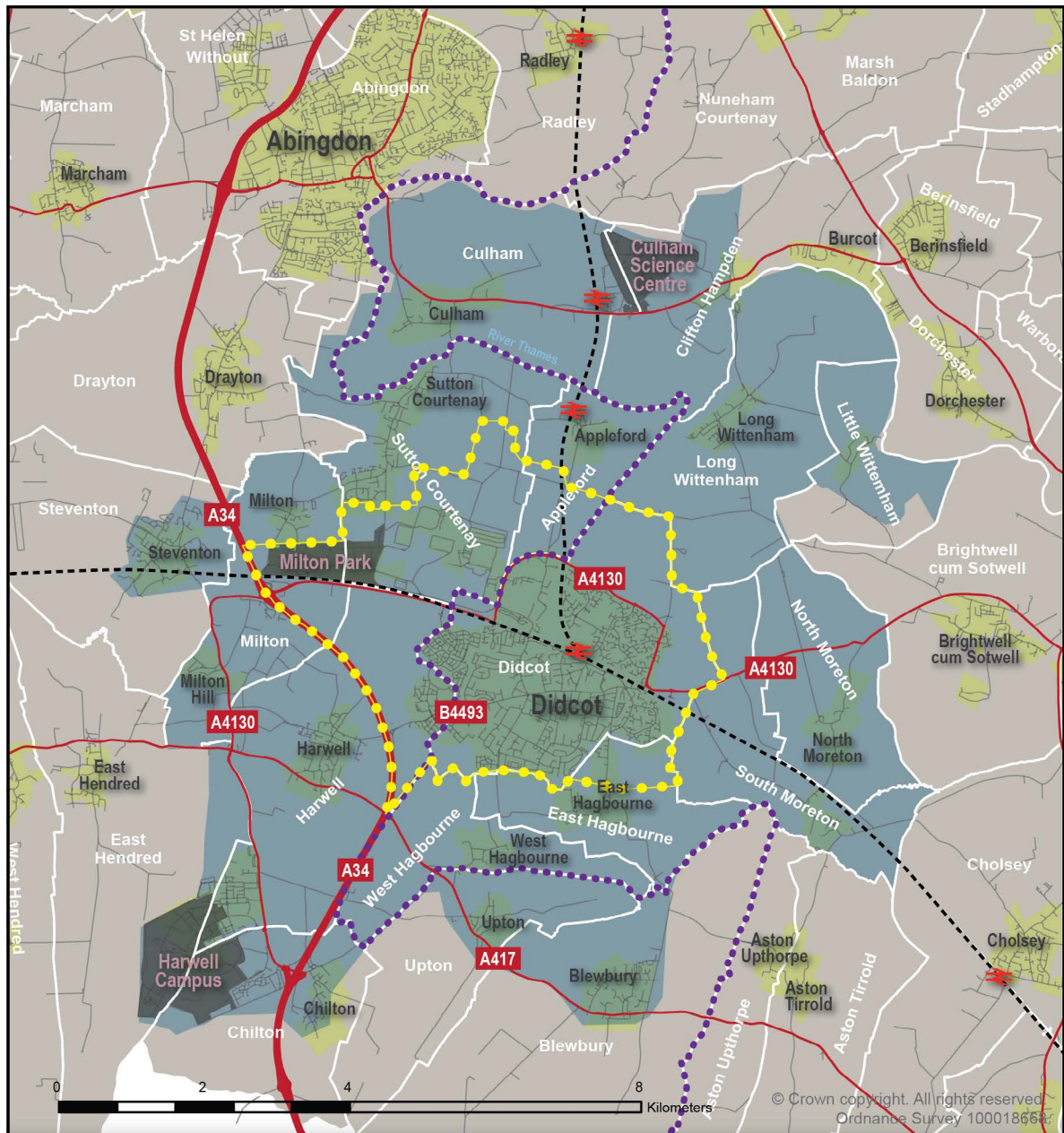




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Appendix 6

Didcot Garden Town Boundaries



- | | | | |
|---|---|---|-------------------|
|  | Didcot Garden Town and Science Vale Area of Influence |  | District Boundary |
|  | Didcot Garden Town Masterplan Boundary |  | Parish Boundary |
| | |  | Employment |

Appendix 7

Settlement Hierarchy

Towns

Didcot
Henley-on-Thames
Thame
Wallingford

Larger Villages

Benson	Goring
Berinsfield	Nettlebed
Chalgrove	Sonning Common
Chinnor	Watlington
Cholsey	Wheatley
Crowmarsh Gifford	Woodcote

Smaller Villages

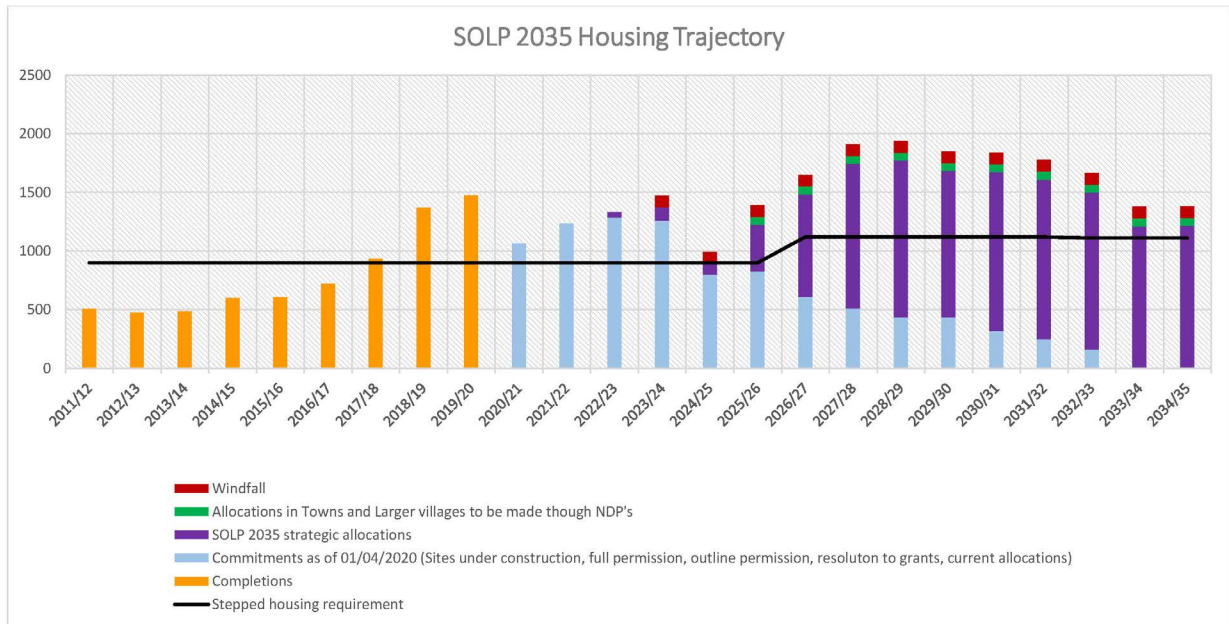
Aston Rowant	Littleworth (near Wheatley)
Aston Upthorpe / Aston	Long Wittenham
Tirrold	Marsh Baldon
Beckley	Moulsford
Berrick Salome	North Moreton
Binfield Heath	Nuneham Courtenay
Brightwell-cum-Sotwell	Peppard Common
Britwell Salome	Playhatch
Burcot	Rotherfield
Checkendon	Peppard
Clifton Hampden	Sandford-on-Thames
Cuddesdon	Lower Shiplake
Culham	Shiplake Cross
Dorchester	South Moreton
East Hagbourne	South Stoke
Ewelme	Stadhampton
Forest Hill	Stanton St John
Garsington	Stoke Row
Great Milton	Sydenham
Harpsden	Tetsworth
Highmoor Cross	Tiddington
Holton	Towersey
Horspath	Warborough & Shillingford NE of A4074
Kidmore End	Whitchurch-on-Thames
Kingston Blount	
Lewknor	
Little Milton	

Other Villages

Bix	Moreton
Brightwell Baldwin	North Stoke
Chazey Heath	North Weston
Chiselhampton	Nuffield
Christmas Common	Postcombe
Crays Pond	Preston Crowmarsh
Crocker End and Catslip	Pyrton
Crowell	Roke
Cuxham	Rotherfield Greys
Drayton St Leonard	Russell's Water
Dunsden Green	Shillingford (SW of A4074)
Emmington	Sonning Eye
Gallowstree Common	Stonor
Great Haseley	Tokers Green
Greys Green	Toot Baldon
Henton	Waterperry
Highmoor	West Hagbourne
Ispden	Whitchurch Hill / Hill Bottom
Kingwood Common	Witheridge Hill
Lower Assendon	
Middle Assendon	
Milton Common	
Mongewell	

Appendix 8

Local Plan Development Trajectory



Appendix 9

Designated Sites for Nature Conservation

Sites of Special Scientific Interest containing Priority Habitats

Broad / Priority Habitat	SSSIs Containing Priority Habitat	OS Grid Reference
Boundary and linear features		
Ancient hedgerow	Aston Rowant	SU728972
	Otmoor	SP575130
Broadleaved, mixed and yew woodland		
Mixed deciduous woodland	Bix Bottom	SU715880
	Holly Wood	SP588100
	Holton Wood	SP603080
	Sidlings Copse and College Pond	SP555095
	Stanton Great Wood	SP588093
	Waterperry Wood	SP605090
	Woodeaton Wood	SP533123
Yew woodland	Hartslock	SU619793
Lowland beech woodland		
	Aston Rowant	SU728972
	Bear, Oveys and Greatbottom Wood	SU693840, SU703830
	Berrick Trench	SU705882
	Aston Rowant Woods	SU750984
	Harpsden Wood	SU761804
	Lambridge Wood	SU738841
	Pishill Woods	SU715901, SU713905
Calcareous grassland		
Lowland calcareous grassland	Aston Rowant	SU728972
	Aston Upthorpe Downs	SP545834, SU536835
	Berins Hill Bank	SU654852
	Chinnor Hill	SP766007
	Hartslock	SU619793
	Moulsford Downs	SU578827
	Shirburn Hill	SU715955
	Sidlings Copse and College Pond	SP555095
	Swyncombe Downs	SU672915
	Warren Bank	SU653857
	Watlington and Pyrton Hills	SU705936
	Wormsley Chalk Banks	SU747926, SU751923, SU737932, SU728936, SU745938, SU736958
	Fens, marsh and swamps	
Fens	Sidlings Copse and College Pond	SP555095
	Spartum Fen	SP654016
Neutral grassland		
Lowland meadow	Shabbington Woods Complex Otmoor	SP615110 SP575130

Local Nature Reserves

Ewelme Watercress Beds.....	SU636920
Cuttle Brook	SP702055
Mowbray Fields.....	SU523887
Watlington Chalk Pit.....	SU700940

County Wildlife Sites*

Almshill Larch	SU737884
Bank by Pindars Wood	SU729825
Beckley Pasture	SP564115
Blewburton Hill	SU544861
Bottom Farm Bank	SU673777
Bottom Wood.....	SU658781
Bozedown	SU647780
Bozedown Vineyard (north).....	SU639780
Bozedown Vineyard (south)	SU640777
Buckingham Bottom Meadow.....	SU728943
Bypass Swamp	SP525029
Clifton Hampden Meadow.....	SU552956
Clifton Hampden Wood.....	SU552958
Combe Fields (east).....	SU615797
Combe Fields (north).....	SU615803
Combe Fields (west).....	SU612798
Cookes Copse.....	SP557112
Crowsley Park	SU732798
Didcot Marshalling Yard.....	SU548893
Dorchester Gravel Pits (Allen Pit)	SU572945
Dorchester Gravel Pits (Drayton Road Pit)	SU582952
Dorchester Gravel Pits (Queenford Pit).....	SU578953
Dorchester Gravel Pits (Whittles Pit).....	SU585945
Dorchester Meadow	SU572940
Easington Fen	SU667965
Edge of Nippers Grove.....	SU673809
Eversdown	SU743857
Ewelme Cress Beds	SU640916
Fiddle Hill.....	SU612819
Fiddlers Elbow Marsh.....	SP529019
Furze Brake.....	SU535965
Hayward's Eyot	SU542937
Henley Road Pit.....	SU734744
Henton Marsh.....	SP767027
Hernes	SU748827
Heyford Hill Lane Pasture	SP526026
Holly Hill (Elmore Park Grassland)	SU628814
Holton Brook Meadow (central)	SP610080
Holton Brook Meadow (east)	SP614079
Holton Brook Meadow (south).....	SP614077
Holton Brook Meadow (west)	SP607082
Holton Brook Meadow Extension.....	SP608083
Kents Hill	SU726808
Kingwood Common	SU696825

Langtree House Bank.....	SU639826
Lollingdon Hill.....	SU568849
Long Wood.....	SP535105
Lower Farm bottom hay pasture	SP535001
Lowerhill Farm Wood.....	SU580931
Monastic Fish Ponds, South Stoke	SU597838
Monks Wood Grassland.....	SP565066
Nettlebed Common	SU702872
North Unhill Bank	SU563834
Nuffield Common.....	SU674875
Nuneham Arboretum.....	SU554985
Parklane Shaw	SU675805
Peppard Common.....	SU705816
Pishill Bank.....	SU725906
Pond north of Cholsey marsh.....	SU605861
Reading Golf Course (east).....	SU712772
Reading Golf Course (west).....	SU704771
Rush Court	SU602918
Sandford Brake	SP562017
Shillingford Boathouse Carr	SU593925
Shillingford Hotel Meadow	SU593921
Shiplake Marsh	SU759774
South Stoke Marsh (north).....	SU594841
South Stoke Marsh (south).....	SU596832
Stonor Park (north)	SU738893
Stonor Park (south west).....	SU738888
Straw Hill.....	SU660778
Thames Island near Streatley	SU599813
Unhill and Ham Woods.....	SU560823
Upper Park Farm.....	SP573113
Warren Wood.....	SU765779
Watlington Hay Meadow	SU698938
Westford Hill.....	SU666776
Westford Hill Copse	SU666778
Whitchurch-on-Thames Wet Meadow.....	SU627770

*The County Wildlife Site selection system is informed by a rolling survey programme with sites being added to and removed from the list as part of the process. The list only represents, therefore, the picture at the point of publishing the Plan.

The identification of sites in these lists does not grant any public rights of access to the land.

