Vale
of White Horse
District Council

Authority Monitoring Report 2022/23

Contents

1. Introduction

Purpose of Monitoring

1.1.   The monitoring of a Local Plan enables us to track progress towards meeting the district's development needs and assess whether adopted policies are being implemented effectively. It also allows communities and interested parties to be aware of progress the council is making towards delivering its vision and objectives, as set out in the Development Plan, such as the Vale of White Horse Local Plan 2031: Part 1 and Part 2.

Requirement to Monitor

1.2.   The Localism Act (2011) and subsequent Town and Country Planning (Local Planning) (England) Regulations 2012 set out our responsibilities to monitor the delivery and effectiveness of our local plan policies and other planning functions in an Authority Monitoring Report. We are required to publish these reports annually and they should be made publicly available and updated as and when the information becomes available.

1.3.   As set out in the Local Planning Regulations 2012 and reiterated through the Planning Practice Guidance[1], the council must monitor the requirements set out in Table 1.

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

Table 1: Requirement to Monitor

Requirement	Summary
Local Development Scheme (LDS)	The timescales and milestones for the preparation of documents as set out in the LDS, and progress towards meeting them.
Local Plan Policies	The status of adopted policies including the reason why any of the policies are no longer being implemented.
	How the adopted policies are being implemented and to what extent their objectives are being achieved.
Neighbourhood Development Plans and Orders	The progression of Neighbourhood Development Plans and Neighbourhood Development Orders.
The Community Infrastructure Levy (CIL)	The progression of CIL and how it is implemented.
Duty-to-Cooperate	Details on how the council is cooperating with other statutory authorities (NPPF)
Sustainability Appraisal	Details on predicted significant effects the policies are having on sustainability objectives identified by the Sustainability Appraisal.
Supplementary Planning Documents and Local Development Orders	The status and progress of any Supplementary Planning Documents and Local Development Orders
Self and Custom build register	To provide an indication of the demand for self and custom build in the Vale of White Horse and to allow the council to develop its housing and planning policies to support self and custom build projects

Vale of White Horse District Council Monitoring Report

1.4. This monitoring report covers the period 1 April 2022 to 31 March 2023 and details the progress of the adopted Vale of White Horse Local Plan 2031 Part

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

1.5.   This report outlines the timescale and progress of the implementation of the Development Plan, as detailed in the Local Development Scheme (LDS), and the extent to which the adopted policies have been successfully implemented.

2. Vale of White Horse Profile

Vale of White Horse Context

2.1.   The Vale of White Horse District takes its name from the 3,000-year-old White Horse figure cut into the chalk downs, near Uffington. Lying between the River Thames to the north and the ridgeway to the south, including the North Wessex Downs National Landscape (formally known as Areas of Outstanding Natural Beauty (AONB)), the district covers an area of some 224 square miles (580 square kilometres).

Figure 1: The White Horse figure cut into the chalk downs near Uffington

2.2.   The Vale of White Horse District is located between the larger centres of Oxford (to the north-east), and Swindon (to the south-west), with Didcot sited on the eastern boundary of the district, with most of Didcot lying in neighbouring South Oxfordshire. The Vale of White Horse is largely rural by nature, with just over 70 settlements. The largest settlements are the historic market towns of Abingdon-on-Thames, Faringdon and Wantage. There are

also two 'local service centres' at Botley and Grove, which provide essential services for the surrounding rural areas.

2.3.   The high quality and rural nature of the district is borne out by the many designations that cover the area, such as the Oxford Green Belt, the North Wessex Downs National Landscape and 52 designated Conservation Areas. The district also has a long frontage to the River Thames and contains the River Ock, with tributaries including the Letcombe Brook, and contains a significant proportion of the route of the historic Wilts and Berks Canal.

2.4.   The district is easily accessible from other parts of the UK. The A34 trunk road provides good access between the M4 to the south, and the M40 to the north. The A420 and A417 roads cross the district and provide links to Swindon in the west and Didcot in the east. Whilst there are two main railway lines (Bristol to London and Oxford to London) running through the district, there are only two stations situated on the Oxford line at Radley and Appleford. Presently, there are no established stations on the Bristol line within the Vale of White Horse.

Science Vale

2.5.   The district includes the majority of the Science Vale area, an internationally significant location for innovation, science-based research and business. It is one of the key growth areas for Oxfordshire. The Science Vale area extends from Berinsfield, Culham and Didcot (in South Oxfordshire) to Wantage and Grove (in the Vale of White Horse) (east to west) and is a strategic focus, in terms of employment and economic growth, for both the Vale of White Horse and South Oxfordshire District Councils. There are also two designated Enterprise Zones: the 'Science Vale' EZ, which includes the Harwell Campus and Milton Park sites, and the 'Didcot Growth Accelerator' EZ.

Didcot Garden Town

2.6.   Didcot was awarded Garden Town status by the Government in 2015, after a joint bid by the Vale of White Horse and South Oxfordshire District Councils. The Garden Town status will provide access to government funding for infrastructure.

Figure 2: New housing on the Great Western Park development on the edge of Didcot

Figure 3: Didcot Town Centre

2.7.　The vision for Didcot Garden Town is to deliver a highly sustainable and economically viable location, where the very best of town and country living are brought together. The council's aim is to provide affordable, attractive homes and living spaces, within a vibrant community. The Didcot Garden Town Delivery Plan was first published in October 2017 and updated in 2022. The updated plan is available on the council website[2]. An Advisory Board, which meets quarterly has been formed along with three Sounding Boards which represent community, business and neighbouring parishes[3].

2.8.　In June 2020, £218 million of Housing Infrastructure Funding (HIF) was agreed that will support development in and around Didcot[4]. The funding will support the development of new homes and will improve transport links including walking and cycling routes. The lack of suitable crossings over the railway line and river coupled with the success of the Science Vale area has

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[2] https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/business-and-economy/garden-communities/didcot-garden-town/
[3] https://www.southoxon.gov.uk/south-oxfordshire-district-council/business-and-economy/garden-communities/didcot-garden-town/
[4] https://www.whitehorsedc.gov.uk/uncategorised/south-and-vale-welcome-didcot-infrastructure-news/

resulted in heavy congestion. HIF will support delivery of projects which include:

- A4130 widening from A34 Milton Interchange towards Didcot
- A new 'Science Bridge' over the A4130, Great Western Railway Line and Milton Road into the former Didcot A Power Station site
- A new Culham to Didcot river crossing between the A415 and A4130
- A Clifton Hampden Bypass
- Associated active travel measures

2.9. A planning application for the HIF projects was submitted to Oxfordshire Council in November 2021 (P21/S4797/CM). A subsequent planning application has also been submitted in November 2022 (P22/S4168/CM). The applications are due to be considered at a Public Inquiry for the Housing Infrastructure Fund 1 projects, to commence February 2024.

2.10. The council is also preparing a Local Cycling and Walking Infrastructure Plan (LCWIP) for Didcot to improve the local cycle network and pedestrian connectivity[5].

Key Statistics for the Vale of White Horse

2.11. Following the 2021 Census, here is a quick comparison between 2011 and 2021 to demonstrate how the district has changed:

a) The population in the district has risen 14.8% from 121,000 people to around 138,900 in 2021. This is significantly above the trend for the South-East region which saw 7.5% growth[6].

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

c) With regard to households, in 2021 it was estimated that there are now 57,500 households in the district compared with 49,407 in 2011[7], an increase of around 16%.

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

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[5] https://news.oxfordshire.gov.uk/longer-term-plans-for-permanent-increases-in-cycleways-will-lead-to-a-step-change-in-oxfordshires-cycling-infrastructure/

[6] Available from https://www.ons.gov.uk/visualisations/censusareachanges/E07000180/

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

[8] Qualifications data, Census 2011 and 2021.

3. Planning Framework

Introduction

3.1. The Planning Framework for the Vale of White Horse District is made up of Development Plan Documents and other planning documents, as shown in Figure 4. In combination, these documents, alongside the National Planning Policy Framework (NPPF) and any other relevant national planning guidance and/or legislation, are used in the determination of planning applications and future infrastructure provision and/or investment.

Figure 4: Planning Framework

Adoption of Local Plan Part 1: Strategic Policies and Sites

3.2. The Local Plan 2031 Part 1 (Part 1 Plan) set out the development strategy and key strategic policies for the district, including the need for housing, employment and infrastructure required to support development up to 2031. The spatial strategy made provision for growth of around 23,000 new jobs, 218 hectares of employment land, and at least 20,560 new homes, to be delivered during the plan period from 2011 to 2031. The Local Plan 2031 Part 1: Strategic Sites and Policies was adopted by the council on 14 December 2016.

3.3.   In 2021, a five year review was undertaken in accordance with Regulation 10A of the Town and Country (Local Planning) (England) Regulations 2012 (as amended). This review[9] evaluated the Part 1 Plan's policies for their consistency with national policy, considering current evidence and any relevant changes in local circumstances. Vale of White Horse District Council Cabinet approved the Local Plan Part 1 Review on 3 December 2021. The review shows that five years on, Local Plan Part 1 (together with LPP2) continues to provide a suitable framework for development in the Vale of White Horse that is in overall conformity with government policy. However, the review found that the housing requirement in Core Policy 4 requires updating, see paragraphs 6.3 and 6.4 below.

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

3.4.   To complement the Part 1 Plan, the Local Plan 2031 Part 2: Detailed Policies and Additional Sites (The Part 2 Plan) set out:

- policies and locations for new housing to meet the Vale's proportion of Oxford City's unmet housing need, which could not be met within the City boundaries;
- policies for the part of Didcot Garden Town that lies within the Vale of White Horse District;
- detailed development management policies that complemented the strategic policies as set out in the Part 1 Plan, and where appropriate replaced the remaining saved policies of the Local Plan 2011; and
- additional site allocations for housing.