Appendix 10

Scheduled Monuments

Scheduled Ancient Monuments

Parish	No	Monument Title	Grid Ref
Aston Upthorpe	204	Lowbury Hill Camp	SU540823
Aston Upthorpe	205	Blewburton Hill	SU547862
Aston Upthorpe	214	Grim's Ditch - section on Aston Upthorpe Down	SU535833 SU543830
Aston Upthorpe	258	Bell Barrow NE of Oven Bottom	SU542838
Beckley & Stowood	28140	Two sections of a Roman road on Otmoor	SP572144 SP572139 SP572138 SP570126
Bix & Assendon	99	Bix old church	SU726870
Brightwell-cum-Sotwell	28197	Brightwell barrow	SU577919
Checkendon	129	Castle Grove camp	SU683809
Chinnor	28154	Three bowl barrows on Chinnor Hill	SP765002 SP767006
Clifton Hampden	1421606	Round Barrow Cemetery at Fullamoor Plantation	SU531944
Crowmarsh (Ipsden) (Nuffield)	32	Grim's Ditch - portion from Mongewell Park Lodge to S of Nuffield Church	SU617879 SU657872 SU658872 SU 666871
Crowmarsh (South Stoke)	121	North Stoke henge and ring ditch site	SU611857
Culham	13	Culham Bridge	SU501958
Culham	147	Settlement site N of Thames	SU523945
Culham	231	Abingdon Bridge including Maud Hale's Bridge	SU498969 SU500967
Culham	30848	Dovecote at Culham Manor	SU500948
Dorchester	17	Dyke Hills	SU570938 SU578932
Dorchester	116	Roman town	SU577941 SU576940 SU578942 SU579943 SU578943
Dorchester (Warborough)	144	Ring ditches, cursus, enclosures and settlement site	SU590940
East Hagbourne	28155	Coscote village cross	SU515884
East Hagbourne	28156	Village cross	SU526883
Ewelme	163	Site of manor house and royal palace	SU64915

Garsington	28157	Garsington Cross	SP580023
Goring Heath	114	Earthworks in Friarhampstead Wood	SU645807
Great Haseley	28161	Rycote Chapel	SP667046
Harpsden	254	Highlands Farm palaeolithic site	SU744813
Holton	30823	Moated site of Holton	SP600063
Holton	30824	Moated site south west of Church Farm	SP598065
Ipsden (Nuffield) (Crowmarsh)	32	Grim's Ditch - portion from Mongewell Park Lodge to S of Nuffield Church	SU617879 SU657872 SU658872 SU666871
Little Wittenham	208	Sinodun Hill camp	SU569924
Long Wittenham	180	Settlement site at Northfield Farm	SU558947
Long Wittenham	243	Settlement site south east of church	SU53321 SU93386
Marsh Baldon	132	Site of Roman kilns	SU562977
Nuneham Courtenay	54	Carfax conduit	SU537977
Rotherfield Greys	28	Greys Court - castle wall, towers and well-house	SU725834 SU726835
South Moreton	455741	Mound west of church	SU557880
South Stoke	30847	Dovecote at Manor Farm	SU599836
South Stoke	121	North Stoke henge and ring (Crowmarsh) ditch site	SU611857
Stadhampton	9	Chiselhampton Bridge	SU594987
Stadhampton	30849	Ice house at Ascott House north west of Ascott Farm	SU61220 SU98214
Thame	162	Moated site east of Moorend Lane	SP710062
Wallingford	176	Wallingford Castle	SU609897
Wallingford	182	Saxon town	SU606897 SU605893
Wallingford	234	Town walls	SU604894 SU604891 SU606891 SU607898 SU604898 SU604895
Wallingford	235	Wallingford Bridge	SU610895
Warborough (Dorchester)	144	Ring ditches, cursuses, enclosures and settlement site	SU590940
Warborough	186	Church Piece cemetery site	SU589945
Warborough	31431	Long barrow 140m north west of Cookes Cottage	SU606923
Warborough	31432	Romano-British settlement 520m north west of Cookes Cottage	SU605926
Warborough	31435	Long barrow 340m north west of Cookes Cottage	SU606925
Waterperry with Thomley	237	Thomley deserted medieval village	SP630091
Waterstock	227	Ickford Bridge	SU649065
Whitchurch	130	Camp on Bozedown	SU643782
Woodeaton	28158	Village cross	SP535119

Appendix 11

English Heritage Register of Parks and Gardens of Special Historic Interest and Historic Battlefields in South Oxfordshire

Location	Grade
1. Ascott Stadhampton	II
2. Beckley Park	II*
3. Fair Mile Hospital	II
4. Fawley Court (part) near Henley	II*
5. Friar Park, Henley-on-Thames.....	II
6. Garsington Manor	II*
7. Greys Court, Rotherfield Greys.....	II
8. Nuneham Courtenay.....	I
9. Shirburn Castle	II
10. Shotover, near Oxford.....	I
11. Stonor	II*
12. Thame Park.....	II*

English Heritage Register of Historic Battlefields in South Oxfordshire

1. Chalgrove Field

Appendix 12

Listed Buildings, Heritage at Risk and Conservation Areas in South Oxfordshire

Listed buildings

To access a list of the Listed buildings within South Oxfordshire please follow the link below:

<https://historicengland.org.uk/listing/the-list/results/?searchType=NHLE+Simple&search=south+oxfordshire>

Heritage at Risk

To access a list of heritage assets at risk within South Oxfordshire please follow the link below:

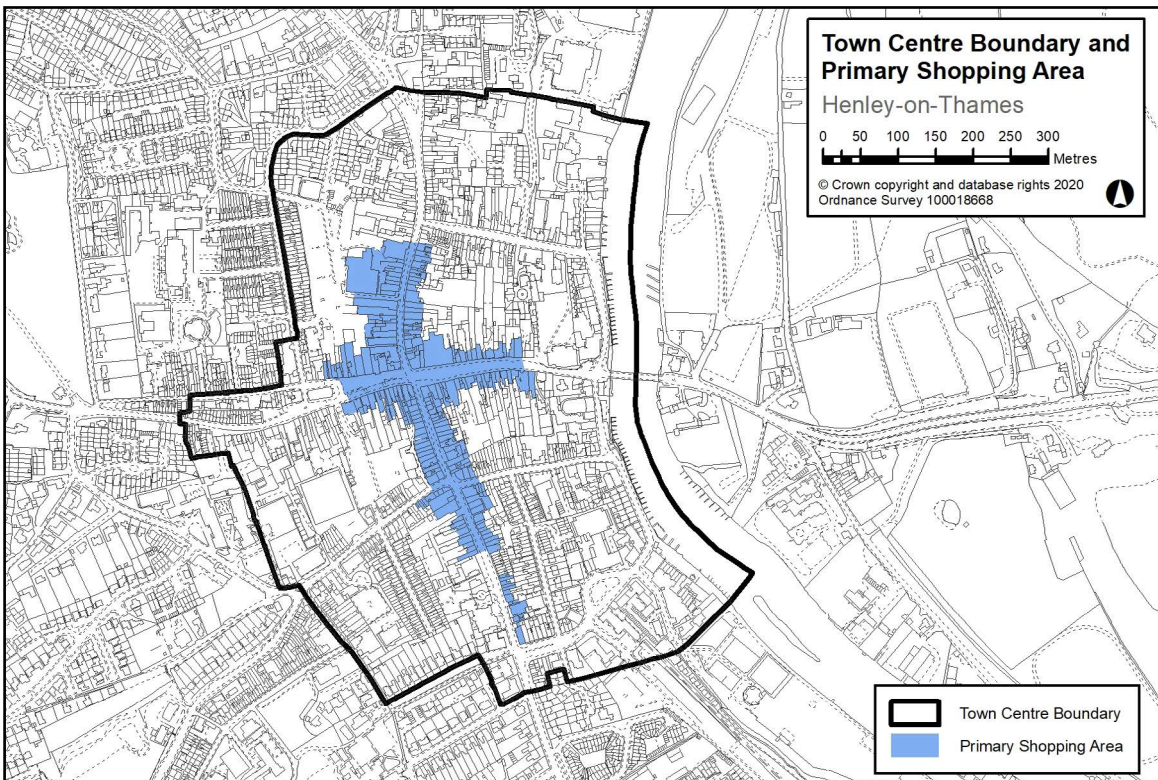
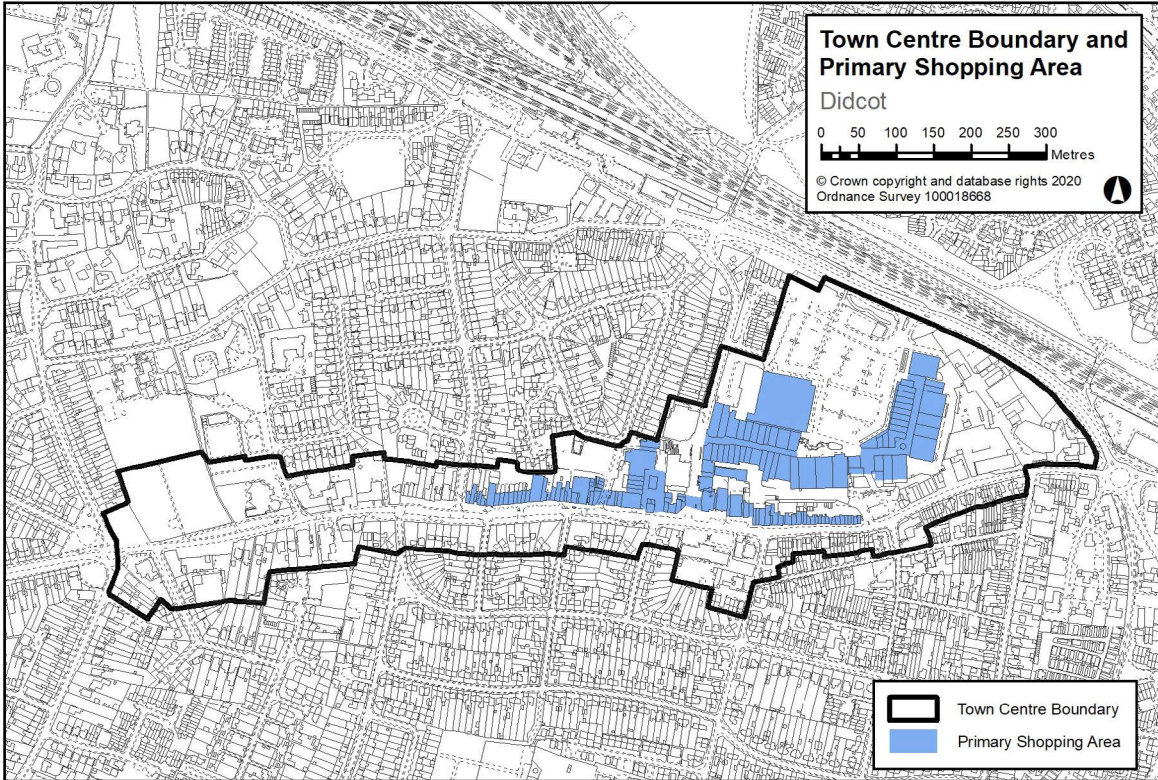
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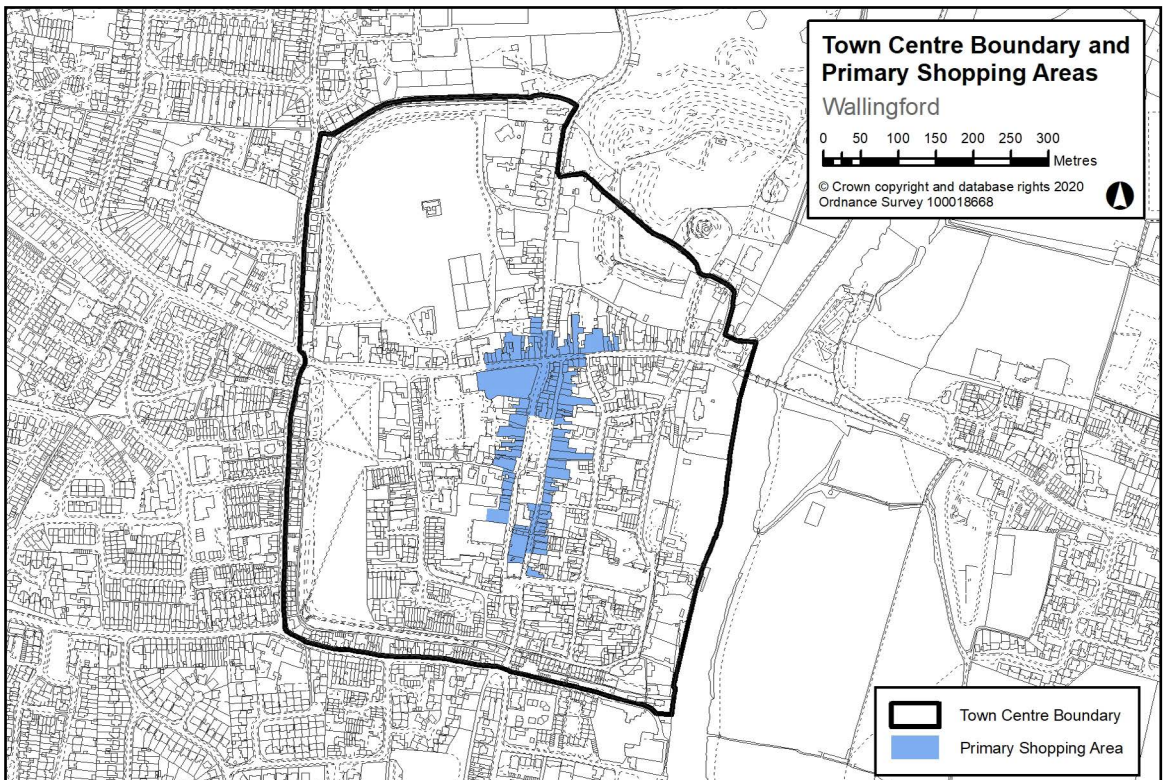
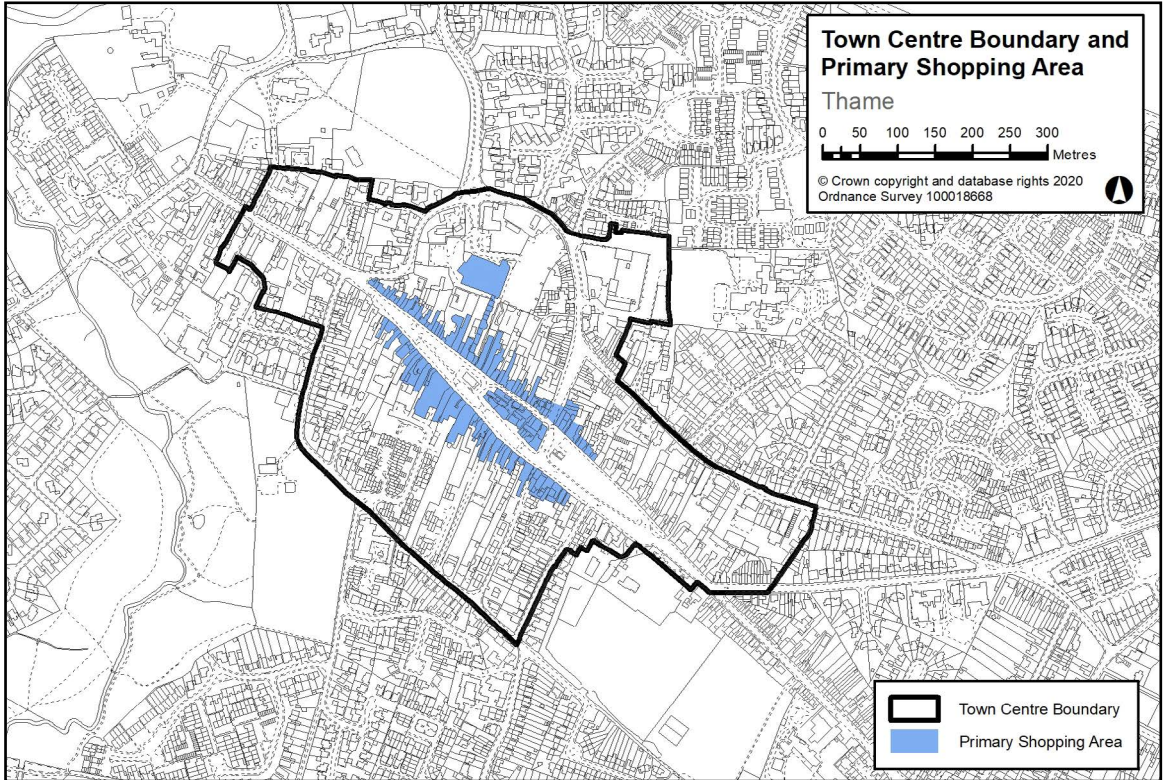
Conservation Areas

Aston Rowant	Long Wittenham
Aston Tirrold/Upthorpe	Mackney
Beckley	Mapledurham
Benson	Marsh Baldon
Berrick Salome	Moreton
Brightwell Baldwin	Nettlebed
Brightwell cum Sotwell	North Moreton
Britwell Salome	North Stoke
Chalgrove	Nuneham Courtenay
Checkendon	Oakley
Chinnor	Overy
Cholsey	Preston Crowmarsh
Clifton Hampden	Pyrton
Culham	Rotherfield Peppard
Cuxham	Shepherd's Green
Didcot Old Area	Shillingford
Didcot Northbourne Area	Shirburn
Didcot Station Road	Sonning Eye
Dorchester	South Moreton
East Hagbourne	Stanton St John
Elsfield	Stoke Row
Ewelme	Stonor
Forest Hill	Sydenham
Garsington	Thame
Gatehampton	Toot Baldon
Goring	Towersey
Great Haseley	Wallingford
Great Milton	Warborough
Grey's Green	Waterstock
Henley-on-Thames	Watlington
Kingston Blount	West Hagbourne
Lewknor	Wheatley
Little Haseley	Whitchurch
Little Milton	Winterbrook
Little Wittenham	Woodeaton

Appendix 13

Town Centre Boundaries and Primary Shopping Areas





Appendix 14

List of saved Local Plan (2011) and Core Strategy (2012) Policies Including Strategic Policies and Non-Strategic Policies Clearly Distinguished.