3.5.   The Vale of White Horse's proportion of Oxford City's unmet housing need addressed in the Part 2 Plan, was agreed through co-operation with the Future Oxfordshire Partnership[10] to apportion a 'working assumption' unmet need figure of 15,000 homes, with the Vale of White Horse's quantum of this working figure being 2,200 homes. Oxford City Council adopted the Oxford Local Plan 2016-2036 in June 2020, which confirmed the extent of unmet need and the amount apportioned to each district in Oxfordshire.

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

Joint Local Development Scheme

3.7.   In March 2021 South Oxfordshire and Vale of White Horse District Councils agreed to develop a Joint Local Plan for the area and a Joint Local Development Scheme (LDS) setting out the timetable for producing new

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[9]   https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/local-plan-2031/
[10] Available from https://futureoxfordshirepartnership.org/

planning documents was also approved. The Local Development Scheme (LDS) sets out the timetable for the production of the council's Development Plan Documents (DPDs), the operational and decision-making structures for the Joint Local Plan 2041. It includes key production dates and public consultation stages.

3.8.   Updates were made to the LDS in September 2023 [11]. The new LDS included updates such as new made Neighbourhood Plans or progress on Neighbourhood Plans, and the adoption of the Developer Contributions Supplementary Planning Document.

3.9.   Table 2 sets out the timetable for some of these documents and the progress that has been made (as at January 2024).

Table 2: LDS Progress (January 2024)

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

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[11] Available from https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/lds/

The Joint Local Plan 2041

3.10.   Vale of White Horse and South Oxfordshire District Councils are working together to prepare Joint Local Plan. Preparing a Joint Plan will help to reduce costs to the councils and also help the councils meet their shared ambitious targets for making the two districts carbon neutral.

3.11.   The new Joint Local Plan will include a vision for the Vale of White Horse and South Oxfordshire up to the year 2041. It will identify how and where new housing and employment development should take place, along with identifying the infrastructure needed to support them. It will also set out policies that will guide how development takes place.

3.12.   Once adopted the Joint Local Plan 2041 will replace the Vale of White Horse Local Plan 2031 Part 1 and 2, which is currently used to guide decisions on planning development in the district.

3.13.   Decisions on the Joint Local Plan contents, up to and including its adoption, are made by the two local planning authorities through their own decision-making structures[12]. Two other governance bodies, the Joint Local Plan Steering Group (an informal councillor group providing policy ideas and political steer on the Joint Local Plan) and All Councillor Joint Roundtable Meetings (providing wider informal councillor input to the plan preparation) have been set up to ensure the Joint Local Plan progresses through these formal processes without undue delay.

3.14.   The council's updated Local Development Scheme states that a consultation on a 'Preferred Options' draft Plan (Regulation 18) would take place in August/ September 2023. Due to delays to the Oxfordshire 2050 Plan timetable (which is no longer being progressed) the first consultation on our Joint Local Plan (Regulation 18) became a Joint Local Plan Issues Consultation, held in May-June 2022. Further information on this consultation[13] is set out below. Further information about the end of work on the Oxfordshire Plan 2050 is set out in Section 5 – Duty to Cooperate below.

Joint Local Plan Issues Consultation

3.15.   The council carried out a public consultation asking for comments on the main issues facing the districts and how we could use the Joint Local Plan to address them. The Joint Local Plan Issues consultation[14] was open from 12

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[12] Joint Local Plan Governance Arrangements, May 2022
[13] https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/local-plan-2041/joint-local-plan-consultations/
[14] https://storymaps.arcgis.com/collections/0800110888a74af0be683d8fc20eac2f

May until 23 June 2022. The document sets out a draft Vision for the Joint Local Plan[15] and sets out the key issues facing the district.

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

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

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

Joint Local Plan Preferred Options Consultation

3.18. The council carried out a public consultation asking for views on preferred options and draft policies for the Joint Local Plan. The Joint Local Plan Preferred Options consultation[16] was open from 10 January to 26 February 2024. The document set out the policy options identified to tackle the issues, along with potential locations for future developments for the Joint Local Plan.

3.19. A number of other documents were included in the consultation alongside the preferred options[17]. These included:

- Emerging Policies Map
- Equalities Impact Assessment (EQIA)

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[15] https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/local-plan-2041/
[16] https://theconversation.southandvale.gov.uk/jlp/
[17] https://jlp.southandvale.gov.uk/pages/supporting-documents

- Habitats Regulation Assessment (HRA) Preliminary Screening Report
- Sustainability Appraisal and Strategic Environmental Assessment
- A range of evidence studies and topic papers

3.20. More information about the Sustainability Appraisal is included below.

Joint Statement of Community Involvement

3.21. Vale of White Horse and South Oxfordshire district councils have also adopted a joint Statement of Community Involvement (SCI) to cover both districts. Public consultation on the Statement of Community Involvement took place for six weeks between September and October 2021. It was then adopted by South Oxfordshire's Cabinet on 2 December 2021 and Vale of White Horse's Cabinet on 3 December 2021. The SCI is a code of practice that sets out how and when we will involve different groups, organisations and our communities when we produce our planning documents, including our Local Plan. In December 2022 the Joint SCI was republished. The amendments made to the SCI were all factual corrections. These included updating the information relating to CIL following amendments to the regulations, the removal of references to the Oxfordshire Plan 2050 and any references to working practices during the COVID 19 pandemic[18].

Sustainability Appraisal Significant Effect Indicators

3.22. The role of a Sustainability Appraisal (SA), incorporating the Strategic Environmental Assessment (SEA), is to assess whether a Plan has integrated the principles of sustainable development and if there are likely to be any significant effects as a result of the Plan's policies. If the sustainability appraisal predicts any likely significant effects, it is essential that these effects are monitored to determine whether the implementation of a policy is causing the undue effect(s), and if so, whether the policy should be reviewed.

3.23. The SA report on the Vale of White Horse Local Plan Part 1 identified a few potential significant effects and the Plan was amended to ensure it mitigated against these effects. The SA Adoption Statement stated the monitoring arrangements of these effects and is included in the council's Monitoring Framework (Appendix H of the Part 1 Plan).

3.24. The SA report on the Part 2 Plan, mainly predicted no 'significant negative effects', however it did conclude there were uncertainties regarding pollution and climate change adaptation. These will be monitored as part of the Monitoring Framework within the Part 2 Plan.

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

3.25. A Sustainability Appraisal is also integral to the preparation and development of the Joint Local Plan 2041. A Sustainability Appraisal (SA) Screening and Scoping Report was included in the consultation on the Joint Local Plan Issues Consultation in May/June 2022. The report considers whether a sustainability report is needed (screening) and concludes that the Joint Local Plan is likely to have significant environmental effects. Therefore, a sustainability appraisal is needed.

Neighbourhood planning

3.26. Under the Localism Act 2011, communities have been given the power to directly influence land use planning by preparing either a Neighbourhood Development Plan (NDP), Neighbourhood Development Order (NDO) and/or a Community Right to Build Order. It is a requirement of the AMR to include details of the progress and 'made' (adopted) Neighbourhood Development Plans and Neighbourhood Development Orders. This information is set out in Section 4 of this report.

Community Infrastructure Levy

3.27. The Community Infrastructure Levy (CIL), is a charge that the council may choose to levy on new development to help fund the infrastructure needed to support growth in the area. The CIL Regulations 2010 came into force in April 2010.

3.28. Vale of White Horse District Council formally adopted its revised Community Infrastructure Levy (CIL) Charging Schedule on 6 October 2021. The Schedule came into effect on 1 November 2021 and replaced the CIL Charging Schedule (November 2017).

3.29. The Infrastructure Funding Statement[19] for the 2022/23 financial year was published in December 2023 and further details are provided under Core Policy 7 (sections 6.15 - 6.20 below).

Other documents

3.30. Supplementary Planning Documents (SPDs) provide the option for further detail and clarity to be published in regard to Local Plan policies. They can also provide further guidance on particular issues or regarding the development of specific sites.

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

3.31. As SPDs provide further detail to Local Plan policies, it is not necessarily a requirement for SPDs to be monitored, unless the council wishes to monitor the effectiveness of an SPD.

3.32. The council has 5 adopted SPDs, with none of them identifying specific monitoring arrangements. The SPDs are as follows:

- The Joint Design Guide SPD: This new Design Guide was adopted in June 2022 by Vale of White Horse and South Oxfordshire District Councils. The guide sets out design principles to guide future development and encourage a design-led approach to development and is set out in a web-based format. It replaces the previous Vale Design Guide that was adopted in 2015.

- Dalton Barracks SPD: This SPD for the strategic allocation was adopted in April 2022 to supplement the policies in the adopted development plan. It sets out the design requirements and the information required to support any planning applications for the site to ensure that an exemplar (high quality) development is delivered.

- Developer Contributions SPD: The Developer Contributions SPD was adopted in November 2021 and provides guidance on how planning obligations will work alongside CIL to deliver the infrastructure needed to support development in the Vale.

- Abbey Shopping Centre and Charter Area: The Abbey Shopping Centre and Charter Area SPD was adopted in December 2011 and provides a guide to detailed applications and possible future development options for the area.

- Botley Centre SPD: The Botley Centre SPD was adopted in January 2016. It provides direction on the shape of development at Botley Central Area in accordance with Local Plan 2031: Part 1, Core Policy 11: Botley Central Area. It is designed to create a flexible strategy to guide development that supports the existing and future local community and meet local regeneration aspirations, while attracting investment to serve the wider district.