Saved or Partially Saved Local Plan 2011 Policy		Replacement Policy in Local Plan 2035 and Strategic or Non-Strategic Policy			Reason for Exclusion in Local Plan 2035, if Applicable
G2	Protection and enhancement of the environment	STRAT1 DES7	The Overall Strategy Efficient Use of Resources	Strategic Strategic	
G3	Locational Strategy	STRAT1	The Overall Strategy	Strategic	
G4	Development in the countryside and on the edge of settlements	STRAT1 H16 H18 ENV1	The Overall Strategy Backland and Infill Development and Redevelopment Replacement Dwellings Landscape and Countryside	Strategic Strategic Non- Strategic Strategic	
G5	Making the best use of land	STRAT5 DES7	Residential Densities Efficient Use of Resources	Strategic Strategic	
C3	The River Thames and its valley	ENV1	Landscape and Countryside	Strategic	
C4	The landscape setting of settlements	ENV1	Landscape and Countryside	Strategic	
C6	Biodiversity conservation	ENV1 ENV2 ENV3	Landscape and Countryside Biodiversity - Designated Sites, Priority Habitats and Species Biodiversity	Strategic Strategic Strategic	
C7	Protection of designated sites	ENV2 ENV3	Biodiversity - Designated Sites, Priority Habitats and Species Biodiversity	Strategic Strategic	
C8	Species protection	ENV2 ENV3	Biodiversity - Designated Sites, Priority Habitats and Species Biodiversity	Strategic Strategic	
C9	Landscape features	ENV1	Landscape and Countryside	Strategic	
GB4	Visual amenity	STRAT6	Green Belt	Strategic	
CON1	Listed buildings	ENV7	Listed Buildings	Strategic	
CON2	Extensions to listed buildings	ENV7	Listed Buildings	Strategic	
CON3	Alterations to listed buildings	ENV7	Listed Buildings	Strategic	
CON4	Use and changes of use of Listed Buildings	ENV7	Listed Buildings	Strategic	
CON5	The setting of listed buildings	ENV7	Listed Buildings	Strategic	
CON6 and CON7	Proposals affecting a conservation area	ENV8	Conservation Areas	Strategic	

CON8	Advertisements in conservation areas and on listed buildings				Detailed policies not necessary. Covered by South Oxfordshire Design Guide
CON9	Blinds and canopies in conservation areas				
CON10	Burgage plots	ENV8	Conservation Areas	Strategic	
CON11, CON12, CON13 and CON14	Archaeology and historic building analysis and recording	ENV9	Archaeology and Scheduled Monuments	Strategic	
CON15	Historic battlefields, parks, gardens and landscapes	ENV10	Historic Battlefields, Registered Parks and Gardens and Historic Landscapes	Strategic	
CON16	Common land	ENV8	Conservation Areas	Strategic	
EP1	Prevention of polluting emissions	ENV11	Pollution – Impact from Existing and/or Previous Land Uses on New Development (Potential Receptors of Pollution)	Non Strategic	
		ENV12	Pollution – Impact of Development on Human Health, the Natural Environment and/or Local Amenity (Potential Sources of Pollution)	Non Strategic	
EP2	Noise and vibrations	ENV11	Pollution – Impact from Existing and/or Previous Land Uses on New Development (Potential Receptors of Pollution)	Non Strategic	
		ENV12	Pollution – Impact of Development on Human Health, the Natural Environment and/or Local Amenity (Potential Sources of Pollution)	Non Strategic	
EP3	Light pollution	ENV11	Pollution – Impact from Existing and/or Previous Land Uses on New Development (Potential Receptors of Pollution)	Non Strategic	
		ENV12	Pollution – Impact of Development on Human Health, the Natural Environment and/or Local Amenity (Potential Sources of Pollution)	Non Strategic	
EP4	Protection of water resources	INF4	Water Resources	Non Strategic	
EP6	Surface water protection	EP4	Flood Risk	Non Strategic	
EP7	Groundwater protection	EP4	Flood Risk	Non Strategic	
EP8	Contaminated land	DES7	Efficient Use of Resources	Strategic	
		ENV11	Pollution - Impact from Existing and/or Previous Land Uses on New Development (Potential Receptors of Pollution)	Non Strategic	
EP9	Hazardous substances	EP2	Hazardous Substances	Non Strategic	
D1	Good design and local distinctiveness	DES1	Delivering High Quality Development	Strategic	
		DES2	Enhancing Local Character	Strategic	

Saved or Partially Saved Local Plan 2011 Policy		Replacement Policy in Local Plan 2035 and Strategic or Non-Strategic Policy			Reason for Exclusion in Local Plan 2035, if Applicable
D2	Vehicle and bicycle parking	TRANS5	Consideration of Development Proposals Strategic		
D3	Plot coverage and garden areas	DES5	Outdoor Amenity Space Strategic		
D4	Privacy and daylight	DES6	Residential Amenity	Non Strategic	
D5	Promoting mixed-use development				Replacement policy is unnecessary as mix of uses is either strategically allocated or will come forward
D6	Design against crime	DES1	Delivering High Quality Development	Strategic	
D7	Access for all	DES1 TRANS2	Delivering High Quality Development Promoting Sustainable Transport and Accessibility	Strategic Strategic	
D10	Waste management	INF1	Infrastructure Provision	Strategic	
D12	Public art				Covered by policies relating to design
H2	Sites identified for housing	STRAT4 STRAT7 STRAT9 STRAT10i STRAT11 STRAT12 STRAT13 STRAT14 H2 H3 H4 H5 H6 & H7	Strategic Development Land at Chalgrove Airfield Land Adjacent Culham Science Centre Land at Berinsfield Garden Village Land South of Grenoble Road Land at Northfield Land North of Bayswater Brook Land at Wheatley Campus, Oxford Brookes University New Housing in Didcot Housing in the Towns of Henley-on-Thames, Thame and Wallingford Housing in the Larger Villages Land to the West of Priest Close, Nettlebed; Joyce Grove, Nettlebed; Land to the South and West of Nettlebed Service Station	Strategic Strategic Strategic Strategic Strategic Strategic Strategic Strategic Strategic Strategic Strategic	
H4	Towns and villages	H3 H4	Housing in the Housing in the Towns of Henley-on-Thames, Thame and Wallingford Housing in the Larger Villages	Strategic Strategic	
H10	Rural affordable housing on exception sites	H10	Exception Sites and Entry Level Housing Schemes	Strategic	
H11	The sub-division of dwellings and multiple occupation	H17	Sub-division and Conversion to Multiple Occupation	Non Strategic	

H12	Replacement dwellings	H18	Replacement Dwellings	Non Strategic	
H13	Extensions to dwellings	H20	Extensions to Dwellings	Non Strategic	
H15 and H16	Residential caravans and mobile homes	H1	Delivering New Homes	Strategic	
H17	Gypsies	H14	Provision for Gypsies, Travellers and Travelling Showpeople	Strategic	
H18	Extension of gardens				Policy is detailed and it refers to circumstances where other local plan policies would be used to determine the planning application
R1 and R2	Formal recreation	CF3 CF5	New Open Space, Sport and Recreation Facilities Open Space, Sport and Recreation in New Residential Development	Strategic Strategic	
R3	Indoor sports facilities	CF2	Provision of Community Facilities and Services	Non Strategic	
R4	Recreation in the countryside				Policy is detailed and it refers to circumstances where other local plan policies would be used to determine the planning application
R5	Golf courses and golf driving ranges				No need for specific policy about one type of sporting provision
R6 and R7	Informal recreation	CF5	Open Space, Sport and Recreation in New Residential Development	Strategic	
R8 and CF1	Public rights of way Safeguarding Community Facilities	ENV5	Green Infrastructure in New Developments	Strategic	
R9	River Thames	ENV1	Landscape and Countryside	Strategic	
R10	The keeping of horses	EMP11	Tourism		Strategic
T6	Protection of existing or former rail facilities	EMP11	Tourism		Strategic
CF1	Safeguarding community facilities and services including recreation facilities	CF1	Safeguarding Community Facilities	Strategic	
CF2	Provision of community facilities and services	CF2	Provision of Community Facilities and Services	Non Strategic	

Saved or Partially Saved Local Plan 2011 Policy		Replacement Policy in Local Plan 2035 and Strategic or Non-Strategic Policy			Reason for Exclusion in Local Plan 2035, if Applicable
CF3	Safeguarding the vitality and viability of neighbourhood and local centres	TC5	Primary Shopping Area	Strategic	
E5	General employment policies				Covered by policies relating to design, access and amenity
E6	Retention of employment sites	EMP3	Retention of Employment Land	Strategic	
E7	Working from home				Detailed policy not necessary
E8	Re-use of rural buildings				Covered by policies EMP11 and H1
E9	Institutions in the countryside				Covered by policies relating to design, access and amenity
A1 and A2	Agricultural buildings	H19	Re-Use of Rural Buildings	Non Strategic	
A3	Farm diversification	EMP10	Development in Rural Areas	Strategic	
A4	Farm shops				
A5	Garden centres				
TSM1	Tourism	EMP11	Tourism	Strategic	
TSM2	Tourist attractions and facilities	EMP13	Retention of Visitor Accommodation	Non Strategic	
TSM3	Serviced accommodation, public houses and restaurants				
TSM4					
TSM5	Self-catering accommodation				
TSM6	Caravan and camping sites	EMP12	Caravan and Camping Sites	Non Strategic	
TE1	Telecommunications	INF3	Telecommunications Technology	Non Strategic	
AD1	Advertisements and signs				Covered by policies relating to design, access and amenity
TC2	Extending the range and quality of facilities	TC1	Retail and Services Growth	Strategic	
TC5	Encouraging a diversity of uses	TC2	Town Hierarchy	Strategic	
and		TC3	Comparison Goods Floorspace Requirements	Strategic	
TC6	Protecting town centres from out of centre development	TC4	Convenience Floorspace Provision in the Market Towns	Strategic	
TC7					

TC8	Protection of the retail function in town centres				
T1 and T2	Transport requirements for new developments	TRANS5	Consideration of Development Proposals	Strategic	
T5, T6 and T7	Public transport and interchanges Cycling and walking	TRANS2	Promoting Sustainable Transport and Accessibility	Strategic	
T8	Car parks and on-street parking	TC2	Retail Hierarchy	Strategic	
T9	Service areas				Covered by policies relating to design, access and amenity
T10 and T11	Lorries and freight distribution depots	TRANS7	Development Generating New Lorry Movements	Non Strategic	
RUR1	Oxford Brookes University, Holton	STRAT14	Land at Wheatley Campus, Oxford Brookes University	Strategic	
RUR3 and RUR5	Culham Science Centre and the JET Project	STRAT8	Culham Science Centre	Strategic	
RUR6, RUR7 and RUR8	Number 1 site, Culham	STRAT9	Land adjacent Culham Science Centre	Strategic	
RUR9	Sandford Sewage Treatment Works				Individual policy no longer necessary
RUR10	Fair Mile Hospital Cholsey				Development built out
RUR11	Chinnor Cement Works				Development built out
RUR12	Mongewell Park, Crowmarsh				Development has planning permission
RUR13	The Wilder's site and adjoining land, Crowmarsh				Development built out
RUR16	Shotover Country Park				Individual policy no longer necessary
DID1	Major development areas at Didcot	STRAT3	Didcot Garden Town	Strategic	
DID2	Didcot West Major Development Area	H2	New Housing in Didcot	Strategic	
DID3	Ladygrove East Major Development Area				
DID4	Vauxhall Barracks				
DID9	Land at Southmead Business Park	EMP1	The Amount and Distribution of New Employment Land	Strategic	
DID11	Land at Didcot Parkway railway station	H2	New Housing in Didcot	Strategic	
HEN1	Townsland Hospital				Policy within the

Saved or Partially Saved Local Plan 2011 Policy		Replacement Policy in Local Plan 2035 and Strategic or Non-Strategic Policy			Reason for Exclusion in Local Plan 2035, if Applicable
HEN2	Market Place Mews expansion				Henley and Harpsden NDP
HEN3	Land at Reading Road Industrial Estate				
HEN4	Henley - Informal open space				
THA1	Thame Cattle Market, North Street				Policies within the Thame NDP
THA3	Land adjacent 32 Upper High Street				
WAL2	Redevelopment of Lamb Garage site, Castle Street				Site has been developed
WAL4	Waitrose supermarket and public car park at 11-16 St Martins Street				Site has planning permission
WAL5	Land at Hithercroft Estate	EMP1	The Amount and Distribution of New Employment Land	Strategic	
WAL6	Cholsey and Wallingford Railway				Covered by supporting text to WAL1

Core Strategy Policy		Replacement Policy in Local Plan 2035 and Strategic or Non-Strategic Policy			Reason for Exclusion in Local Plan 2035, if Applicable
CS1	Presumption in favour of sustainable development				Presumption is clear in the NPPF
CSS1	The overall strategy	STRAT1	The Overall Strategy	Strategic	
CSM1	Transport	TRANS1b	Supporting Strategic Transport Investment	Strategic	
		TRANS2	Promoting Sustainable Transport and Accessibility	Strategic	
CMS2	Transport Assessments and Travel Plans	TRANS4	Transport Assessments, Transport Statements and Travel Plans	Non Strategic	
CSEM1	Supporting a successful economy				Implemented by multiple policies in the Plan EMP1-EP14 and the Plans spatial strategy
CSEM2	The amount and distribution of employment	EMP1	The Amount and Distribution of New Employment Land	Strategic	
		EMP2	Range, Size and Mix of Employment Premises	Strategic	
		EMP4	Employment Land in Didcot	Strategic	
		EMP5	New Employment Land at Henley-on-Thames	Strategic	