3.33. The council is currently not progressing SPDs for Harwell Campus and Grove from Local Plan 2031 Part 2 Core Policies 15b and 15c or for Self and Custom Build from Development Policy 1, as we are focussing resources on preparing the new Joint Local Plan.

Local Development Orders

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

so, remove the need for a planning application to be made. The main purpose of an LDO is to help to streamline the planning process for applications that comply with pre-set conditions. It is for the council to determine how LDOs are monitored.

3.35. The Vale of White Horse currently has one LDO in place for Milton Park, which was adopted in December 2012. The aim of this LDO is to help deliver the planned growth of Oxfordshire's Science Vale UK Enterprise Zone. It allows a range of types of development to be fast tracked which will enable new and existing businesses to innovate, grow, and adapt to changing market opportunities, delivering additional jobs for the local economy. Details of the Milton Park LDO are available on the council's website[20]. A review of the Milton Park LDO has started and is looking at extending the LDO to 2041. Public consultation on the new LDO took place between late August and October 2022 [21].

3.36. During 2022/23, there were 9 notifications agreed under the Milton Park LDO.

3.37. The council is currently preparing a Local Development Order for Didcot Technology Park.[22] Following public consultation in 2017 a revised draft LDO was subject to public consultation in April and May 2022. Further technical assessment is underway before the draft LDO moves to the next stage.

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[20] Available from http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/milton-park-local-development-order
[21] For more information visit https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-development-order-review-for-milton-park/
[22] For more information visit https://www.whitehorsedc.gov.uk/planning/have-your-say-on-a-new-technology-park-development-in-didcot-garden-town/

4. Neighbourhood Plans

4.1. The Government is providing local communities with the opportunity to shape the area in which they live and work by encouraging them to prepare Neighbourhood Development Plans. The council strongly encourages and supports local communities who wish to prepare a Neighbourhood Development Plan. The Localism Act 2011 sets out that Neighbourhood Development Plan(s) can be made by a parish or town council, or a neighbourhood forum(s), where a parish or town council does not exist.

4.2. Local communities wishing to play an active role in planning for their area and/or community, can:

- prepare a Neighbourhood Development Plan setting out the vision, objectives and planning policies to shape development of their neighbourhood, and/or
- seek to grant permission directly for certain types of development in their neighbourhood, through a Neighbourhood Development Order (NDO) or a Community Right to Build Order (CRtBO).

4.3. To make a Neighbourhood Development Plan, there are formal stages set out in legislation that are the responsibility of the qualifying body and the council. The Localism Act also places a 'duty to support' on the council to guide Neighbourhood Development Plan preparation.

4.4. The council takes a proactive and positive approach to neighbourhood planning, providing advice and support to those communities interested in producing Neighbourhood Development Plans, Neighbourhood Development Orders or Community Right to Build Orders. The aim is to produce high quality plans with a good level of community buy-in and to plan effectively for places.

4.5. As of 31 March 2023, there were 16 made Neighbourhood Plans in the district, with none being made during 2022/23. At the time of writing, four more Neighbourhood Plans have been made, one Neighbourhood Plan has been submitted, and three Neighbourhood Area Designations have been designated (allowing production of Neighbourhood Plans to begin in those areas). Table 3 outlines the stage of each Neighbourhood Plan as of 31 March 2023.

Table 3: Neighbourhood Plan Progress as of 31 March 2023

Plan in preparation	Preparing for Submission	Submitted	Awaiting Referendum	Plan made
Abingdon	Wantage	East Hanney	East Challow	Appleton with Eaton Plan Made 6 October 2021
Marcham		Sutton Courtenay	Steventon	Ashbury – Plan Made 17 July 2019
Shellingford				Blewbury – Plan Made 14 December 2016
Stanford-in-the-Vale				Charney Basset - Plan made 13 December 2013
Sunningwell				Chilton – Plan Made 6 October 2021 -
				Cumnor – Plan Made 18 May 2021
				Drayton – Plan Made 15 July 2015
				Faringdon – Plan Made 14 December 2016
				Great Coxwell – Minor Review Made 07 October 2020
				Longworth – Plan Made 16 October 2016
				North Hinksey – Plan Made 18 May 2021

Plan in preparation	Preparing for Submission	Submitted	Awaiting Referendum	Plan made
				Radley – Plan Made 10 October 2018
				Shrivenham – Plan Made 18 May 2021
				Uffington and Baulking Plan Made 17 July 2019
				West Hanney – Plan Made 6 October 2021
				Wootton and St Helen Without – Plan Made 18 December 2019

[Continued from previous page, Table 3: Neighbourhood Plan Progress as of 31 March 2023]

5. Duty to Cooperate

Introduction

5.1. Section 110 of the Localism Act 2011 introduced a statutory duty for the council to cooperate with neighbouring local authorities and other 'prescribed bodies' in the preparation of development plans. In response, the council has a duty to engage constructively with other councils and public bodies in England on a continuous basis, in order to maximise the effectiveness of the Local Plan.

5.2. The duty to cooperate is not a 'duty to agree'. However, the council will continue to make every effort to secure the necessary cooperation on strategic cross-boundary matters regarding monitoring of our current plans, and future plan making. The council must demonstrate how they have complied with the duty at the independent examination of any future Plan.

Vale of White Horse neighbouring authorities and prescribed bodies

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

- Neighbouring and key nearby authorities:
  - South Oxfordshire District Council
  - West Oxfordshire District Council
  - Cherwell District Council
  - Oxfordshire County Council
  - Oxford City Council
  - West Berkshire Council
  - Swindon Borough Council
  - Wiltshire Council
  - Cotswold District Council
  - Gloucestershire County Council
  - Buckinghamshire Council
  - Reading Borough Council
  - Wokingham Borough Council

- Prescribed bodies as identified in Part 2 of the Town and Country Planning (Local Planning) (England) Regulations 2012:
  - The Environment Agency
  - Historic England
  - Natural England
  - National Highways
  - The Civil Aviation Authority
  - Homes England
  - Integrated Care System (Berks, Oxon, Bucks)/NHS England

- o Office of Rail and Road
- o Oxfordshire County Council
- o Local Enterprise Partnership
- o Local Nature Partnership

Key stages of the duty to cooperate

5.4. The Inspector confirmed (in his letter of 30th October 2018[23]) that the duty to cooperate had been met in respect of the preparation of the Local Plan Part 2 which was subsequently adopted in October 2019. For the period April 2022 to March 2023 the key stages of the duty to cooperate related to the Oxfordshire Plan 2050 and the emerging Joint Local Plan.

5.5. As highlighted in the previous AMR, on the 14 February 2018 the Vale of White Horse District Council formally signed up to the Oxfordshire Growth Deal[24]. Throughout the period since there has been regular engagement with other Oxfordshire authorities through the Future Oxfordshire Partnership Officers Group. Work also began on producing a Joint Statutory Spatial Plan, the Oxfordshire Plan 2050.

5.6. In August 2022 it was decided to end work on the Oxfordshire 2050 Plan. This was because the councils were unable to reach agreement on the approach to planning for future housing needs within the framework of the Oxfordshire Plan. The councils agreed that Local Plans for the City and Districts will now provide the framework for the long term planning of Oxfordshire[25]. The councils will continue to cooperate with each other and with other key bodies as they prepare their Local Plans. The managers of the Oxfordshire councils planning policy teams will continue to meet at least quarterly to discuss duty to cooperate matters. The councils will also meet regularly through the joint committee of the Future Oxfordshire Partnership. Some work undertaken by the districts for the Oxfordshire Plan 2050 will now be incorporated into the Joint Local Plan.

5.7. The Joint Local Plan Issues Consultation included a Duty to Cooperate Scoping document[26]. This set out the strategic planning matters that are driven by larger than local issues – those that are likely to have an impact beyond the immediate Local Plan area. A strategic matter is defined as '*sustainable development or use of land that has or would have a significant impact on at least two planning areas, including, in particular, that in connection with strategic infrastructure.*' Our Duty to Cooperate Scoping

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[23]http://www.whitehorsedc.gov.uk/sites/default/files/PC03%20Inspectors%20Post%20Hearings%20Letter%20to%20VOWH%20dated%2030%20October%202018.pdf
[24] https://www.oxfordshiregrowthboard.org/wp-content/uploads/2018/11/270218-Oxon-letter-to-SoS-on-Deal-DP-270118-with-signatures.pdf
[25] https://www.whitehorsedc.gov.uk/uncategorised/joint-statement-from-the-leaders-of-south-oxfordshire-district-council-vale-of-white-horse-district-council-cherwell-district-council-oxford-city-council-and-west-oxfordshire-district-council/
[26] https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2022/05/Duty-to-Cooperate-Scoping-Document-1.pdf

document identifies the strategic matters relevant to the districts. These matters will be further refined as the plan progresses.

5.8.   In addition to working with the Oxfordshire authorities, council officers have met at least twice a year with Swindon Borough Council and Oxfordshire County Council to discuss cross-boundary issues.   The council has also met with Wokingham District Council and West Berkshire District Council.

5.9.   In addition to these key actions, the council engages with all the neighbouring authorities and prescribed bodies listed above when undertaking consultations.

6. Spatial Strategy

Core Policies 4 & 4a: Meeting the Housing Need

6.1.   Core Policy 4 of the Vale Local Plan 2031 Part 1 identified the district's housing requirement as 20,560 dwellings. The housing requirement was informed by the Oxfordshire Strategic Housing Market Assessment[27] (SHMA), which was published in 2014. The Part 1 Plan also provides policies on housing density and mix (Core Policies 22 and 23 respectively).

6.2.   Core Policy 4a of the Vale Local Plan 2031 Part 2 also identified the district's additional requirement to help to deliver housing to meet Oxford City's unmet housing need. The 2,200 dwellings for Oxford City are to be provided between 2019-2031 for Housing Land Supply purposes, increasing the annual requirement by 183 dwellings per annum for that period.

6.3.   December 2021 marked the five year anniversary of the adoption of the Local Plan Part 1. Consequently, in accordance with Regulation 10A of the Town and Country (Local Planning) (England) Regulations 2012 (as amended), the council undertook a review of the policies in the plan[28]. This review evaluated LPP1's policies for their consistency with national policy, considering current evidence and any relevant changes in local circumstances. Vale of White Horse District Council's cabinet approved the Local Plan Part 1 Review on 3 December 2021.

6.4.   The review concludes that for Core Policy 4 the housing requirement requires updating. The housing requirement will be updated through the Joint Local Plan. In the meantime, for monitoring and housing land supply purposes, in accordance with paragraph 74 of the NPPF, the minimum housing requirement is currently 637 dpa as calculated using the standard method. This should be supplemented using the 183 dpa between 2019 and 2031 to accommodate unmet housing need from Oxford in accordance with Core Policy 4a of the Local Plan Part 2. The annual housing requirement will therefore be 820 dpa. The standard method figure will change on an annual basis.

6.5.   The number of dwellings completed in 2022/23 was 1,360 dwellings which exceeds the revised total housing requirement of 820 dwellings per annum. Positive progress has been made towards the overall housing target. The total completions for the first 12 years of the plan period (2011-2023) was 12,740

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

[28]   https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2021/12/Local-Plan-Part-1-Review-Dec-2021..pdf

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

Table 4: Annual housing completions 2011-2023

Year	Number of dwellings completed
2011/12	346
2012/13	270
2013/14	586
2014/15	739
2015/16	1,132
2016/17	1,575
2017/18	1,556
2018/19	1,258
2019/20	1,598
2020/21	1,109
2021/22	1,211
2022/23	1,360
Total	**12,740**

Core Policy 5: Housing Supply Ringfence

6.6.   Core Policy 5 sets out how the council will employ a ring-fence approach to housing delivery in the Science Vale area[29].

6.7.   The LPP1 review concludes that Core Policy 5 is connected to the housing requirement in Core Policy 4 and as such requires updating also. There is no mechanism for applying a shortfall or ringfence to the standard method calculation. Core Policy 5 will no longer be used for monitoring purposes.

6.8.   The updated NPPF[30] states 'Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where the strategic policies are more than five years old. The supply of specific deliverable sites should in addition include a buffer (moved forward from later in the plan period) of:

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[29] Map showing the ring-fence area available in the Vale Local Plan 2031 Part 1, p49, Fig.4.3 https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2020/10/Local-Plan-2031-Part-1.pdf
[30] Paragraph 77, NPPF 2021, available from https://www.gov.uk/guidance/national-planning-policy-framework/5-delivering-a-sufficient-supply-of-homes

- 5% to ensure choice and competition in the market for land; or the delivery of large scale developments may need to extend beyond an individual plan period, and the associated infrastructure requirements may not be capable of being identified fully at the outset. Anticipated rates of delivery and infrastructure requirements should, therefore, be kept under review and reflected as policies are updated.

- 10% where the local planning authority wishes to demonstrate a five-year supply of deliverable sites through an annual position statement or recently adopted plan, to account for any fluctuations in the market during that year; or

- 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply.'[31]

6.9. The council published a housing supply statement in November 2022[32]. It showed that the Vale of White Horse had a district wide supply of 6.29 years. The supply calculation for the district included a 5% buffer, as indicated by housing delivery in the preceding 3 years.

Core Policy 6: Meeting Business and Employment Needs

6.10. The Part 1 Plan sets out the required employment land needed to support the delivery of new jobs and ensure there is sufficient land available to support the projected employment growth.

6.11. Core Policy 6: Meeting Business and Employment Needs specifies the scale and location of opportunities for economic growth to ensure that sufficient land is provided across the district in appropriate locations. The Part 1 Plan identifies a need of 218 hectares of employment land, and it projects an additional 23,000 jobs over the Plan's period.

6.12. Table 5 sets out the progress made towards these targets and shows that since 2011 there has been an increase of approximately 11,000 jobs in the district. Table 5 also shows that 154 hectares of land has been permitted on allocated employment sites, with Table 6 providing a breakdown of this in regard to permitted use classes and net floorspace.

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[31] Paragraph 73, NPPF, available from https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/740441/National_Planning_Policy_Framework_web_accessible_version.pdf
[32] Available from https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/supporting-documents/

Table 5: Monitoring of employment land and jobs

Policy	Indicator	2022/23	2011-23	Progress
CP6	Amount of employment land permitted on allocated sites	19.3 hectares	154 hectares	In progress
	Jobs growth (latest data runs to 2022)[33]	N/A	+17,000	The total number of jobs broadly increased from 2011 with peaks in 2016 and 2019
	Business Counts Growth - Enterprises [34]	-150	+945	N/A

6.13.   Table 6 provides the net amount of floorspace permitted on allocated sites in the district by use class[35]. This demonstrates there has been substantial progress made towards the delivery of employment floorspace. It should be noted that due to the amendments to the Use Classes Order some changes of use may now take place without the need to apply for planning permission and therefore can no longer be monitored. The council will take account of this change when reviewing this policy through the preparation of new Joint Local Plan.

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

Period	A Class	B Class	C Class	D Class	E Class	Sui generis
2022/23	0	23,634	0	0	9,138	0
2011-2023	-563	392,971	-280	262	9,138	427

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[33] The latest published data for this indicator is for 2022, at the time of writing. Available from https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabjobs

[34] Available from https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabidbr

[35] This includes permissions for all types of land use other than C2 & C3 residential

Core Policy 7: Providing Supporting Infrastructure and Services

6.14.   Core Policy 7: Providing Supporting Infrastructure and Services, specifies how all new development will be required to provide necessary on-site and, where appropriate, off-site infrastructure requirements arising from new housing and employment development. The type and level of infrastructure and service provision associated with development is set out in more detail in the Vale of White Horse Infrastructure Delivery Plans (IDP)[36] (December 2016 accompanying the Local Plan Part 1, and February 2018 accompanying the Local Plan Part 2), and the site development templates in Appendix A of the Part 1 Plan. Table 13 under Core Policy 17, below, provides an update on key transport projects in the district.

6.15.   The Community Infrastructure Levy (CIL) is a levy charged on new development in the Vale. The money raised will be used to fund infrastructure to support growth in the district, in accordance with our spending priorities. The Vale CIL charging schedule was implemented 1 November 2021[37]. The total money received through CIL from 1 April 2022 to 31 March 2023 was £6,305,205. During 2022/23, £1,064,282 was transferred to town/parish councils and £314,986 was spent on administrative expenses (5% received). The total CIL receipts from 2022/23 retained at the end of the reported year was £4,620,389 other than those to which regulation 59E or 59F applied.

6.16.   S106 agreements are legal documents drawn up during the planning process, committing the developer to deliver infrastructure or funding at certain points of the development. These funds are used alongside CIL to provide infrastructure to support communities. The total amount of financial contributions received from S106 from 1 April 2022 to 31 March 2023 was £6,633,781.

6.17.   More detailed information can be found in the Infrastructure Funding Statement for the year 2022/23 which was published in December 2023[36].

6.18.   The council published a Spending Strategy 2019[38] which sets out the arrangements for spending CIL and how it will be allocated.

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[36] Available from https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/community-support/infrastructure-to-support-communities-2/

[37] Available from https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/community-support/infrastructure-to-support-communities-2/community-infrastructure-levy-or-cil-header-page/community-infrastructure-levy-cil-payments-and-procedures/cil-charging-schedule/

[38] Available from https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/community-support/infrastructure-to-support-communities-2/community-infrastructure-levy-or-cil-header-page/community-infrastructure-levy-or-cil/

7. Sub-Area Strategies[39]

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

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

7.1.   Core Policies 8 and 8a set out the spatial strategy for the Abingdon-on-Thames and Oxford Fringe Sub-Area, with the aim being to maintain the service and employment centre roles for Abingdon-on-Thames and Botley. They set out a housing requirement of 7,638 homes to be delivered and identify 3.2 hectares of employment for future business and employment growth. As set out above, the councils review of LPP1 concluded that the housing requirement within the plan requires updating (Core Policy 4). Core Policy 8 derives its sub area target from Core Policy 4, however we have still recorded the amount of completions in this sub area in this AMR.

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

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

Abingdon-on-Thames and Oxford Fringe Sub-Area	Annual Housing completions
2011/12	77
2012/13	81
2013/14	304
2014/15	255
2015/16	444
2016/17	862
2017/18	513
2018/19	473
2019/20	524
2020/21	353
2021/22	351
2022/23	446
Total	**4,683**
Average	**390**

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

7.3.   Core Policy 8 sets out that development in the Sub-Area should be in line with the settlement hierarchy as set out in Core Policy 3. Figure 5 sets out the proportion of housing completions in each settlement category within the Sub-Area over the plan period. This shows that the majority of growth has been delivered in the Market Town, Local Service Centre and Larger Villages, with very little development in the open countryside, in accordance with the settlement hierarchy.