		EMP6 EMP7 EMP8 EMP9	New Employment Land at Thame New Employment Land at Wallingford New Employment Land in Crowmarsh Gifford New Employment Land at Chalgrove	Strategic Strategic Strategic Strategic	
CSEM3	Culham Science Centre	STRAT8 STRAT9	Culham Science Centre Land Adjacent to Culham Science Centre	Strategic Strategic	
CSEM4	Supporting economic development	EMP1 EMP3 EMP10	The Amount and Distribution of New Employment Land Retention of Employment Land Development in Rural Areas	Strategic Strategic Strategic	
CSEM5	Oxford Brookes University	STRAT14	Land at Wheatley Campus, Oxford Brookes University	Strategic	
CSH1	Amount and distribution of housing	STRAT1 STRAT2 H1	The Overall Strategy South Oxfordshire Housing and Employment Requirements Delivering New Homes	Strategic Strategic Strategic	
CSH2	Density	STRAT5 DES7	Residential Densities Efficient Use of Resources	Strategic Strategic	
CSH3	Affordable Housing	H9	Affordable Housing	Strategic	
CSH4	Meeting housing needs	H11 H13	Housing Mix Specialist Housing for Older People	Strategic Strategic	
CSH5	Gypsies, Travellers and Travelling Showpeople	H14 H15	Provision for Gypsies, Travellers and Travelling Showpeople Safeguarding Gypsy, Traveller and Travelling Showpeople Sites	Strategic Strategic	
CST1	Town centres and shopping	TC2 TC4	Retail Hierarchy Convenience Floorspace Provision in the Market Towns	Strategic Strategic	
CSDID1	The central area of Didcot	STRAT3 EP1	Didcot Garden Town Air Quality	Strategic Non Strategic	
CSDID2	The Orchard Centre	H2 TC3	New Housing in Didcot Comparison Goods Floorspace Requirements	Strategic Strategic	
CSDID3	New housing at Didcot	H2	New Housing in Didcot	Strategic	
CSDID4	Other proposals for Didcot	STRAT3	Didcot Garden Town	Strategic	
CSHEN1	The Strategy for Henley-on-Thames	HEN1 H3 EMP5	The Strategy for Henley-on-Thames Housing in the Towns of Henley-on-Thames, Thame and Wallingford New Employment Land at Henley-on-Thames	Strategic Strategic Strategic	
CSTHA1	The Strategy for Thame	TH1 EMP5 H3	The Strategy for Thame New Employment Land at Henley-on-Thames Housing in the towns of Henley-on-Thames, Thame and Wallingford	Strategic Strategic Strategic	

Saved or Partially Saved Local Plan 2011 Policy		Replacement Policy in Local Plan 2035 and Strategic or Non-Strategic Policy			Reason for Exclusion in Local Plan 2035, if Applicable
CSTHA2	New Allocations at Thame	H3	Housing in the Towns of Henley-on-Thames, Thame and Wallingford	Strategic	
CSWAL1	The strategy for Wallingford	WAL1	The Strategy for Wallingford	Strategic	
		H3	Housing in the Towns of Henley-on-Thames, Thame and Wallingford	Strategic	
		EMP7	New Employment Land at Wallingford	Strategic	
CSWAL2	Greenfield neighbourhood west of Wallingford	H3	Housing in the Towns of Henley-on-Thames, Thame and Wallingford	Strategic	
CSR1	Housing in villages	H4	Housing in the Larger Villages	Strategic	
		H5	Land to the West of Priest Close, Nettlebed	Strategic	
		H6	Joyce Grove, Nettlebed	Strategic	
		H7	Land to the South and West of Nettlebed Service Station	Strategic	
		H8	Housing in the Smaller villages	Strategic	
CSR2	Employment in Rural Areas	EMP10	Development in Rural Areas	Strategic	
		EMP11	Tourism	Strategic	
CSR3	Community facilities and rural transport	CF1	Safeguarding Community Facilities	Strategic	
		CF2	Provision of Community Facilities and Services	Non Strategic	
CSEN1	Landscape	ENV1	Landscape and Countryside	Strategic	
		STRAT1	The Overall Strategy	Strategic	
CSEN2	Green Belt	STRAT6	Green Belt	Strategic	
		STRAT8	Culham Science Centre	Strategic	
		STRAT9	Land Adjacent to Culham Science Centre	Strategic	
		STRAT10	Berinsfield Garden Village	Strategic	
		STRAT11	Land South of Grenoble Road	Strategic	
		STRAT12	Land at Northfield	Strategic	
		STRAT13	Land North of Bayswater Brook	Strategic	
		STRAT14	Land at Wheatley Campus, Oxford Brookes University	Strategic	
CSEN3	Historic Environment	ENV6	Historic Environment	Strategic	
CSQ1	Renewable Energy	DES9	Renewable and Low Carbon Energy	Strategic	
CSQ2	Sustainable Design and Construction	DES8	Promoting Sustainable Design	Non Strategic	
		H11	Housing Mix	Strategic	
CSQ3	Design	DES1	Delivering High Quality Development	Strategic	
CSQ4	Design briefs for greenfield neighbourhoods and major development sites	DES4	Masterplans for Allocated Sites and Major Development	Strategic	
CSG1	Green Infrastructure	ENV5	Green Infrastructure in New Developments	Strategic	

CSB1	Conservation and improvement of biodiversity	ENV2 ENV3	Biodiversity - Designated Sites, Priority Habitats and Species Biodiversity	Strategic Strategic	
CSI1	Infrastructure provision	INF1	Infrastructure Provision	Strategic	
CSC1	Delivery and Contingency	STRAT2 H3 H4	South Oxfordshire Housing and Employment Requirements Housing in the Towns of Henley-on-Thames, Thame and Wallingford Housing in the Larger Villages	Strategic Strategic Strategic	

Other Policies in the Local Plan 2035 that do not Replace Previous Policies

	STRAT10i	Berinsfield Local Green Space	Strategic	
	H12	Self-Build and Custom-Build Housing	Strategic	
	H19	Rural Workers' Dwellings	Non Strategic	
	H21	Loss of Existing Residential Accommodation in Town Centres	Non Strategic	
	TRANS1a	Supporting Strategic Transport Investment Across the Oxford to Cambridge Arc	Strategic	
	TRANS3	Safeguarding of Land for Strategic Transport Schemes	Strategic	
	TRANS6	Rail	Strategic	
	INF2	Electronic Communications	Non Strategic	
	ENV4	Watercourses	Non Strategic	
	EP3	Waste Collection and Recycling	Non Strategic	
	EP5	Minerals Safeguarding Areas	Strategic	
	DES3	Design and Access Statements	Strategic	
	DES10	Carbon Reduction		
	CF4	Existing Open Space, Sport and Recreation Facilities	Strategic	

Appendix 15

List of Article 4(1) Directions in Conservation Areas within South Oxfordshire

- **Didcot** - Station Road
- **East Hagbourne** - Kingsholme Close
- **Henley-on-Thames** - Reading Road Conservation Area
- **Henley-on-Thames** - St Mark's Road Conservation Area
- **Wallingford** - Beansheaf Terrace and Croft Terrace
- **Wallingford** - Castle Street, Nos. 12-16
- **Wallingford** - Kinecroft Terrace and Church Lane
- **Wallingford** - St John's Green
- **Wallingford** - St Peter's Street, eastern end of High Street, and northern ends of Thames Street and Wood Street
- **Wallingford** - St Leonard's Lane and southern end of Thames Street

Further information and guidance on Article 4(1) Directions within South Oxfordshire is available using the link below:

<https://www.southoxon.gov.uk/south-oxfordshire-district-council/planning-and-development/building-conservation-and-design/conservation-areas/article-4-directions/>

Appendix 16

How climate change is addressed in the Local Plan

South Oxfordshire District Council declared a Climate Emergency on 3 April 2019. A parliamentary declaration of a Climate Emergency was made during the spring of the same year. The parliamentary declaration led to the target within the Climate Change Act 2008 being made more challenging. The change was enacted on 27 June 2019 and requires the UK to achieve a 100% reduction in Carbon emissions by 2050 as measured against 1990 levels. South Oxfordshire District Council has sought to reduce carbon emissions and adapt to climate change, where possible, through the policies within the Local Plan. This appendix outlines the ways in which the policies and proposals within the Plan seek to address climate change in accordance with the legislative framework as at June 2020. This appendix is intended to signpost how the Local Plan satisfies the provisions of Section 19 (1A) of the Planning and Compulsory Purchase Act 2004 which requires that: "Development Plan Documents must (taken as a whole) include policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change."

It is noted that the UK is undergoing a transitional period with regard to the exit from the European Union, proposed changes to building regulations and the enactment of the Environment Bill. The monitoring framework that has been put in place will be used to ensure that the policies are acting to achieve the required carbon reductions.

How climate change is addressed through the Local Plan

Local Plan Policy	Paragraph	Page(s)	Wording that addresses climate change	How this addresses climate change
n/a	2.3	13	...New development will meet the highest standards of design with necessary associated infrastructure.	The visioning section of the Plan supports high standards of design. Since the publication of the National Design Guide in October 2019, it is implied that the phrase "high standards of design" includes factors such as resources and lifespan as these are identified as key characteristics of good design by the guide. The South Oxfordshire Design Guide SPD identifies the key design objectives for development that is "sustainable and resilient to climate change and minimises energy consumption and mitigates water run-off and flood risks". This approach is key to addressing climate change in new development.
n/a	2.5	13	...Roads and rail links will have been improved and pedestrian and cycle networks will have made it easier for people to get around, in particular to major employment sites.	The vision supports walking, cycling and active travel through improvements to the cycle network that will contribute to reducing carbon emissions generated through travel choices.

Local Plan Policy	Paragraph	Page(s)	Wording that addresses climate change	How this addresses climate change
OBJ 3.2	n/a	16	Aim to reduce commuting distances by supporting business growth in locations close to existing business areas, transport connections and broadband provision.	The objective supports walking, cycling and active travel by reducing commuting distances to reduce carbon emissions generated through travel choices.
OBJ 3.3	n/a	16	Ensure economic and housing growth are balanced, to support sustainable journeys to work, recognising that we cannot determine where people work – some of whom will choose to travel to employment locations beyond our district, such as London, Oxford and Reading.	The objective supports walking, cycling and active travel by balancing economic and housing growth to help achieve a reduction in the need for car-based commuting to reduce carbon emissions generated through travel choices.
OBJ 4.2	n/a	16	Make sustainable transport, walking and cycling an attractive and viable choice for people, whilst recognising that car travel and parking provision will continue to be important in this predominantly rural district.	The objective supports walking, cycling and active travel to reduce carbon emissions generated through travel choices.
OBJ 5.1	n/a	17	Deliver high quality, innovative, well designed and locally distinctive developments in sustainable locations with regard to the South Oxfordshire Design Guide.	The adopted South Oxfordshire Design Guide SPD is referred to throughout the Plan and the principles set out in the guide have been adopted through the Local Plan. The principles include minimisation of environmental impacts and the construction of sustainable buildings appropriate to their function and context.
OBJ 8.1	n/a	17	Minimise carbon emissions and other pollution such as water, air, noise and light, and increase our resilience to the likely impact of climate change, especially flooding. Lower energy use and support an increase in renewable energy use. Support growth in locations that help to reduce the need to travel.	The objective is fundamental to addressing climate change through the Local Plan. The need to minimise carbon emissions and other pollutants and take actions to mitigate and adapt to the effects of climate change is fundamental to addressing the climate change emergency.

Local Plan Policy	Paragraph	Page(s)	Wording that addresses climate change	How this addresses climate change
n/a	3.9	20	Contribute to tackling climate change;	The overall strategy will help address climate change through improving resilience and supporting adaptation and mitigation measures.
n/a	3.9	20	Support a movement strategy that strengthens connections to key places, allows a choice of transport modes and manages traffic to improve environmental quality;	Support for walking, cycling and active travel to reduce carbon emissions generated through travel choices.
n/a	3.11	22	The spatial strategy supports growth in locations that help reduce the need to travel such as the focus at Science Vale, Towns and Larger Villages as well as allocations adjacent to the City of Oxford. Appendix 16 of the Local Plan highlights all elements of the Local Plan where the Plan helps to minimise carbon emissions, lower energy use and help to reduce the need to travel.	The overall spatial strategy focuses growth in locations that will help to reduce carbon emissions generated through travel choices, minimise carbon emissions generated through development and lower energy use. This table is intended to highlight where the Plan has acted to carry out these actions.
STRAT1	1	22	<ul style="list-style-type: none"> • Focusing major new development in Science Vale including sustainable growth at Didcot Garden Town and Culham so that this area can play an enhanced role in providing homes, jobs and services with improved transport connectivity; • Providing strategic allocations...including necessary infrastructure and community facilities; • Supporting and enhancing the economic and social dependencies between our towns and villages; • Supporting the roles of Henley-on-Thames, Thame and Wallingford by maintaining and improving the attractiveness of their town 	The policy includes the consideration of the contribution to tackling climate change as a priority consideration for all development that accords with the overall strategy of the Plan. The Local Plan seeks to build upon the existing settlement hierarchy and actively create a sustainable pattern of development throughout the district. Development is focused primarily at Science Vale and sustainable settlements (which include towns and larger villages). This is complemented by locating development next to the neighbouring major urban area of Oxford, the identification of new settlements, and the location of development to fund regeneration and by raising densities. Drawing on a combined approach to the distribution of development enables a series of benefits to be delivered through the Plan and this ensures that the development

Local Plan Policy	Paragraph	Page(s)	Wording that addresses climate change	How this addresses climate change
			<p>centres through measures that include environmental improvements and mixed-use developments and by providing new homes, jobs, services and infrastructure;</p> <ul style="list-style-type: none"> • Meeting unmet housing needs of Oxford City... adjacent to the boundary of Oxford near to where that need arises; • Supporting and enhancing the roles of the larger villages.... as local service centres; • Supporting smaller and other villages by allowing for limited amounts of housing and employment to help secure the provision and retention of services; • Contributing to tackling climate change. 	needs of the district can be accommodated in the most sustainable way. A key outcome of the spatial strategy is the minimisation of the need to travel to help to reduce carbon emissions generated through travel choices.
n/a	3.42	30	<p>...An important part of our strategy for Science Vale is to improve and strengthen its relationship with Didcot, and realise Didcot's full potential as a thriving and attractive location to live, work and visit. We will do this by providing the homes, jobs, skills, and infrastructure needed to turn Didcot into a successful and sustainable town in its own right, and a vital part of a thriving Science Vale.</p>	Improved connections between Science Vale and Didcot will provide opportunities to make active travel a primary transport alternative to reduce carbon emissions generated through travel choices.
n/a	3.43	31	<p>Our strategic approach for Science Vale...</p> <ul style="list-style-type: none"> • Excellent design embedded in development throughout Science Vale • A "step change" in travel choices away from car travel towards public transport, cycling and walking with Didcot at the heart of a fully connected Science Vale • Didcot Parkway Railways Station and its role as a major rail interchange improved 	The strategic approach to Science Vale supports active travel and public transport to reduce carbon emissions generated through travel choices. Excellent design encompasses factors such as resources and lifespan as key characteristics in accordance with the National Design Guide and the South Oxfordshire Design Guide SPD to minimise energy use and carbon emissions generated through new development.

Local Plan Policy	Paragraph	Page(s)	Wording that addresses climate change	How this addresses climate change
			<ul style="list-style-type: none"> • Culham railway station to be improved... • A new railway station at Grove in the longer term • Improvements to the capacity of the rail lines • Convenient bus services throughout the area • More and better cycling and walking links to encourage reliable, active and healthy travel... 	
STRAT3	1	32	<p>1. Within the Didcot Garden Town masterplan area the Local Plan will:</p> <p>iii) support the delivery of ambitious Green Infrastructure provision and plan safe, healthy and active spaces, supported by Policy ENV5;</p>	The policy supports the delivery of Green Infrastructure to improve resilience to the effects of climate change.
STRAT3	1	32	iv) focus on enhancing rail services to Didcot, complemented by measures to enhance Didcot Parkway station and improve access by sustainable modes of transport;	The policy supports improvements to public transport to serve as an alternative to private car use to reduce carbon emissions generated through travel choices.
STRAT3	1	32	vii) enable flexibility and resilience to plan for future changes, including... addressing climate change impacts...	The policy requires flexibility and resilience to address climate change impacts.
STRAT3	6	33-35	<p>Proposals for development within the Didcot Garden Town Masterplan Area, as defined on the Policies Map and shown by Appendix 6, will be expected to demonstrate how they positively contribute to the achievement of the Didcot Garden Town Masterplan Principles (Figure 1)</p> <p>Figure 1 – Didcot Garden Town Principles</p>	The policy requires development within the Garden Town to meet the Garden Town Principles. These include reducing reliance on motor vehicles by promoting active travel and public transport; also enhancing the natural environment and biodiversity to support climate resilience as well as other climate adaptation and design measures.

Local Plan Policy	Paragraph	Page(s)	Wording that addresses climate change	How this addresses climate change
			<p>Transport and movement - The Garden Town will reduce reliance on motorised vehicles and will promote a step-change towards active and public transport through the creation of a highly legible, attractive and accessible movement network and the appropriate location of housing, employment and leisure facilities. The Garden Town will seek to improve opportunities for access to sport and physical activities through Sport England's active Design Principles. Cycling and pedestrian links between the Garden Town, its surrounding villages, natural assets and the strategic employment sites will be enhanced.</p> <p>Landscape and Green Infrastructure - New development in the Garden Town will enhance the natural environment, through enhancing green and blue infrastructure networks, creating ecological networks to support an increase (or where possible achieve a net gain) in biodiversity and supporting climate resilience through the use of adaptation and design measures. The Garden Town 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.</p>	
STRAT4	5	36	x) a statement on how it is intended to achieve low carbon emissions and facilitate renewable energy	The policy requires proposals for development to include a statement on addressing climate change. This will

Local Plan Policy	Paragraph	Page(s)	Wording that addresses climate change	How this addresses climate change
			generation	help decision makers ensure that climate change actions have been adequately considered in the planning of the development.
STRAT4	6	36	x) low carbon development and renewable energy	The policy requires each development to provide low carbon development and renewable energy which will directly reduce carbon emissions and help ensure that climate change actions have been considered in the planning of strategic and major development.
STRAT5	3	37	Sites well related to existing towns and villages and served by public transport or with good accessibility by foot or bicycle to the town centres of Didcot, Henley, Thame and Wallingford 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 dph (net) unless there is clear conflict with delivering a high-quality design or other clearly justified planning reasons for a lower density.	The policy requires higher density development in more sustainable locations, concentrating development in locations with more opportunity for active travel and public transport reducing carbon emissions generated through travel choices.
STRAT7	2	43	viii) all necessary transport infrastructure, referring to the Infrastructure Delivery Plan, which is likely to include: c. improvements to the Public Transport network through significant contributions to new or improved services to include but not limited to increased frequency on the Chalgrove to Oxford bus route of four buses per hour to be supported by highway improvements on the B480 corridor, and an east west bus service linking Chalgrove to Didcot (and where feasible other employment	The policy supports active travel and requires improvements to public transport to serve as an alternative to private car use to reduce carbon emissions generated through travel choices.

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			and growth areas) with a target frequency of two buses per hour; d. links that encourage walking and cycling through the site and to adjacent employment and into the village of Chalgrove and to other local destinations by providing connections or improving the existing public rights of way network.	
STRAT7	2	44	ix) an integrated network of Green Infrastructure can be provided that both links wildlife habitats and enhances ecologically important habitats and open space provision as set out in the Infrastructure Delivery Plan;	The policy ensures that the enhancement of important habitats, including linking wildlife corridors through the provision of Green Infrastructure, is required in proposals for the development. This is intended to improve resilience to the effects of climate change.
STRAT7	2	44	x) a scheme that delivers specific mitigation and management of surface water and runoff for the benefit of the existing village of Chalgrove;	The policy requires that the scheme addresses the need for surface water management in anticipation of existing pluvial flooding and how flood events that are likely to occur now, and those anticipated as a result of climate changes, will be managed.
STRAT7	2	44	xii) low carbon development and renewable energy in accordance with STRAT4.	The policy requires proposals to deliver low carbon development and renewable energy which will directly reduce carbon emissions and help ensure that climate change actions have been adequately considered in the planning of the development.
STRAT7	3	45	vii) a layout that delivers higher density development (a minimum of 50 dph) in and around the local centre and along key public transport routes...	The policy requires higher density development in more sustainable locations on the development with more opportunity for active travel and public transport reducing carbon emissions generated through travel choices.
STRAT7	3	45	viii) high quality walking and cycling routes within the site;	The policy supports active travel reducing carbon emissions generated through travel choices.

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STRAT7	3	45	ix) provision of infrastructure to support public transport through the site; and...	The policy supports the provision of public transport reducing carbon emissions generated through travel choices.
STRAT7	3	45	x) a net gain in biodiversity which is integrated into the masterplan through the creation of priority habitats, and significant native tree planting, with any residual impacts offset through the ecological improvement of a named site in South Oxfordshire under the promoters control in line with an agreed management plan or a recognised biodiversity offsetting scheme.	The policy requires a net gain in biodiversity to improve resilience to the effects of climate change.
n/a	3.69	46 At the adjacent 'no. 1 site' and land west of the railway the Council expects a mixed-use development to be brought forward...This provides an opportunity to provide significant development in a sustainable location. The Local Plan proposes development here that will have access to employment opportunities as well as public transport at the railway station. This will be a community within Science Vale that can make the most of advancing technologies such as clean heat and power generation and autonomous vehicles....	The supporting text provides support for advancing technologies that may help to address carbon reductions through the co-location of potentially symbiotic development.
STRAT8	3	48	Proposals for development on the site should seek to achieve a net gain in biodiversity. Any residual biodiversity loss should be offset through a recognised offsetting scheme.	The policy requires a net gain in biodiversity to improve resilience to the effects of climate change.
STRAT8	5	49	Proposals will be expected to deliver low carbon development and renewable energy in accordance	The policy requires proposals to deliver low carbon development and renewable energy which will directly

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			with STRAT4.	reduce carbon emissions and help ensure that climate change actions have been adequately considered in the planning of the development.
STRAT9	2	50	vi) all necessary transport infrastructure, referring to the Infrastructure Delivery Plan, which is likely to include: b. provision for excellent sustainable transport facilities including, but not limited to, new and improvements to existing cycle and footpaths including contributions towards a 'Cycle Premium Route' that is proposed between Didcot and Culham; provision of a new cycle bridge and associated connectivity and paths across the River Thames to connect appropriately with Abingdon-on-Thames to the north of the site; bus improvements including provision of a scheduled bus service, with a minimum of two buses per hour between Berinsfield, Culham and Abingdon, with options to extend or vary services to locations such as Cowley, Chalgrove and Didcot;	The policy supports active travel, alternatives to private car use and improvements to cycle connectivity between Didcot and Culham to reduce carbon emissions generated through travel choices.
STRAT9	2	50	vii) the provision of appropriate communal parks and gardens and amenity greenspace allotments, children's playspace and open space in accordance with the Infrastructure Delivery Plan;	The policy requirements contribute to food security within the district through provision of allotments.
STRAT9	2	50	viii) low carbon development and renewable energy in accordance with STRAT4;	The policy requires proposals to deliver low carbon development and renewable energy which will directly reduce carbon emissions and help ensure that climate change actions have been adequately considered in the planning of the development.

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STRAT9	3	50-51	i) 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 Science Centre;	The policy supports improvements to public transport reducing carbon emissions generated through travel choices
STRAT9	3	51	ii) 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...	The policy requires higher density development in more sustainable locations on the development with more opportunity for active travel and public transport reducing carbon emissions generated through travel choices.
STRAT9	3	51	iv) appropriate landscaping and an integrated network of Green Infrastructure throughout the site...	The policy requires appropriate landscaping and Green Infrastructure to improve resilience to the effects of climate change.
STRAT9	3	51	vi) a layout that has land which remains undeveloped to the northern border of the site and that should be utilised for flood plain storage, protecting the physical boundary features on the site;	The policy requires land for flood water storage in anticipation of flood events likely to occur now and as a result of climate change.
STRAT9	3	51	viii) high quality walking and cycling routes within the site;	The policy supports active travel reducing carbon emissions generated through travel choices.
STRAT9	3	51	ix) provision of infrastructure to support public transport through the site; and...	The policy supports the provision of public transport reducing carbon emissions generated through travel choices.
STRAT9	3	50-51	x) a net gain in biodiversity which is integrated into the masterplan through the creation of new woodland habitats along the river escarpment and ecological enhancements of the floodplain	The policy requires a net gain in biodiversity to improve resilience to the effects of climate change.

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			habitats, including a complex of new wetland habitats and species rich floodplain meadows. Any residual biodiversity loss should be offset through a recognised biodiversity offsetting scheme.	
STRAT10	2	56	All development within the Berinsfield Garden Village will meet the Garden Village principles as set out by the Town and Country Planning Association (TCPA) and in accordance with the Berinsfield Garden Village principles below: ii) forward thinking – a resilient garden village, masterplanned at a human scale that incorporates sustainable energy, adaptable homes and smart street lighting that avoids night sky light pollution;	The policy requires all development within the Berinsfield Garden Village to meet the Garden Village Principles. These include incorporating sustainable forms of energy to reduce carbon emissions and adaptable homes that are resilient to the effects of climate change.
STRAT10	2	56	iii) landscape led – a green garden village with a minimum 38 per cent usable green space in built-up areas, minimum 10 per cent biodiversity net gain and design that responds visually to topography and aspect, multi-functional blue-Green Infrastructure with integrated SuDS from rooftop to attenuation;	The policy requires a minimum 10 per cent biodiversity net gain to improve resilience to the effects of climate change.
STRAT10	2	56	iv) 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;	The policy supports active travel through the delivery of attractive walking and cycling links encouraging alternative forms of transport to motor vehicles.
STRAT10	2	56	vi) sustainable transport and access – an accessible garden village that prioritises walking and cycling, well designed parking solutions, integrated public transport, built in capacity in homes, businesses	The policy prioritises walking, cycling, public transport and other innovative transport solutions rather than the use of motorised vehicles.

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			and public space to enable innovative transport solutions and safe neighbourhoods with natural surveillance and smart lighting;	
STRAT10	2	56-57	vii) attention to detail – a legible garden village that people can find their way in, through landmarks, character areas and waymarked routes, detailed design to make local trips more attractive on foot or by bike and use of high-quality materials and design;	The policy supports active travel through the delivery of well-designed and attractive walking and cycling routes encouraging alternative forms of transport to motor vehicles.
STRAT10i	2	58	vi) d. provision for excellent public transport facilities including pump priming a scheduled bus service, with a minimum of two buses per hour between Berinsfield, Culham and Abingdon, with options to extend or vary services to Chalgrove and Didcot;	The policy requires improvements to public transport to serve as a practical alternative to private car use to reduce carbon emissions generated through travel choices.
STRAT10i	2	58	e. 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; specifically (but not limited to) improving the existing pedestrian/cyclist infrastructure along the A415 from Berinsfield to Culham, and providing for a cycle route from Berinsfield to Oxford.	The policy requires the delivery of high-quality infrastructure to support active travel, including improvements to cycle connectivity between Berinsfield and Culham, and Berinsfield and Oxford, to reduce carbon emissions generated through travel choices.
STRAT10i	2	58	vii) an integrated network of Green Infrastructure that links locally important wildlife sites and the enhancement of ecologically important habitats including areas of woodland and open space provision as set out in the Infrastructure Delivery	The policy ensures that the enhancement of important habitats, including linking wildlife corridors through the provision of Green Infrastructure, is required in proposals for the development. This is intended to improve resilience to the effects of climate change.

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			Plan;	
STRAT10i	2	58	x) low carbon development and renewable energy in accordance with STRAT4.	The policy requires proposals to deliver low carbon development and renewable energy which will directly reduce carbon emissions and help ensure that climate change actions have been adequately considered in the planning of the development.
STRAT10i	3	59	iv) the delivery of higher density development (a minimum of 50 dph) along key transport corridors and adjacent to the local centre...	The policy requires higher density development in more sustainable locations on the development with more opportunity for active travel and public transport reducing carbon emissions generated through travel choices.
STRAT10i	3	59	v) a net gain in biodiversity delivered on site which includes extensive new woodland planting in the north and east of the site, significant new woodland buffers around the site boundaries and green linkages through the site;	The policy requires a net gain in biodiversity to improve resilience to the effects of climate change.
STRAT10i	3	59	vi) high quality walking and cycling routes within the site;	The policy supports active travel reducing carbon emissions generated through travel choices.
STRAT10i	3	59	vii) provision of infrastructure to support public transport through the site.	The policy supports the provision of public transport reducing carbon emissions generated through travel choices.
n/a	3.90	60	An urban extension to the southern edge of Oxford will promote a sustainable form of development that will in part help the city in addressing its housing commitments of the Oxfordshire Growth Deal. Development at Grenoble Road will provide specific benefits that would not be achievable elsewhere in the district;	The Plan supports the provision of a Park and Ride site to the south of Oxford which can help to address air quality in the city centre, which may be worsened by climate change weather changes.

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			notably the provision of a new Park and Ride site to the south of Oxford...	
STRAT11	2	63	viii) all necessary transport infrastructure improvements through direct mitigation or contributions to new and improved infrastructure, referring to the Infrastructure Delivery Plan, which is likely to include: a. cycling and walking infrastructure network on and off site ensuring the site is well connected to Oxford City and appropriate surrounding villages; b. improvements to bus services along the A4074 and B480 corridors to Oxford City and nearby villages and associated infrastructure;	The policy supports active travel, alternatives to private car use and improvements to cycle connectivity between the proposed allocation, Oxford City and surrounding villages to reduce carbon emissions generated through travel choices.
STRAT11	2	64	x) be supported by an Air Quality Screening Assessment and identify appropriate mitigation in relation to potential impacts on the Oxford AQMA;...	The policy requires any potential impacts on the Oxford AQMA to be mitigated.
STRAT11	2	64	xiii) low carbon development and renewable energy in accordance with STRAT4.	The policy requires proposals to deliver low carbon development and renewable energy which will directly reduce carbon emissions and help ensure that climate change actions have been adequately considered in the planning of the development.
STRAT11	3	64-65	iv) the delivery of higher density development (a minimum of 70 dph) around the local centres and (a minimum of 60 dph) along key transport corridors...	The policy requires higher density development in more sustainable locations on the development with more opportunity for active travel and public transport reducing carbon emissions generated through travel choices.
STRAT11	3	65	v) a net gain in biodiversity, including proposals to enhance the biodiversity value of the watercourse	The policy requires a net gain in biodiversity to improve resilience to the effects of climate change.

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			which connects to the Littlemore Brook. Any residual biodiversity loss should be offset through a recognised biodiversity offsetting scheme;	
STRAT11	3	65	vi) high quality walking and cycling routes within the site;	The policy supports active travel reducing carbon emissions generated through travel choices.
STRAT11	3	65	vii) provision of infrastructure to support public transport through the site;	The policy supports the provision of public transport reducing carbon emissions generated through travel choices.
STRAT12	2	67	v) all necessary transport improvements through direct mitigation or contributions to new and improved infrastructure, referring to the Infrastructure Delivery Plan, which is likely to include: a. provision and contribution towards cycling and walking infrastructure and the public rights of way network on and off site ensuring the site is well connected to Oxford City, and appropriate surrounding villages; b. contributions towards a scheme to improve the B480 route towards Cowley for buses, pedestrians and cyclists; c. provision of infrastructure/financial support for Eastern Arc-Culham-Science Vale bus service; d. contributions towards improvements to bus services along the B480 corridor and through the site to Oxford City and nearby villages;	The policy supports active travel, alternatives to private car use and improvements to cycle connectivity between the proposed allocation, Oxford City and surrounding villages to reduce carbon emissions generated through travel choices.
STRAT12	2	67	vii) appropriate air quality mitigation measures to minimise impacts on the Oxford AQMA as demonstrated through an appropriate Air Quality	The policy requires any potential impacts on the Oxford AQMA to be mitigated.