Figure 5: Abingdon-on-Thames and Oxford Fringe Sub-Area housing delivery by settlement category, 2011-2023
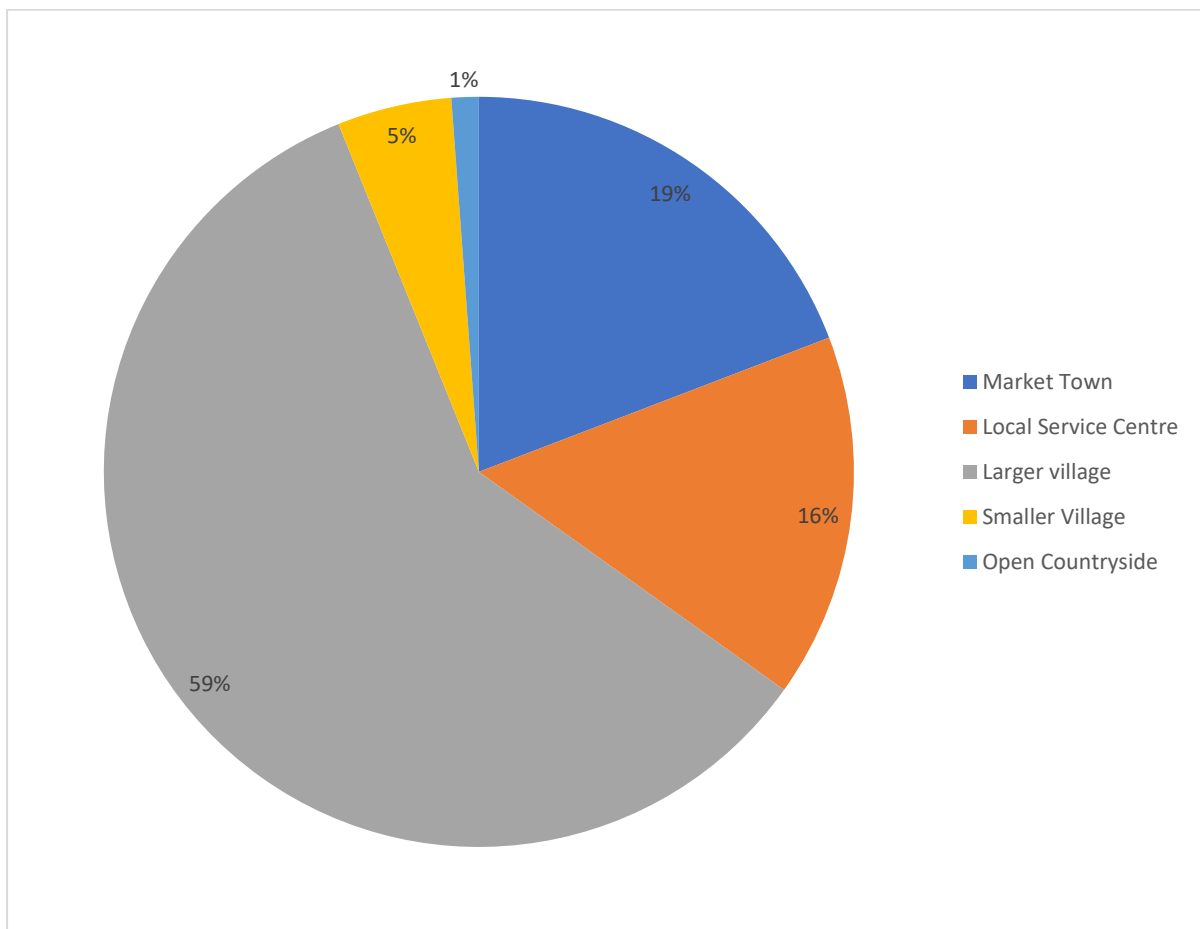
7.4.   Substantial progress is being made on LPP1 strategic allocations in the Sub-Area, with four sites under construction and one complete;

- North of Abingdon-on-Thames- Outline permission was granted in November 2017 for up 950 dwellings and an 80-bed care home, C2 use. Reserved Matters applications were approved for 425 dwellings in March 2021 and 371 dwellings in February 2023. Site is under construction, with 111 homes completed as of 1 April 2023.
- North-West of Abingdon-on-Thames- Site is under construction, with 116 homes completed as of 1 April 2023.

- North-West of Radley- Site is under construction, with 68 homes completed as of 1 April 2023.
- South of Kennington- Site is under construction, with 143 homes completed as of 1 April 2023.
- East of Kingston Bagpuize with Southmoor (LPP1)- Site is completed.

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

- Dalton Barracks- SPD has been adopted (see section 3.32 above).
- East of Kingston Bagpuize with Southmoor (LPP2)- Outline application was submitted in February 2022 for up to 660 dwellings and extra care development of up to 70 units, C2 use.
- South-East of Marcham- Outline permission was granted in April 2022 for up to 90 dwellings and a reserved matters application was approved in December 2023 for 87 dwellings.
- North of East Hanney- Full application was submitted in February 2021 for 45 dwellings.
- North-East of East Hanney- Site is under construction, with 32 homes completed as of 1 April 2023.

7.6. Core Policy 8 also sets out the amount of employment land to be delivered in the Sub-Area. Table 8 shows that permissions have been granted on over 6 hectares of strategic employment sites in the Sub-Area. As Table 9 shows, there have been increases in the amount of employment floorspace on the allocated sites.

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

Policy	Indicator	2022/23	2011-23	Target
CP8	Amount of employment land permitted on allocated sites	0.8 Hectares	6.79 Hectares	3.2 Hectares

Table 9: Floorspace permitted at employment allocations 2011-2023, Abingdon-on-Thames & Oxford Fringe Sub-Area

Employment allocation	A class (m²)	B Class (m²)	C Class (m²)	D Class (m²)	E Class (m²)	Sui Generis(m²)
Abingdon Business Park	0	1,716	0	1,025	0	427
Abingdon Science Park	0	6,570	0	0	2,913	0
Cumnor Hill	0	0	0	0	0	0
Wootton Business Park	0	-760	0	0	0	0
Total	**0**	**7,526**	**0**	**1,025**	**2,913**	**427**

Core Policy 8b: Dalton Barracks Strategic Allocation

7.7.   The council has prepared a Supplementary Planning Document (SPD), adopted during April 2022 as reported in Section 3.32 above.

Core Policy 9: Harcourt Hill Campus

7.8.   In December 2012, Oxford Brookes University published a Harcourt Hill Campus Masterplan[40]. In January 2015, the university announced a ten-year estates investment plan. The plan set out a programme of refurbishment and potential new build on the Harcourt Hill campus. This was updated in November 2016 with the announcement of a vision which reconfigured activities across the Oxford campuses. The University intends to move all teaching from Harcourt Hill to the Headington Campus for the start of the 2025/26 academic year. Oxford Brookes publishes information on ongoing projects on their website[41]. Although post-dating the period of this report, Oxford Brookes University closed the swimming pool at the campus in September 2024. However, the pool forms an integral part of leisure provision in the Vale of White Horse and the council does not support its closure.

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[40] http://static.brookes.ac.uk/spacetothink/documents/harcourt-hill-masterplan-dec2012-lowres.pdf
[41] https://www.brookes.ac.uk/estates-development/

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

7.9.   Core Policy 10 relates to the Abbey Shopping Centre and Charter Area in Abingdon-on-Thames. The policy states that proposals for retail led development will be supported in line with the adopted Supplementary Planning Document. During 2022/23 there were no permissions granted for retail development within the policy area.

Core Policy 11: Botley Central Area

7.10.   The West Way Shopping Centre in Botley is identified in the Part 1 Plan as in need of redevelopment to fulfil its potential. Core Policy 11 ensures that proposals for redevelopment in the Botley Central Area will be supported as long as they support Botley's role as a Local Service Centre.

7.11.   In September 2016 the council granted planning permission for the redevelopment of the West Way shopping centre, to provide around 1,500m^2 of net additional retail floorspace, along with residential and academic accommodation. The scheme[42] includes a new Co-op food store (opened Summer 2020), student accommodation, commercial and residential units. It also has a range of community and leisure uses including a hotel, replacement library, replacement community hall and replacement Baptist church. This all fitted within the parameters defined by the policy. The development is now mostly completed with only Block A under construction, consisting of 150 homes with retail/commercial units at ground level.

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

7.12.   Core Policy 12 sets out land to be safeguarded within the Sub-Area for strategic highway improvements. This ensures that no planning permissions will be granted on safeguarded land that will prejudice the delivery of key highway projects.

7.13.   During 2022/23 no permissions were granted on safeguarded land that would impact the delivery of the identified schemes.

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[42] https://westwaysquare.com

Core Policies 13 & 13a: The Oxford Green Belt

7.14. The Oxford Green Belt was first conceived in 1956 and its boundaries approved in 1975, nearly 50 years ago. The purpose of the Oxford Green Belt in the Vale of White Horse District is to prevent urban sprawl around Oxford by keeping the land permanently open, and to preserve the rural setting and special character of the city of Oxford.

7.15. Core Policies 13 and 13a set out that development can be permitted in a number of settlements within the Green Belt where the development is within the existing built area of the settlement and defines the types of development that are considered acceptable in the Green Belt.

7.16. During 2022/23 there were 26 permissions granted for development in the Green Belt. Of these applications, 24 were granted in line with Core Policies 13 and 13a and were considered to be appropriate development in the Green Belt; 2 were considered to have very special circumstances that outweighed the inappropriateness (P21/V0965/FUL and P21/V3497/FUL).