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			Screening Assessment;...	
STRAT12	2	68	viii) low carbon development and renewable energy in accordance with STRAT4;	The policy requires proposals to deliver low carbon development and renewable energy which will directly reduce carbon emissions and help ensure that climate change actions have been adequately considered in the planning of the development.
STRAT12	3	68	iv) built development within Flood Zone 1 has site specific flood risk mitigation and management including implementation of sustainable surface water drainage measures. This should be informed by including appropriate on-site hydraulic modelling;	The policy requires a masterplan to demonstrate how flood events likely to occur now and anticipated as a result of climate changes will be managed.
STRAT12	3	68	v) a net gain in biodiversity through the creation and restoration of habitats along the course of the Northfield Brook and biodiversity enhancements integrated into the masterplan with any residual impacts offset through a recognised biodiversity offsetting scheme;	The policy requires a net gain in biodiversity to improve resilience to the effects of climate change.
STRAT12	3	68	vi) the delivery of higher density development (a minimum of 70 dph) along key transport corridors, adjacent to the local centre...	The policy requires higher density development in more sustainable locations on the development with more opportunity for active travel and public transport reducing carbon emissions generated through travel choices.
STRAT12	3	68	vii) high quality walking and cycling routes within the site;	The policy supports active travel reducing carbon emissions generated through travel choices.
STRAT12	3	69	viii) provision of infrastructure to support public transport through the site;	The policy supports the provision of public transport reducing carbon emissions generated through travel choices.

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STRAT13	2	73	v) necessary facilities for movement. As a first priority, these should provide high quality pedestrian, cycle and public transport connections into Oxford to maximise the number of trips made by non-car modes, and measures to discourage car-based development. Any planning application will be expected to be accompanied by a Transport Assessment and Travel Plan. Transport improvements are likely to include: a. provision of high quality pedestrian, cycle and public transport access and connectivity to Oxford City Centre and other major employment locations, particularly the hospitals and Oxford Science and Business Parks, 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;	The policy supports active travel and alternatives to private car use by requiring improvements to cycle connectivity between the proposed allocation, Oxford City and surrounding villages to reduce carbon emissions generated through travel choices.
STRAT13	2	73-74	viii) appropriate air quality mitigation measures to minimise impacts on the Oxford AQMA as demonstrated through an appropriate Air Quality Screening Assessment;...	The policy requires any potential impacts on the Oxford AQMA to be mitigated.
STRAT13	2	74	ix) low carbon development and renewable energy in accordance with STRAT4.	The policy requires proposals to deliver low carbon development and renewable energy which will directly reduce carbon emissions and help ensure that climate change actions have been adequately considered in the planning of the development.
STRAT13	3	74	i) focuses built development within Flood Zone 1 only, with areas of Flood Zone 2 and 3 preserved as accessible green space;	The policy requires a masterplan to demonstrate how flood events that are likely to occur now, and those anticipated as a result of climate changes, will be managed.

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STRAT13	3	74	iii) develops 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, and identifies where on-site highways infrastructure will be required; ensures appropriate highways and sustainable transport access and permeability across the site, including between Bayswater Road and the B4150 Marsh Lane/A40 junction;	The policy promotes alternatives to private car use that will reduce carbon emissions.
STRAT13	3	74	ix) delivers higher density development (a minimum of 45 dph) along key frontages, transport corridors...	The policy requires higher density development in more sustainable locations on the development with more opportunity for active travel and public transport reducing carbon emissions generated through travel choices.
STRAT13	3	75	x) a net gain in biodiversity through the protection and enhancement of habitats along the Bayswater Brook, new habitats to the north buffering the Sidlings Copse and College Pond SSSI and offsite biodiversity enhancements.	The additional policy point policy requires a net gain in biodiversity to improve resilience to the effects of climate change.
STRAT13	3	75	xi) provides a network of Green Infrastructure that: a. retains and incorporates areas of functional flood plain and existing surface water flow paths; b. protects and enhances existing habitats, particularly those associated with Sidlings Copse and College Pond SSSI and the Bayswater Brook; c. connects with adjoining Green Infrastructure within Oxford City; d. retains and incorporates existing public rights of way and supports movement through the site and	The policy ensures that the enhancement of important habitats, including linking wildlife corridors through the provision of Green Infrastructure, is required in proposals for the development. This is intended to improve resilience to the effects of climate change.

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			into adjoining areas by walking and cycling;	
STRAT14	2	78	iv) all necessary transport infrastructure including: a. improvements to walking and cycling provision b. contribution to public transport provision c. Travel plan monitoring	The policy supports active travel and alternatives to private car use by requiring improvements to cycle connectivity and public transport provision to reduce carbon emissions generated through travel choices.
STRAT14	2	78	vii) low carbon development and renewable energy where compatible with the terms of the outline planning permission.	The policy requires proposals to deliver low carbon development and renewable energy which will directly reduce carbon emissions and help ensure that climate change actions have been adequately considered in the planning of the development.
STRAT14	3	78	ii) valuable individual specimen trees, avenue and groups of trees and native vegetation are retained and respected;	The policy offers protection for biodiversity within the development.
HEN1	1	80	v) improve accessibility, car and cycle parking in the Town Centre, and pedestrian and cycle links; vii) address air quality issues;	The policy supports active travel choices and development to address air quality in the town centre, which may worsen due to weather changes resulting from climate change.
TH1	1	81-82	iv) improve accessibility, car and cycle parking, pedestrian and cycle links;	The policy supports active travel choices.
WAL1	1	83	iv) improve accessibility, car and cycle parking in the town centre, pedestrian and cycle links; vii) address air quality issues in the town centre.	The policy supports active travel choices and development to address air quality in the town centre, which may worsen due to weather changes resulting from climate change.
H1	3	89	Residential development on sites not allocated in the Development Plan will only be permitted where:	The policy supports the provision of residential development in locations that minimise the need for residents to travel, which will help to achieve carbon reductions.

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			<p>i) it is for affordable housing on a rural exception site or entry level housing scheme; or</p> <p>ii) it is for specialist housing for older people in locations with good access to public transport and local facilities; or</p> <p>iii) it is development within the existing built-up areas of Towns and Larger Villages as defined in the settlement hierarchy (shown in Appendix 7); provided an important open space of public, environmental, historical or ecological value is not lost, nor an important public view harmed; or</p> <p>iv) it is infilling, and brownfield sites within Smaller and Other Villages as defined in the settlement hierarchy; or</p> <p>v) it is brought forward through a Community Right to Build Order; or</p> <p>vi) there are other specific exceptions/ circumstances defined in a Neighbourhood Development Plan and/or Neighbourhood Development Orders; or</p> <p>vii) it would bring redundant or disused buildings into residential use and would enhance its immediate surroundings; or</p> <p>viii) the design is outstanding or innovative and of exceptional quality and would significantly enhance its immediate setting.</p>	
n/a	5.15	126	<p>... The Local 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</p>	<p>The Economic Strategy supports the reduction of long-distance car dependent out-commuting, which will help to achieve carbon reductions.</p>

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			opportunity to work at, or nearer their home and reduce long distance out-commuting....	
n/a	5.20	127-128	The Council is supporting significant housing development at Chalgrove Airfield, Berinsfield and Grenoble Road. To enable the creation of sustainable communities and to provide new residents with the chance to work locally, the Local Plan proposes allocations for additional employment land at these locations to complement the strategic allocations. In addition, the Local Plan supports the provision of additional employment land at the four towns as these are sustainable locations where additional housing delivery will take place over the plan period.	The Plan supports the alignment of residential and employment growth to help to reduce the need to travel, which will help to achieve carbon reductions.
n/a	5.25	131	It is 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. This need is particularly strong as a number of employment sites and premises have been redeveloped for housing in recent years. Local employment plays an important role in supporting local services and facilities and supporting sustainable communities.	The Plan supports the retention of employment land to help to reduce the need to travel, which will help to achieve carbon reductions.
n/a	6.1	143	Good connections and high-quality infrastructure are essential to our quality of life...Improving accessibility to services and employment is fundamental to sustainable development and to meeting the objectives of this Plan. The challenge	The Plan supports the provision of transport infrastructure that helps to achieve carbon reductions through support for active travel choices and public transport provision.

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			is to do this in a way that minimises the impact of the transport system on the environment whilst encouraging development that actively supports walking, cycling and public transport to minimise the need to travel, and provides for necessary improvements in a cost-effective way.	
TRANS1b	1	148-149	<p>1. The Council will work with Oxfordshire County Council and others to:</p> <ul style="list-style-type: none"> i) deliver the transport infrastructure which improves movement in and around Didcot, including measures that help support delivery of the Didcot Garden Town; ii) support measures identified in the Local Transport Plan for the district including within the relevant area strategies; iii) support sustainable transport measures that improve access to/from proposed major development around Oxford; iv) support delivery of the safeguarded transport improvements as required to help deliver the development required in this plan period and beyond; v) ensure that the impacts of new development on the strategic and local road network, including the A34 and M40, are adequately mitigated; vi) plan for improvements in the Reading area, including a proposal for a new River Thames crossing, subject to ensuring that any traffic and environmental impacts of those measures do not result in adverse impacts on South Oxfordshire; vii) support the development and delivery of a new Thames River crossing between Culham and 	The policy supports sustainable strategic transport measures and improvements and ensures that these do not result in any adverse traffic and environmental impacts.

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			<p>Didcot Garden Town, the A4130 widening and road safety improvements from the A34 Milton Interchange to Didcot, a Science Bridge over the A4130 and railway into the former Didcot A power station site and the Clifton Hampden Bypass;</p> <p>viii) support, in association with major development, the delivery of new or improved roads, such as a bypass or edge road, including sustainable transport improvements, linked where appropriate with relevant Neighbourhood Development Plans and any wider County Council highway infrastructure strategy; and</p> <p>ix) support the delivery of the Cowley Branch Line.</p>	
n/a	6.16	149	<p>To enable delivery of transport network improvements required to bring forward new development, there will be a need for on-going positive engagement with infrastructure providers throughout the plan period...New development can help fund and enable the provision of new public transport, walking and cycle links between homes, jobs, shops and other facilities such as health centres and help tackle climate change. In Didcot, development of sustainable transport improvements will need to align to development of the Didcot Garden Town...</p>	<p>The Plan supports the provision of transport infrastructure that helps to achieve carbon reductions through support for active travel choices and public transport provision to achieve carbon reductions.</p>
TRANS2	1	149-150	<p>The Council will work with Oxfordshire County Council and others to:</p> <p>i) ensure that where new development is located close to, or along, existing strategic public transport corridors, bus and/or rail services can be promoted and strengthened in response to</p>	<p>The policy extensively supports both public transport provision and improvements and highlights the need for active travel alternatives which help to achieve carbon reductions.</p>

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			<p>increases in demand for travel and freight;</p> <p>ii) plan positively for rail improvements within the area that support improved connectivity to areas of new development;</p> <p>iii) ensure new development is designed to encourage walking and cycling, not only within the development, but also to nearby facilities, employment and public transport hubs;</p> <p>iv) support provision of measures which improve public transport (including Park & Ride), cycling and walking networks within and between towns and villages in the district;</p> <p>v) support, where relevant, sustainable transport improvements in the wider Didcot Garden Town area and in and around Oxford, particularly where they improve access to strategic development locations;</p> <p>vi) promote and support improvements to the transport network which increase safety, improve air quality, encourage use of sustainable modes of transport and/or make our towns and villages more attractive;</p>	
TRANS3	All	151-152	<p>1. Land is safeguarded to support the delivery of the following identified transport schemes:</p> <ul style="list-style-type: none"> - Clifton Hampden bypass - A new Thames River crossing between Culham and Didcot Garden Town - Didcot Northern Perimeter Road - Science Bridge, Didcot - (A4130/ B4493) Didcot Central transport corridor improvements - Southern Didcot Spine Road 	The policy safeguards land to support the delivery of transport schemes that will reduce traffic congestion, subsequently lowering carbon emissions.

Local Plan Policy	Paragraph	Page(s)	Wording that addresses climate change	How this addresses climate change
			<ul style="list-style-type: none"> - A4130 road safety improvements - A4074/ B4015 (Golden Balls) junction improvements - A bypass for Watlington - A bypass for Benson - A bypass for Southern Abingdon - A new Park and Ride site at Sandford to the south-east of Oxford. <p>2. New development in these areas should be carefully designed having regard to matters such as building layout, noise insulation, landscaping, the historic environment and means of access.</p> <p>3. Any proposals for development that may reasonably be considered to impact upon the delivery of the identified schemes should demonstrate the proposal would not harm their delivery.</p> <p>4. Planning permission will not be granted for development that would prejudice the construction or effective operation of the transport schemes listed above.</p> <p>5. As the options for the schemes progress, the impact of the schemes will be subject to thorough assessment. This will include full environmental and archaeological assessments working in association with the relevant statutory bodies. Where schemes are located in areas of Flood Zones 2 and 3, a flood risk sequential test and the exception test should be undertaken as part of the</p>	

Local Plan Policy	Paragraph	Page(s)	Wording that addresses climate change	How this addresses climate change
			appraisal process.	
TRANS4	3	154	The Transport Assessment or Transport Statement should, where relevant: i) illustrate accessibility to the site by all modes of transport; ii) show the likely modal split of journeys to and from the site; iii) detail the proposed measures to improve access by public transport, cycling and walking to reduce the need for car travel and reduce transport impacts;	The policy requires development proposals that will generate significant transport impacts to be accompanied by a Transport Assessment that demonstrates how public transport provision and improvements will be secured and requires the active travel measures to be detailed. By focusing developers on these key aspects of their schemes, decision makers will be able to ensure that opportunities to maximise active travel and public transport have been taken.
TRANS5	1	155-156	Proposals for all types of development will, where appropriate: ii) provide safe and convenient routes for cyclists and pedestrians, both within the development, and including links to rights of way and other off-site walk and cycle routes where relevant; iii) provide for covered, secure and safe cycle parking, complemented by other facilities to support cycling where relevant; iv) be designed to facilitate access to high quality public transport routes, including safe walking routes to nearby bus stops or new bus stops; v) provide for appropriate public transport infrastructure; ix) be designed to enable charging of plug-in and other low emission vehicles in safe, accessible and convenient locations; xiv) provide facilities to support the take up of electric and/or low-emission vehicles.	The policy is the key delivery policy for climate change related transport actions. The policy ensures that active travel routes are secured within development proposals and that walking, cycling and public transport infrastructure is integrated into development. The policy also supports the use of electric and/or low emission vehicles through the provision of appropriate supporting infrastructure.