Core Policies 14 & 14a: Strategic Water Storage Reservoirs

7.17. Core Policies 14 & 14a safeguard land for a reservoir and ancillary works between the settlements of Drayton, East Hanney and Steventon, and to the north of Longworth. Development that might prejudice the implementation of a new reservoir on the safeguarded sites will be refused. The need for the Abingdon Reservoir (also known as the South East Strategic Reservoir Option) will be considered as part of preparation of the Water Resources South East Regional Plan (which is currently out to consultation) and the Thames Water Resources Management Plan 2024[43].

7.18. During 2022/23, there was one permission granted in the safeguarded area for the extension of a temporary permission for a further three years. This was considered unlikely to prejudice the implementation of the reservoir.

South East Vale Sub-Area Strategy

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

7.19. Core Policies 15 and 15a set out the spatial strategy for the South East Vale, stating the overarching priority for the Sub-Area is to secure the aligned delivery of housing and employment growth together with the infrastructure required to achieve sustainable development. Development in the Sub-Area

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[43] www.wrse.org.uk

should also be in accordance with the settlement hierarchy set out in Core Policy 3.

7.20. The policy sets out the requirement of at least 11,949 homes to be delivered in the plan period, with 9,055 homes to come through strategic allocations. Following the plan review, the new housing requirement has not been divided between the Sub-Areas. CP15 also sets out the requirement of 208 hectares of employment land to be provided for business and employment growth in the Sub-Area. As set out above, the councils review of LPP1 concluded that the housing requirement within the plan requires updating (Core Policy 4). Core Policy 15 derives its sub area target from Core Policy 4, however we have still recorded the amount of completions in this sub area in this AMR.Table 10 sets out the housing completions in the Sub-Area since the beginning of the plan period.

Table 10: South East Vale Sub Area housing completions

South East Vale Sub-Area	Annual Housing completions
2011/12	53
2012/13	140
2013/14	154
2014/15	206
2015/16	478
2016/17	503
2017/18	805
2018/19	521
2019/20	797
2020/21	534
2021/22	467
2022/23	612
Total	**5,270**
Average	**439**

7.21. Table 10 shows that delivery has improved since the Adoption of the Part 1 Plan. Figure 6 shows the housing growth in the Sub-Area according to the settlement hierarchy.

Figure 6: South East Vale Sub-Area housing delivery by settlement category, 2011-2023
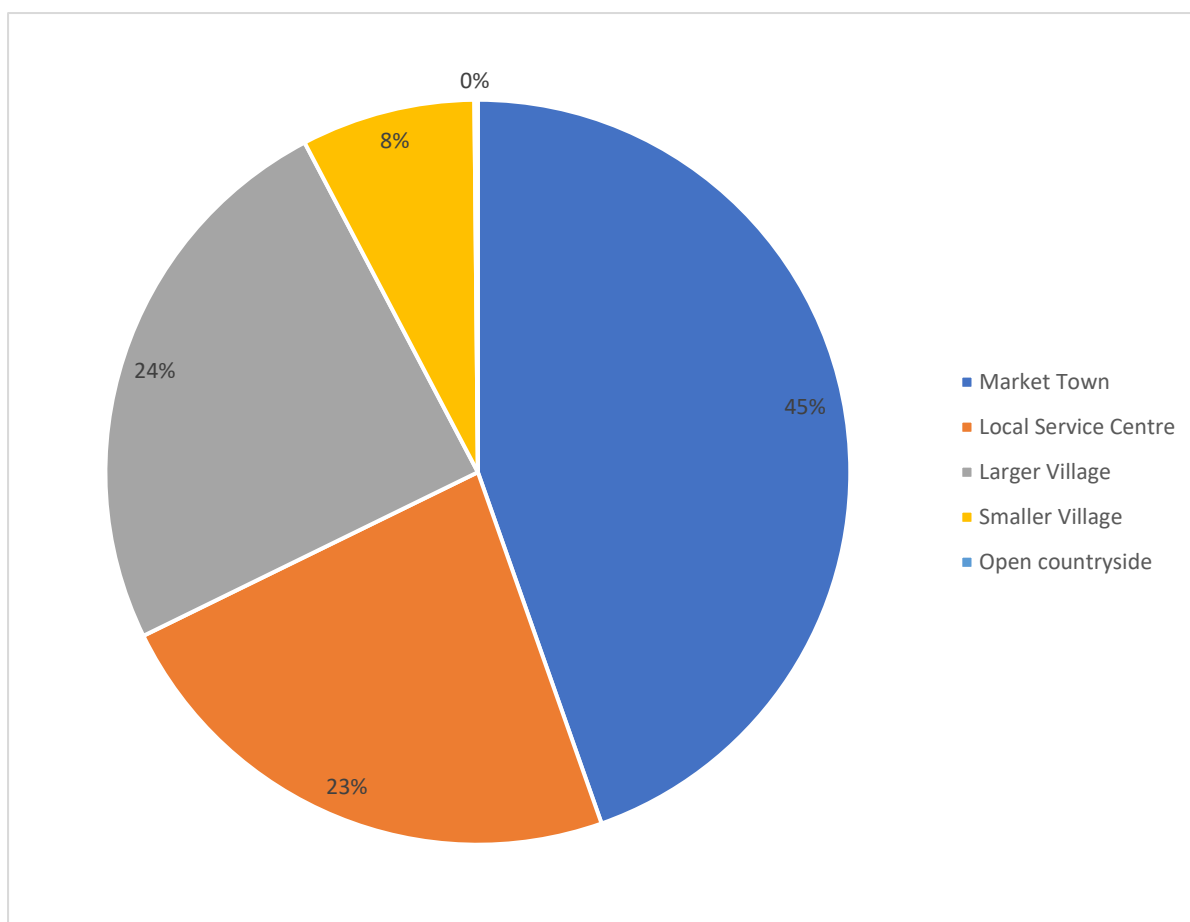
7.22. Figure 6 shows that housing growth in the South East Vale Sub-Area is in line with the settlement hierarchy, with the majority of housing being delivered in the Market Town, Local Service Centre and larger villages. Of the 398 homes delivered in smaller villages in the Sub-Area a development at Land to the South of Chilton Field, which was allocated in the 2011 Local Plan, delivered 275, a site close to the allocated site in Milton Heights delivered 53 and another site in Chilton delivered 18. All other development in the smaller villages was of small scale, with no site delivering more than 9 dwellings in the period. There is very little housing being delivered in the open countryside, which is in accordance with the Policy.

7.23. The Part 1 Plan allocated sites in the Sub-Area are making good progress towards delivery with the majority of allocated sites having full or outline permission, construction has started on five sites and completed on one;

- Milton Heights- Site received full permission in October 2017 and is under construction with 203 homes delivered up to 1 April 2023.
- Valley Park- This site allocation has had a number of different applications submitted. Since October 2017, three Outline, two Reserved Matters and two Full applications have been approved for 158 homes and 105 care home units, construction has started, with 85 care home units and 39

homes delivered up to 1 April 2023. An Outline application was approved in February 2022 for up to 4,254 further dwellings with a reserved matters application for 172 homes approved in September 2023.

- North West Valley Park- No application has been submitted.
- West of Harwell- This site is complete.
- Crab Hill- Outline permission was granted in July 2015 for 1,500 homes. A number of reserved matters applications have been submitted and permitted, and work has commenced on site with 598 homes delivered up to 1 April 2023.
- Monks Farm- This site allocation has had a number of different applications submitted. There are three separate applications completed with 368 homes delivered up to 1 April 2022. An outline application for up to 400 further homes was approved in April 2021 with a reserved matters application for 83 homes approved in September 2022.
- Grove Airfield- Outline permission was granted in July 2017 for 2,500 homes on this site. Since April 2018, seven reserved matters applications have been approved for 786 homes and construction has started, with 595 homes delivered up to 1 April 2023.
- East of Sutton Courtenay- an outline application for 175 homes was approved in December 2023.

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

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

7.25. Table 11 sets out the progress in the South East Sub-Area in regard to employment. There was sharp growth in the early years of the plan period, strongly influenced by the creation of the enterprise zones at Harwell and Milton.

Table 11: South East Vale employment permissions

Policy	Indicator	2022/23	2011-2023	Target 2011-2031
CP15	Amount of employment land permitted on strategic and allocated sites	21.2 hectares (gross)	203 hectares (gross)	208 Hectares

7.26. Table 12 sets out the amount of net change of floorspace at each allocation by use class. As is shown, the vast majority of the floorspace permitted is B use class.

Table 12: Floorspace permitted on employment allocations 2011-2023, South East Vale

Employment allocation	A class (m²)	B Class (m²)	C Class (m²)	D Class (m²)	E Class (m²)	Sui Generis (m²)
Milton Park	497	62,200	14,258	0	0	14,438
Harwell campus	253	112,905	7,270	2,988	9,138	307
Monks Farm, North Grove	0	0	0	1,500	0	0
Didcot A	0	124,125	0	0	0	198
Milton Hill Business and Technology Park	0	13,789	0	0	0	268
Grove Technology	0	42,014	0	0	29	240
Total	**750**	**355,033**	**21,528**	**4,488**	**9,167**	**15,451**

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

Core Policy 15b: Harwell Campus Comprehensive Development Framework

7.28. As set out in Section 3.33 above, the council has decided not to progress a Supplementary Planning Document (SPD) at this time. The Vale of White Horse 2031 Local Plan Part Two (Core Policy 15b) identifies the potential growth for 3,500 net additional jobs within the designated Enterprise Zone at Harwell Campus up to 2031. The council continues to work with Harwell Campus and Oxfordshire County Council to support the aim of delivering 3,500 net additional jobs over the plan period.

7.29. Further information about employment permissions granted in the period 2021/22 is recorded against Policy CP6 above.

Core Policy 16: Didcot A Power Station

7.30. Core Policy 16 states the council's support for the redevelopment of Didcot A power station to provide a high quality mixed use development and provides the key design principles for the development. An application for a mixed-use

development was given outline permission in February 2019 and a hybrid application for a data-centre development was approved in September 2021.

7.31. The policy also safeguards land for the proposed route of the new Science Bridge and A4130 re-routing. During 2022/22, no planning applications were granted that would prejudice the construction or operation of this highway infrastructure.

Core Policy 16b: Didcot Garden Town

7.32. One application was identified in the Didcot Garden Town area where this policy would apply, It was not considered to be contrary to the Didcot Garden Town Masterplan Principles.

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

7.33. In order to deliver the growth in the South East Vale Sub-Area and the wider Science Vale area, the Science Vale Area Strategy has identified highways infrastructure to mitigate the impact of the planned growth across Science Vale and secure the future economic viability of the area.

7.34. In respect of the Part 1 Plan there has been progress on a number of infrastructure projects listed in Policy CP17. Progress on these is recorded in Table 13 below.

Table 13: Infrastructure projects progress

Project	Status
Access to the strategic road network, for example, improvements to the A34 at the Milton and Chilton junctions	Completed
A34 South-facing slip roads at Lodge Hill interchange	In progress – planning permission granted in September 2023. Construction anticipated to commence summer 2024, and last approximately two years (subject to funding agreement with Homes England).
Backhill Lane tunnel (pedestrian and cycle link) and junction on the A4130	Completed.
A new link road at north east Wantage between the A338 and A417 (known as the Wantage Eastern Link Road)	Phases 1 and 2 under construction (nearing completion). Construction of Phase 3 underway. Expected to be completed summer 2024.
Relief to the road network at Rowstock and Harwell (including an improved junction configuration at Steventon Lights, upgrading Featherbed Lane and Hagbourne Hill)[44]	Phase 1 of this project, the A4130 Steventon Lights integrated transport scheme, is expected to begin construction in Summer 2024. An optioneering study for Phase 2, the Rowstock Area Transport Study, is due to commence early 2024. Hagbourne Hill upgrade - completed
Didcot Science Bridge	Public Inquiry for the Housing Infrastructure Fund 1 projects to commence February 2024.
A4130 Widening	Public Inquiry for the Housing Infrastructure Fund 1 projects to commence February 2024.
A new Harwell Link Road between the B4493 and A417	Completed

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

Project	Status
Southern Didcot Spine Road	No current work underway
Didcot to Culham River Crossing	Public Inquiry for the Housing Infrastructure Fund 1 projects to commence February 2024.
Route improvements to the A417 between Wantage and Blewbury	No current work underway
Improvement of the strategic cycle network	Science Vale Active Travel Network Phase 1 completed – phase 2 (initial planning – no funding available) in progress Strategic Active Travel Network High level identification and proritisation of proposals for a county-wide active travel network is currently underway. This work is expected to be completed in early 2024 and will help inform future bids for strategic cycling infrastructure.
Improvement to the bus network, particularly between the strategic housing and employment growth, including a priority bus system between Harwell Campus and Didcot	Improvements to bus services – In progress Improving bus priority measures – under consideration in the Relief to Rowstock optioneering study
Frilford and Marcham transport study optioneering	In progress, optioneering study expected to be concluded in spring 2024.
Abingdon Local Cycling and Walking Infrastructure Plan	Completed. Adopted February 2023.
Didcot Local Cycling and Walking Infrastructure Plan	In progress. Completion expected December 2023.
Wantage and Grove Local Cycling and Walking Infrastructure Plan	Commencement of document drafting expected early 2024.
Land for potential transport schemes safeguarded in Vale of White Horse Local Plan 2031 Part 1	

Project	Status
Land for Wantage Western Link Road	No current work underway. Only required if additional growth is allocated to Wantage/Grove.
Land for Harwell Campus entrances improvements	Thomson Avenue signalisation complete, no current work underway for the other entrances (Perimeter Road, Fermi Avenue, Curie Avenue). Any changes to Harwell Campus should be undertaken by the campus themselves linked to planning consents.
Land for Abingdon Southern Bypass	No current work underway.
Land for Townsend Road junction with A420	No current work underway for Townsend Road junction, new roundabout on A420 north of Highworth Road delivered by development
Land at Great Coxwell Road junction	Signalisation of Coxwell Road/A420 junction to be directly delivered by development at the South of Steeds
Land for potential transport schemes safeguarded in Vale of White Horse Local Plan 2031 Part Two	
Land for A34 Bus Lane	No current work underway
Land for Cumnor Park and Ride	No current work underway
Land for Upgraded Footpath between Shippon and Abingdon-on-Thames	No current work underway
Land for Improved Access to A34 Near Milton Park	No current work underway
Land for Cinder Track Cycle Improvements	No current work underway

[Continued from previous pages, Table 13: Infrastructure projects progress]

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

7.36. The county council adopted a new Local Transport and Connectivity Plan in July 2022. This replaces the Local Transport Plan 4 (2016). The county council are now preparing supporting policies and strategies to the Local Transport and Connectivity Plan. As referenced under CP7 above Vale

council has published a Spending Strategy 2021[45] which sets out the arrangements for spending CIL and how it will be allocated. Funding or provision of infrastructure through a highway agreement under section 278 of the Highways Act 1980 or provision of infrastructure under a highways agreement are county council functions, so will be reported in the county council's funding statement.

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

7.37.   Core Policy 18 sets out the land safeguarded to support the delivery of infrastructure schemes in the Sub-Area. There was one planning application approved in 2022/23 on safeguarded land, though this was not deemed to impact the delivery of transport schemes.

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

7.38.   Core Policy 19 states the council's support for the re-opening of Wantage and Grove railway station and ensures that no planning applications that would prejudice the delivery of the station will be permitted on land identified for the development. As mentioned above, there have been no planning applications approved on the safeguarded land that would prejudice the railway station coming forward.

7.39.   The OCC Local Transport Plan 4 identified the need to safeguard optional areas for the provision of a new station[46] and Core Policy 18a and 19a in the Part 2 Plan update the Part 1 Plan policies relating to this. Appendix 1 of the now adopted Local Transport and Connectivity Plan highlights there is ongoing work to deliver some of the schemes from the LTP4 area strategies. Schemes which have not been delivered will be reviewed in Area Strategy updates and in Joint Local Plan work.

7.40.   The Oxfordshire Rail Corridor Study 2021 (ORCS)[47], commissioned by the Future Oxfordshire Partnership and other partners, identified the need for a 70% increase in services as well as improved calling patterns and service coverage by 2028. The study supports the development of a new station at Grove by 2028 as part of a number of interventions needed.

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[45] https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/community-support/infrastructure-to-support-communities-2/community-infrastructure-levy-or-cil-header-page/community-infrastructure-levy-or-cil/
[46] Page 161, https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/ltcp
[47] https://www.networkrail.co.uk/running-the-railway/our-routes/western/oxfordshire/

Western Vale Sub-Area Strategy

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

7.41. The spatial strategy for the Western Vale is set out in Core Policy 20 of the Part 1 Plan. It sets out that the overarching priority for the Sub-Area is to protect the service centre role of Faringdon and deliver a balance of housing and employment to improve the self-sufficiency of the area and to protect the vitality and viability of our rural communities. The housing requirement for the Sub-Area is 3,173 new homes, with 1,650 delivered through strategic allocations. As set out above, the councils review of LPP1 concluded that the housing requirement within the plan requires updating (Core Policy 4). Core Policy 20 derives its sub area target from Core Policy 4, however we have still recorded the amount of completions in this sub area in this AMR. 7.38 hectares of employment has been identified to provide for business and employment growth, whilst strategic employment sites have also been safeguarded.

7.42. Table 14 sets out housing delivery in the Sub-Area since the start of the plan period. Following the plan review, the new housing requirement has not been divided between the Sub-Areas.

Table 14: Western Vale Sub-Area housing completions

Western Vale Sub-Area	Annual Housing completions
2011/12	216
2012/13	49
2013/14	128
2014/15	278
2015/16	210
2016/17	210
2017/18	238
2018/19	264
2019/20	277
2020/21	222
2021/22	393
2022/23	302
Total	**2,787**
Average	**232**

7.43. Figure 7 illustrates the split of development according to the settlement hierarchy. The majority of growth has been in the Market Town and Larger Villages, in line with the settlement hierarchy. There has been a small amount of growth in the open countryside, which has largely come through the change

of use and redevelopment of agricultural buildings, which is in accordance with the overall Development Plan.