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TRANS7	1	157	Proposals for development leading to significant increases in lorry movements, such as freight distribution depots should only be permitted in locations where: i) any increase in lorry movements can be appropriately accommodated on the surrounding road network; ii) the opportunities for sustainable transport access have been maximised; and iii) the development does not result in adverse environmental effects on the surrounding area.	The policy promotes maximising sustainable transport measures before permitting significant increases in lorry movements and does not allow for adverse environmental effects.
INF2	2	158	Proposals for all new development should ensure appropriate infrastructure is provided during construction, sufficient to enable all development to be connected to full fibre broadband without any post development works.	The policy requires excellent broadband connectivity for all development. High quality internet connections are fundamental to reducing the need to travel, particularly for businesses and increasingly for home-based employees.
INF4	2	160	New developments are required to be designed to a water efficiency standard of 110 litres/head/day (l/h/d) for new homes.	The policy requires the optional enhanced level of water efficiency as prescribed by current building regulations.
INF4	3	160	Proposals that increase the requirement for water will only be permitted where adequate water resources either already exist or can be provided without detriment to existing abstraction, river flows, groundwater flow to and from springs, water quality, biodiversity or other land uses.	The policy requires that there is sufficient water available to serve new development without detriment to existing water sources, biodiversity or other land uses. Applicants will need to work with Thames Water to ensure that the water needs of development can be provided and the policy approach supports the eventuality of the need for water neutral development over the course of the plan period.
n/a	7.5	163	We will seek to ensure that the planning and design of development not only protects water supply and quality, but also protects and,	The Plan commits the Council to protection and enhancement of natural river form and function but recognising the need to maximise flood risk resilience in a

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			where appropriate restores, natural river form and function, whilst maximising resistance and resilience to flood risk.	changing climate.
ENV1	2	165	<p>South Oxfordshire’s landscape, countryside and rural areas will be protected against harmful development. Development will only be permitted where it protects and, where possible enhances, features that contribute to the nature and quality of South Oxfordshire’s valued landscapes, in particular:</p> <ul style="list-style-type: none"> i) Trees (including individual trees, groups of trees and woodlands), hedgerows and field boundaries; ii) Irreplaceable habitats such as ancient woodland and aged or veteran trees found outside ancient woodland; iii) The landscapes, waterscapes, cultural heritage and user enjoyment of the River Thames, its tributaries and flood plains; iv) Other watercourse and water bodies... 	The policy ensures that development protects, and where possible enhances, natural features habitats that contribute to biodiversity and watercourses that are essential to managing the risks of flooding.
ENV1	4	166	The Council will seek the retention of important hedgerows. Where retention is not possible and a proposal seeks the removal of a hedgerow, the Council will require compensatory planting with a mixture of native hedgerow species.	The policy protects hedgerows in recognition of their contribution to biodiversity, benefits of flood attenuation, cooling and shading and carbon capture and storage.
n/a	7.10	166-167	Trees and hedgerows, individually and collectively, can make an important contribution to biodiversity and the landscape. They also absorb atmospheric pollution and have a beneficial influence on the climate. Development proposals should provide a net increase in tree canopy cover where this is	The supporting text recognises the beneficial contribution made by trees and hedgerows and requires a net increase in tree canopy where this is possible.

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			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.	
ENV2	All	167-168	<p>1. The highest level of protection will be given to sites of international nature conservation importance (Special Areas of Conservation). 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).</p> <p>2. 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 only be permitted in exceptional circumstances, where it can be demonstrated that the benefits of the development in the location proposed clearly outweigh any harm to the special interest features and the SSSI's contribution to the local ecological network. In such circumstances, measures should be provided (and secured through planning conditions or legal agreements) that would mitigate or, as a last resort, compensate for the adverse effects resulting from development.</p> <p>3. Development likely to result, either directly or indirectly to the loss, deterioration or harm to:</p> <ul style="list-style-type: none"> - Local Wildlife Sites - Local Nature Reserves 	The policy aims to protect biodiversity of protected sites across the district which may be at risk from development or more sensitive to change as a result of climate change impacts.

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			<ul style="list-style-type: none"> - Priority Habitats and Species - Legally Protected Species - Local Geological Sites - Ecological Networks (Conservation Target Areas) - Important or ancient hedges or hedgerows - Ancient woodland and veteran trees <p>will only be permitted if:</p> <ul style="list-style-type: none"> i) the need for, and benefits of the development in the proposed location outweigh the adverse effect on the interests; ii) it can be demonstrated that it could not reasonably be located on an alternative site that would result in less or no harm to the interests; and iii) 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. <p>4. Development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodland and ancient or veteran trees) will be refused planning permission, unless there are wholly exceptional reasons justifying the granting of planning permission.</p> <p>5. Where development has the potential to affect a proposed wildlife site the developer must undertake surveys and assessments to determine whether the site meets the criteria for Local Wildlife Site status.</p>	

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ENV3	All	168-169	<p>1. Development that will conserve, restore and enhance biodiversity in the district will be supported. All development should provide a net gain in biodiversity where possible. As a minimum, there should be no net loss of biodiversity. All proposals should be supported by evidence to demonstrate a biodiversity net gain using a recognised biodiversity accounting metric.</p> <p>2. Development proposals which would result in a net loss of biodiversity will only be considered if it can be demonstrated that alternatives which avoid impacts on biodiversity have been fully explored in accordance with the mitigation hierarchy*. In the absence of alternative sites or layouts, development proposals must include adequate mitigation measures to achieve a net gain of biodiversity. Where harm cannot be prevented or adequately mitigated, appropriate compensation measures will be sought, as a last resort, through planning conditions or planning obligations (depending on the circumstances of each application) to offset the loss by contributing to appropriate biodiversity projects to achieve an overall net gain for biodiversity.</p> <p>3. Planning permission will only be granted if impacts on biodiversity can be avoided, mitigated or, as a last resort, compensated fully.</p> <p>*For more information please refer to section 5.2 of BS 42020:2013</p>	<p>Policy ENV3 aims to protect and enhance the biodiversity of the district as a whole across all non-protected sites. The use of a biodiversity metric is required to ensure that net gains in biodiversity are achieved by development. The policy recognises the need to enhance biodiversity where possible in view of the increased risks posed by climate change.</p>

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ENV4	All	170-171	<p>1. Development of land that contains or is adjacent to 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.</p> <p>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.</p> <p>3. Proposals should avoid the culverting of any watercourse. Opportunities taken to remove culverts will be supported.</p> <p>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</p>	<p>The policy aims to ensure that development near watercourses protects and enhances both the watercourse and its biodiversity. The policy supports de-culverting of watercourses where possible and includes a development buffer zone along the bank of watercourses to help to protect biodiversity and maintain wildlife corridors. Development for mooring outside of settlements is also restricted by the policy. The policy recognises the need to enhance biodiversity where possible in view of the increased risks posed by climate change.</p>

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			<p>measures must be designed to maintain and enhance the special character of the river and its environment, including its biodiversity.</p> <p>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.</p> <p>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.</p>	
n/a	7.18	171	<p>Watercourses are vital to biodiversity, provide a unique range of habitats, act as wildlife corridors, and form an important element of South Oxfordshire's ecological network. They make a significant contribution towards the character of our landscape and form an important part of Green Infrastructure. They provide vital ecosystem services, help improve water quality, provide drainage and flood management and provide green space for informal recreation. Of specific note are South Oxfordshire's globally rare chalk streams which support special wildlife habitats and species.</p>	<p>The role of watercourses is recognised by the Plan in terms of their importance to biodiversity, water quality, drainage and flood management which are all factors impacted upon by climate change.</p>

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n/a	7.19 to 7.20	171	<p>The health of all watercourses is under pressure from a variety of issues including abstraction, pollution and increased disturbance. It is essential that watercourses are positively integrated into the design of new development from the outset to protect their ecological importance and retain and enhance biodiversity. Integrating watercourses into development can provide attractive riverside settings, natural areas of Green Infrastructure and areas for informal recreation.</p> <p>All development proposals adjacent to watercourses should avoid damaging impacts and provide mitigation for any unavoidable impacts. Development proposals should aim to provide enhancements to the watercourse that benefit biodiversity and other ecosystem services.</p>	The need to integrate watercourses into development to protect their ecological importance and ensure that abstraction, pollution and disturbance do not detract from this contribution to biodiversity is recognised. The avoidance of damage and the need for mitigation is also supported by the Plan.
ENV5	All	173	<p>1. Development will be expected to contribute towards the provision of additional Green Infrastructure and protect or enhance existing Green Infrastructure.</p> <p>2. Proposals should:</p> <ul style="list-style-type: none"> i) protect, conserve or enhance the district's Green Infrastructure; ii) provide an appropriate level of Green Infrastructure with regard to requirements set out in the Green Infrastructure Strategy, AONB Management Plan or the Habitats Regulations Assessment; iii) avoid the loss, fragmentation, severance or other negative impact on the function of Green Infrastructure; 	The policy supports the conservation and enhancement of biodiversity through the provision of Green Infrastructure.

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			<p>iv) provide appropriate mitigation where there would be an adverse impact on Green Infrastructure; and</p> <p>v) provide an appropriate replacement where it is necessary for development to take place on areas of Green Infrastructure.</p> <p>3. All Green Infrastructure provision should be designed with regard to the quality standards set out within the Green Infrastructure Strategy, or where relevant the Didcot Garden Town Delivery Plan. Consideration should also be given to inclusive access and contributing to gains in biodiversity, particularly through the use of appropriate planting which takes account of changing weather patterns. Where new Green Infrastructure is provided, applicants should ensure that appropriate arrangements are in place to ensure its ongoing management and maintenance.</p>	
n/a	7.27	174	<p>Green Infrastructure is a network of multi-functional green space in both urban and rural areas, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. Such networks can also include “blue” infrastructure features such as ponds, lakes, reservoirs, streams and rivers. When assessing planning applications, we will take into account the findings of the Green Infrastructure Strategy and the Habitat regulations assessment (HRA) to define new Green Infrastructure requirements and how they should be delivered. Where new Green Infrastructure is</p>	<p>The supporting text highlights the importance of appropriate planting in the provision of Green Infrastructure to maximise biodiversity net gains and carbon storage in view of the declared Climate Emergency.</p>

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			<p>identified as a mitigation requirement within the HRA this must be delivered by the applicant to meet requirements. Green infrastructure can have an important role to play in enhancing biodiversity, acting as a carbon store, and enhancing the quality of life for residents. Applicants should refer to guides such as the Fieldfare Trust 'Countryside for All – A Good Practice Guide to Disabled People's Access in the Countryside' and the South Oxfordshire Design Guide to ensure that the positive contributions of Green Infrastructure are maximised.</p>	
ENV11	All	183-184	<p>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 effect(s) of pollution. 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.</p> <p>2. 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:</p> <ul style="list-style-type: none"> - noise or vibration; - smell, dust, odour, artificial light, gases and other emissions; - air pollution, contamination of the site or its surroundings and hazardous substances nearby; - land instability; and 	<p>The policy sets out the approach to controlling development that would be affected by existing sources of pollution.</p>

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			<p>- any other relevant types of pollution.</p> <p>3. Opportunities to mitigate and/or remediate the impacts of pollution on the natural environment should also be considered wherever possible and related to a development.</p> <p>4. Development on contaminated land will not be permitted unless the contamination is effectively treated by the developer to prevent any harm to human health and the natural environment (including controlled waters).</p>	
ENV12	All	184-185	<p>1. Development proposals should be located in sustainable locations and should be designed to ensure that they will not result in significant adverse impacts on human health, the natural environment and/or the amenity of neighbouring uses.</p> <p>2. The individual and cumulative impacts of development on human health, the natural environment and/or local amenity will be considered when assessing development proposals.</p> <p>3. The consideration of the merits of development proposals will be balanced against the adverse impact on human health, the natural environment and/or local amenity, including the following factors:</p> <ul style="list-style-type: none"> - noise or vibration; - smell, dust, odour, artificial light, gases and other 	The policy sets out the approach to environmental protection from potentially polluting new development.

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			emissions; - air pollution, contamination of the site or its surroundings and hazardous substances nearby; - land instability; and any other relevant types of pollution.	
EP1	All	186	<p>1. In order to protect public health from the impacts of poor air quality:</p> <p>i) development must have regard to the measures laid out in the Council's Developer Guidance Document and the associated Air Quality Action Plan, as well as the national air quality guidance and any Local Transport Plans;</p> <p>ii) where sensitive development is proposed in areas of existing poor air quality and/or where significant development is proposed, an Air Quality Assessment will be required;</p> <p>iii) all development proposals should include measures to minimise air pollution at the design stage and incorporate best practice in the design, construction and operation of the development;</p> <p>iv) where a development has a negative impact on air quality, including cumulative impact, developers should identify mitigation measures that will sufficiently minimise emissions from the development. Where mitigation is not sufficient the impacts should be offset through planning obligations; and</p> <p>v) development will only be permitted where it does not exceed air pollution levels set by European and UK regulations.</p>	The policy sets out the approach to protecting existing and future residents from the impacts of poor air quality and requires mitigation measures to be put in place where a development will have negative effects on air quality. The policy prohibits development which will lead to air pollution levels set by European and UK regulations being exceeded.
EP3	All	187-188	1. Development proposals for residential use must	The policy sets out the requirements for recycling and waste

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			<p>ensure:</p> <ul style="list-style-type: none"> i) adequate facilities are provided for the sorting, storage and collection of waste and recycling; ii) sufficient space is provided for the storage and collection of individual or communal recycling and refuse containers; and iii) access is provided that is safe for existing users/residents and for refuse and recycling collection vehicles. <p>2. Development proposals for non-residential use must ensure:</p> <ul style="list-style-type: none"> i) sufficient space is provided for the storage of communal recycling and refuse containers; and ii) provision is made that is adequate for the proposed use. The location and design of recycling and refuse provision should be integral to the design of the proposed development. <p>3. In assessing recycling and refuse provision, the following points should be considered:</p> <ul style="list-style-type: none"> i) the level and type of provision, having regard to the above requirements and relevant space standards; ii) 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; iii) 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; iv) the impact of the provision on health and 	<p>storage and collection facilities that will be required in all development. The policy includes a clause at Para 4 that requires cycle storage to be separated from refuse and recycling storage areas.</p>

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			<p>amenity of neighbouring development and the proposed development; and v) the security of the provision against scavenging pests, vandalism and unauthorised use.</p> <p>4. Recycling and refuse storage should be separate from cycle storage, car parking and key circulation areas.</p> <p>5. Development will not be permitted if recycling and refuse provision that meets the above requirements cannot feasibly or practicably be provided.</p>	
EP4	All	188-189	<p>1. The risk and impact of flooding will be minimised through: i) directing new development to areas with the lowest probability of flooding; ii) ensuring that all new development addresses the effective management of all sources of flood risk; iii) ensuring that development does not increase the risk of flooding elsewhere; and iv) ensuring wider environmental benefits of development in relation to flood risk.</p> <p>2. The suitability of development proposed in Flood Zones will be strictly assessed using the 'Sequential Test' and where necessary the 'Exceptions Test'. A sequential approach should be used at site level.</p> <p>3. A site-specific Flood Risk Assessment (FRA)</p>	<p>The policy sets out the requirements for locating development in areas at least risk of flooding and the need for flood risk assessments and drainage strategies. The policy includes a clause at Para 6 that requires any SuDS schemes to enhance water quality and biodiversity. In addition, Para 5 supports development improving run off rates in the locality of new developments through enhanced attenuation.</p>

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			<p>should be provided for all development in Flood Zones 2 and 3. In Flood Zone 1 a FRA should accompany all proposals involving:</p> <ul style="list-style-type: none"> - sites of 1 hectare or more; - land which has been identified by the Environment Agency as having critical drainage problems; - land identified in the Strategic Flood Risk Assessment as being at increased flood risk in future; or - land that may be subject to other sources of flooding, where development would introduce a more vulnerable use. <p>4. All development proposals must be assessed against the current South Oxfordshire Strategic Flood Risk Assessment or any updates and the Oxfordshire Local Flood Risk Management Strategy to address locally significant flooding. Appropriate mitigation and management measures must be implemented and maintained.</p> <p>5. All development will be required to provide a Drainage Strategy. Development will be expected to incorporate Sustainable Drainage Systems and ensure that run-off rates are attenuated to greenfield run-off rates. Higher rates would need to be justified and the risks quantified. Development should strive to reduce run-off rates for existing developed sites.</p> <p>6. Sustainable Drainage Systems should seek to enhance water quality and biodiversity in line with</p>	

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			the Water Framework Directive.	
n/a	7.53	189	Areas of South Oxfordshire are at risk of flooding and the impact of climate change is important. Climate change allowances should be taken into consideration in Flood Risk Assessments as set out in National Planning Practice Guidance...	The supporting text notes the importance of ensuring that climate change allowances are considered within flood risk assessments.
DES1	1 to 3	194-195	<p>1. All new development must be of a high-quality design that:</p> <ul style="list-style-type: none"> i) uses land efficiently while respecting the existing landscape character; ii) enhances biodiversity and, as a minimum, leads to no net loss of habitat; iii) incorporates and/or links to a well-defined network of green and blue infrastructure; iv) is sustainable and resilient to climate change; v) minimises energy consumption; vi) mitigates water run-off and flood risks; vii) takes into account landform, layout, building orientation, massing and landscaping; viii) provides a clear and permeable hierarchy of streets, routes and spaces to create safe and convenient ease of movement by all users; ix) ensures that streets and spaces are well overlooked creating a positive relationship between fronts and backs of buildings; x) clearly defines public and private spaces; xi) provides access to local services and facilities and, where needed, incorporates mixed uses, facilities and co-locates services as appropriate with good access to public transport; 	<p>The policy identifies the key characteristics of high-quality design. By definition, high quality designs are identified as those that are sustainable and resilient to climate change. In addition, Policy DES1 identifies key characteristics of design that help to respond to climate change.</p> <p>The policy seeks to integrate the requirements to minimise energy consumption and mitigate water run-off and flood risks as components of all development that have a high design quality, however these requirements are further expanded upon by policies DES7, DES8, DES10 and EP4.</p>

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			<p>xii) provides a wide range of house types and tenures;</p> <p>xiii) respects the local context working with and complementing the scale, height, density, grain, massing, type, details of the surrounding area;</p> <p>xiv) secures a high-quality public realm that is designed to support an active life for everyone with well managed and maintained public areas;</p> <p>xv) does not differentiate between the design quality of market and affordable housing or the adjacent public realm;</p> <p>xvi) is designed to take account of possible future development in the local area;</p> <p>xvii) understands and addresses the needs of all potential users by ensuring that buildings and their surroundings can be accessed and used by everyone;</p> <p>xviii) creates safe communities and reduces the likelihood of crime and antisocial behaviour as well as the fear of crime itself; and</p> <p>xix) ensures a sufficient level of well-integrated and imaginative solutions for car and bicycle parking and external storage including bins.</p> <p>2. Where development sites are located adjacent to sites that have a reasonable prospect of coming forward in the future, integration with the neighbouring site should form part of the proposal's design.</p> <p>3. Where the Council is aware that adjacent or closely related sites with similar delivery timescales are coming forward together, a coordinated,</p>	

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			integrated and comprehensive masterplan will be required to be prepared across all the sites.	
DES4	1	198-199	<p>...In all cases, the masterplan should:</p> <p>ii) 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;</p> <p>vii) demonstrate as appropriate the careful siting of community facilities and other amenities to meet the needs of the existing and future community, including access to education/ training facilities, health care, community leisure and recreation facilities;</p> <p>viii) demonstrate a clear link to the principles established in the Design and Access Statement and the South Oxfordshire Design Guide;...</p>	The policy requires masterplans to demonstrate how active travel and public transport opportunities have been maximised including through the appropriate locating of community facilities within development.
n/a	8.20	201-202	... buildings should also be orientated within their plots to maximise daylight and passive solar gain, with garden areas orientated to maximise sunlight....	Support for the careful siting of buildings to maximise passive solar gains contributes to the achievement of low carbon heating.
DES7	All	202	<p>1. New development is required to make provision for the effective use and protection of natural resources where applicable, including:</p> <p>i) the efficient use of land, with densities in accordance with Policy STRAT5 Residential Densities. Proposals which seek to deliver higher quality and higher density development which minimises land take will be encouraged;</p>	The policy is one of the key policies addressing climate change in the Plan. The policy guides the efficient use of resources including land in accordance with Policy STRAT5, the minimisation of waste during construction and the life cycle of the building, maximising passive solar heating, lighting, natural ventilation, energy and water efficiency and the re-use of materials, consideration of air and water quality measures, avoidance of development of areas of

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			<ul style="list-style-type: none"> ii) minimising waste and making adequate provision for the recycling, composting and recovery of waste on site using recycled and energy efficient materials; iii) maximising passive solar heating, lighting, natural ventilation, energy and water efficiency and the re-use of materials; iv) making efficient use of water, for example through rainwater harvesting and grey water recycling, and causing no deterioration in, and where possible, achieving improvements in water quality (including groundwater quality); v) taking account of, and if located within an AQMA, is consistent with, the Council's Air Quality Action Plan; vi) ensuring that the land is of a suitable quality for development and that remediation of contaminated land is undertaken where necessary; vii) avoiding the development of the best and most versatile agricultural land, unless it is demonstrated to be the most sustainable choice from reasonable alternatives, by first using areas of poorer quality land in preference to that of a higher quality; and viii) re-using vacant buildings and redeveloping previously developed land, provided the land is not of a high environmental value. 	<p>Best and Most Versatile (BMV) agricultural land and reuse of previously developed land and buildings.</p>
n/a	8.21	203	<p>In South Oxfordshire, the prudent use of natural resources is a key element of delivering sustainable development as this contributes to tackling climate change. The Council encourages applicants to consider how our existing resources can be used effectively and efficiently when planning and</p>	<p>The supporting text highlights the integrated approach to addressing the Climate Emergency.</p>

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			designing development proposals...	
DES8	All	204-205	<p>1. All new development, including building conversions, refurbishments and extensions, 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 taking into account any nationally adopted standards and in accordance with Policies DES10: Carbon Reduction and DES7: Efficient use of Resources.</p> <p>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 increasing temperatures and wind speeds, heavy rainfall and snowfall events and the need for water conservation and storage.</p> <p>3. All new development must be built to last. Proposals must demonstrate that they function well and are adaptable to the changing requirements of occupants and other circumstances.</p> <p>4. The Council will not refuse planning permission for buildings or infrastructure of an outstanding or innovative design which promote high levels of sustainability or help raise the standard of design,</p>	The policy is one of the key policies addressing climate change in the Plan. The policy requires all new development to minimise carbon and energy impacts through the design and layout of development with resilience to climate change and longevity of the proposal demonstrable at the application stage. The policy supports elements of Policy DES1 and DES7.

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			<p>as long as they fit with the overall form and layout of their surroundings.</p> <p>5. A sensitive approach will need to be taken to conserve the special character of designated and non-designated heritage assets in a manner appropriate to their significance.</p>	
n/a	8.27	205	The design and construction of new developments and refurbishments to existing buildings can have a significant role in helping to reduce carbon emissions, which can be supported by improving the energy efficiency of new and existing buildings.	The supporting text highlights that actions can be taken in delivering new development and refurbishments to reduce carbon emissions. These actions include the measures set out in Policies DES1, DES7, DES8 and DES10.
n/a	8.28	205	To improve resilience to the anticipated effects of climate change, the Council expects applicants to consider the effects of changing weather patterns and design new developments so that they incorporate measures to combat these. This could include planting, shading, the 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. Consideration should also be given to using locally sourced, more sustainable building materials and fuel, for example, locally sourced wood.	The supporting text illustrates what the Council understands to be the anticipated impacts of climate change and outlines the actions that can be taken to address them.

Local Plan Policy	Paragraph	Page(s)	Wording that addresses climate change	How this addresses climate change
DES9	All	206	<p>1. The Council encourages schemes for renewable and low carbon energy generation and associated infrastructure at all scales including domestic schemes. It also encourages the incorporation of renewable and low carbon energy applications within all development. Planning applications for renewable and low carbon energy generation will be supported, provided that they do not cause a significantly adverse effect to:</p> <ul style="list-style-type: none"> i) landscape, both designated AONB and locally valued, biodiversity, including protected habitats and species and Conservation Target Areas; ii) the historic environment, both designated and non designated assets, including development within their settings; iii) openness of the Green Belt; iv) the safe movement of traffic and pedestrians; or v) residential amenity. 	<p>The policy is one of the key policies setting out the Council's approach to addressing climate change through the Plan. The policy encourages the incorporation of renewable and low carbon energy approaches within development.</p>
n/a	8.31	206	<p>The Government has set a target that the net UK carbon account for the year 2050 is 100% lower than the 1990 baseline. To help increase the use of renewable and low carbon energy the Council will promote the use of energy from renewable and low carbon sources, including community-led initiatives, and will develop policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts. The Council will support the inclusion of connection readiness for decentralised energy networks and the use of decentralised energy sources in development. The Council will</p>	<p>The Plan supports the provision of decentralised energy networks and identifies the actions that the Council intends to undertake to support delivery of Policy DES9.</p>

Local Plan Policy	Paragraph	Page(s)	Wording that addresses climate change	How this addresses climate change
			<p>identify and publish a list of any areas considered suitable for wind energy development within the district.</p>	
DES10	All	207	<p>1. Planning permission will only be granted where development proposals for;</p> <ul style="list-style-type: none"> i) new build residential dwelling houses; or ii) developments including 1,000sqm or more of C2 use (including student accommodation) or; iii) Houses in Multiple Occupation (C4 use or Sui Generis floorspace) <p>achieve at least a 40% reduction in carbon emissions compared with a code 2013 Building Regulations compliant base case. This reduction is to be secured through renewable energy and other low carbon technologies and/or energy efficiency measures. The requirement will increase from 31 March 2026 to at least a 50% reduction in carbon emissions and again from 31 March 2030 to a 100% reduction in carbon emissions (zero carbon). These targets will be reviewed in the light of any future legislation and national guidance.</p> <p>2. Non-residential development proposals are required:</p> <ul style="list-style-type: none"> i) to meet the BREEAM excellent standard (or a recognised equivalent assessment methodology) ii) in addition, development proposals of 1,000sqm or more are required to achieve at least a 40% reduction in carbon emissions compared with a 2013 Building Regulations compliant base case. This reduction is to be secured through renewable energy and other low carbon technologies and/or 	<p>The policy is one of the key policies setting out the Council's approach to addressing climate change through the Plan. The policy requires residential and non-residential development to deliver proposals that demonstrate a reduction in carbon emissions either through renewable energy, other low carbon technologies and/or energy efficiency measures. It also requires an energy statement to be submitted setting out how the developer will demonstrate compliance to ensure that the reduction in carbon is delivered.</p>

Local Plan Policy	Paragraph	Page(s)	Wording that addresses climate change	How this addresses climate change
			<p>energy efficiency measures. The requirement will increase from 31 March 2026 to at least a 50% reduction in carbon emissions.</p> <p>3. An Energy Statement will be submitted to demonstrate compliance with this policy for all new build residential developments (other than householder applications) and new-build non-residential schemes over 1,000sqm. The Energy Statement will include details as to how the policy will be complied with and monitored.</p>	
n/a	8.33	208	To tackle the causes of climate change and address the commitment of the Council to become a carbon neutral district by 2030 it is crucial that planning policy limits carbon dioxide emissions from new development by ensuring developments use less energy and assess the opportunities for using renewable energy technologies.	The Plan encourages the reduction of energy use and carbon dioxide emissions.
n/a	8.34	208-209	The Council has ambitious aspirations for reducing the district's carbon emissions and recognises that more could be done to reduce emissions with regards to construction emissions, unregulated energy and reducing, capturing and storing embodied carbon. The Council also recognises that zero carbon homes are achievable for many residential developments now. The Council would encourage the delivery of zero carbon homes as soon as possible to avoid the need for costly retrofitting and would support development permitted by this Plan that exceeds the carbon reduction requirements set. The Council would	The Plan encourages and supports developers to do more to reduce carbon emissions and deliver zero carbon homes as soon as possible.

Local Plan Policy	Paragraph	Page(s)	Wording that addresses climate change	How this addresses climate change
			<p>also encourage similar reductions in terms of construction emissions and would implore developers to consider a development's overall carbon footprint and opportunities to reduce carbon emissions from the construction of infrastructure through offsetting. A request for a departure from this policy is expected to be supported by robust evidence including viability assessments where required and will only be supported exceptionally. The Council will monitor the effect of this policy and consider a review of the policy in the light of any future legislation and national policy in this field.</p>	
n/a	8.36	209	<p>All energy efficiency measures used to achieve a reduction in carbon emissions, including renewable energy and low carbon technologies, should be delivered on-site, where possible. Where off-site renewable energy and low carbon technologies need to be used, the renewable or low carbon energy produced should directly service the proposed development scheme.</p>	<p>The Plan requires carbon reductions made by renewable and low carbon technologies to be on-site, or where this is not possible, to directly service the proposed development scheme. This will ensure that the benefits in carbon reduction relate directly to the development and help to achieve carbon neutrality for the district.</p>
n/a	8.37	209	<p>The Council encourages developers to take account of the energy hierarchy when identifying the measures taken to reduce carbon emissions and to adopt a fabric first approach by maximising the performance of the components and materials that make up the building fabric before considering the use of mechanical or electrical building services</p>	<p>The Plan supports the energy hierarchy and a 'fabric first' approach in order to reduce energy usage and carbon emissions.</p>

Local Plan Policy	Paragraph	Page(s)	Wording that addresses climate change	How this addresses climate change
			systems. Consideration should also be given to modern methods of construction.	
n/a	8.38	209	It is important that the carbon emissions of these new developments are monitored effectively to ensure compliance. The Energy Statement submitted to support the application needs to set out how the developer will demonstrate compliance with the carbon reduction requirements and how emissions will be monitored to ensure that the development continues to comply. Suitable accreditations can be used to demonstrate compliance as part of the Energy Statement, for example the Passivhaus standard or the highest BREEAM standards. However, it will need to be clear how the accreditation relates to the requirements of the policy.	The Plan requires effective monitoring to ensure energy usage and carbon emissions are reduced.
TC2	All	212-213	<p>1. The Council will promote the continued role and functions of the town centres to positively contribute towards their viability, vitality, character and structure. The hierarchy of centres in the district is:</p> <ul style="list-style-type: none"> - Major town centre: Didcot, Henley-on-Thames - Town centre: Thame, Wallingford - Local centre: Berinsfield, Benson, Chalgrove, Chinnor, Cholsey, Crowmarsh Gifford, Goring-on-Thames, Nettlebed, Sonning Common, Watlington, Wheatley, Woodcote. <p>2. The Policies Map identifies the boundaries of the four town centres.</p>	The retail hierarchy established by Policy TC2 aims to support the overall strategy of the Plan by strengthening the role of existing retail centres and supporting the creation of new local centres to reduce residents need to travel to access goods and services. The growth of out of centre retail development is restricted in order to support the role and function of existing centres which are accessible by active travel options and public transport.

Local Plan Policy	Paragraph	Page(s)	Wording that addresses climate change	How this addresses climate change
			<p>3. To ensure the long-term vitality and viability of the town centres, the Council will apply a 'town centre first' approach to retail, services and other main town centre uses in accordance with the established hierarchy of centres.</p> <p>4. For our local centres, development proposals will be permitted that:</p> <ul style="list-style-type: none"> i) provide retail and leisure uses within the centres through infill development and small scale redevelopment; ii) provide small scale retail or leisure development that contributes to the vitality and viability of the villages whilst not undermining the retail roles of the towns; iii) seek to improve access and movement for all users. <p>5. Development proposals for uses within Class E will be permitted within the town centre boundaries. Retail, leisure, office and other main town centre uses will continue to be directed to these centres inline with the sequential approach set out in the NPPF³⁹.</p> <p>6. Where planning permission is required any retail, leisure and office development proposed outside these centres must be subject to an impact assessment, appropriate to the use, where the proposed gross floorspace is greater than the local threshold of 500sqm.</p>	

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CF3	1	221-222	... Where possible new sports and recreation facilities should be co-located with other community uses and be well related to the settlements they serve, being sited within or adjacent to settlements. Where new, major facilities for outdoor sport are to be provided they should, as far as possible, be accessible by public transport...	The policy supports the provision of new opens space, sport and recreation facilities in locations which are accessible by active travel options and public transport.
CF5	1	223	New residential development will be required to provide or contribute towards inclusive and accessible open space and play facilities having regard to the most up to date standards set out in the Open Space Study including: <ul style="list-style-type: none"> • Amenity greenspace (including parks and gardens) • Allotments • Equipped children's play areas 	The policy requirements contribute to food security within the district through provision of allotments.

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