Figure 7: Western Vale Sub-Area housing delivery by settlement category, 2011-2023
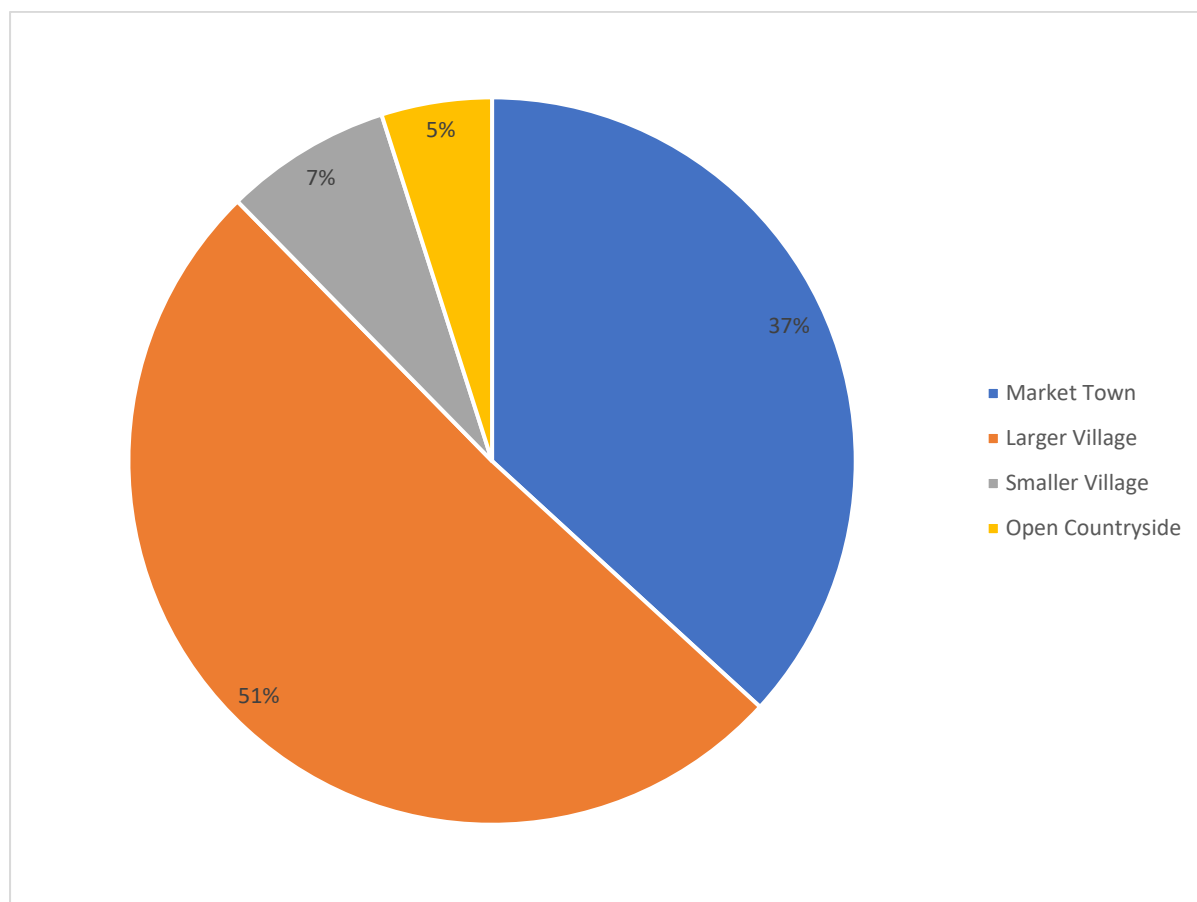
7.44. The progress of the strategic allocations in the Western Vale is set out below. This shows that substantial progress is made with strategic allocations in the Western Vale, four sites are under construction and two sites are complete;

- Land South of Park Road- Site is under construction with 119 homes delivered up to 1 April 2023.
- West of Stanford in the Vale- Site is under construction with 113 homes delivered up to 1 April 2023.
- South of Faringdon- This site is complete.
- South West of Faringdon- Site is under construction with 86 homes delivered up to 1 April 2023.
- East of Coxwell road- This site is complete.
- North of Shrivenham- Reserved matters application was approved for 240 homes in November 2018 and is under construction with a total of 217 homes completed up to 1 April 2023. Outline application for up to 275 further homes approved in October 2017 with reserved matters approved in February 2023.

7.45. Table 15 sets out the progress in the Sub-Area to meeting its employment land requirement.

Table 15: Western Vale employment permissions

Policy	Indicator	2022/23	2011-2023	Target 2011-2031
CP20	Amount of employment land permitted on strategic and allocated sites	0.69 hectares	5.54 hectares (gross)	7.4 Hectares

7.46. The net floorspace permitted at each strategic allocation site is set out in Table 16.

Table 16: Floorspace permitted (net) on employment allocations 2011-2023, Western Vale

Employment allocation	A class (m²)	B Class (m²)	C Class (m²)	D Class (m²)	E Class (m²)	Sui Generis (m²)
South of Park Road, Faringdon	0	1,350	0	0	0	0
Land adjacent to A420 (4 & 20 site), Faringdon	2,817	1,189	0	0	0	0
Land north of Park Road (HCA site), Faringdon	0	-577	0	241	0	727
Total	**2,817**	**1,962**	**0**	**241**	**0**	**727**

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

7.47. Core Policy 21 sets out the safeguarded land in the Western Vale, with 2 areas around Shrivenham and one by Great Coxwell and Faringdon. Maps of the areas can be found in the appendices of the Part 1 Plan. There have been no relevant planning applications permitted that would prejudice the delivery of key infrastructure projects on this land.

8. District Wide Policies

Building Healthy and Sustainable Communities

Core Policy 22: Housing Mix

8.1.   Core Policy 22 details the mix of dwelling types and sizes to meet the needs of current and future households on all new residential development, in accordance with the Oxfordshire Strategic Housing Market Assessment 2014. It is important to note that Core Policy 22 in the Part 1 Plan takes a flexible approach to the implementation of housing mix[48] to ensure the viability of schemes. The SHMA also identifies that when applying the housing mix targets, regard should be had to 'the nature of the development site and character of the area, and to up-to-date evidence of need as well as the existing mix and turnover of properties at the local level.'[49] This means that in some circumstances, the plan does support some diversion from the SHMA targets (percentage figures below have been rounded to the nearest whole number).

8.2.   Table 17 below provides information for the combined market and affordable housing mix on sites given permission during 2022/23. This does not represent all permissions in 2022/23, only permissions where bed split data was available, for example outline permissions may not include an agreed housing mix. It shows the number of 3 bed properties permitted being under the target and the number of 4 beds permitted being over the target. Permissions for 1 bed and 2 bed units are in line with SHMA target percentages.

Table 17: Housing permissions bed split, 2022/23

	1 bed	2 bed	3 bed	4+ bed
Percentage	12%	30%	32%	26%
SHMA Target Percentage	15%	30%	40%	15%

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[48] Core Policy 22, Page 106, available from
http://www.whitehorsedc.gov.uk/sites/default/files/359975%20VWH%20Plan_Body_DIGITAL%205-7.pdf
[49] Paragraph 7.4, Page 137, Strategic Market Housing Assessment 2014, available from
http://www.southoxon.gov.uk/sites/default/files/2014-04-14_Final%20SHMA%20Report.pdf

8.3.   Table 18 shows the bed split of market housing permitted in 2022/23. Permissions for all sizes of units are in line with SHMA target percentages.

Table 18: Market Housing permissions bed split, 2022/23

	1 bed	2 bed	3 bed	4+ bed
Percentage	7%	23%	34%	35%
SHMA Target Percentage	6%	22%	43%	29%

8.4.   Table 19 shows the bed split of affordable housing permitted in 2022/23, against the targets set out in the SHMA. Welfare reform since the publication of the SHMA has resulted in a significant number of households being unable to access the smallest and largest units, with a corresponding increase in demand for 2 and 3 bed units. In accordance with CP22 housing register data is also being used to inform need, as part of a wider demand analysis.

Table 19: Affordable housing permissions bed split, 2022/23

	1 bed	2 bed	3 bed	4+ bed
Percentage	23%	46%	28%	4%
SHMA Target Percentage	27%	35%	34%	4%

8.5.   Table 20 shows the bed split of permissions granted for residential institutions (Use Class C2, e.g. care homes) in 2022/23.

Table 20: C2 permissions bed split, 2022/23

	1 bed	2 bed	3 bed	4+ bed
Percentage	60%	40%	0%	0%
SHMA Target Percentage	N/A	N/A	N/A	N/A

Core Policy 23: Housing Density

8.6.   Core policy 23 specifies the minimum density of 30 dwellings per hectare that the council will seek on all new housing development, unless material considerations and/or circumstances indicate otherwise. The policy gives a

minimum requirement and encourages higher densities where appropriate. Densities above this level would be a positive indicator of efficient development but excessively high densities might have adverse effects.

8.7. The average density on sites permitted in 2022/23 was 44.5 dwellings per hectare. This is above the minimum requirement and shows that efficient use of land is being achieved.

Core Policy 24: Affordable Housing

8.8. The 2014 SHMA assessed the affordable housing needs within the district and determined there was a need of 273 affordable dwellings annually. To address this need, Core Policy 24 in the Part 1 Plan states that for housing developments providing a net gain of eleven dwellings or more the council will seek 35% provision of affordable housing, subject to viability. Core Policy 24 also states that the affordable housing provided should be split into rent (either social or affordable) and intermediate (including shared ownership), with a 75:25 split respectively. Table 21 and Table 22 show that delivery is generally in accordance with these targets over the plan period. Against the target of 273 dwellings as put forward by the SHMA, the district has exceeded the target for the past eight years.

Table 21: Delivery of affordable housing by type, 2011-2023

Year	Affordable rent	Shared ownership	Total affordable housing
2011/12	51	12	63
2012/13	93	50	143
2013/14	42	25	67
2014/15	193	57	250
2015/16	241	85	326
2016/17	265	71	336
2017/18	200	111	311
2018/19	254	138	392
2019/20	262	91	353
2020/21	244	89	333
2021/22	213	85	298
2022/23	360	154	514
Total Percentage share	**71%**	**29%**	**3,386**

Table 22: Affordable housing delivery against 35% target, 2011-2023

Year	Total Dwellings (Sites with net gain of 11+)	Affordable units	Percentage (Target 35%)
2011/12	223	63	28
2012/13	171	143	84
2013/14	469	67	14
2014/15	630	250	40
2015/16	947	326	34
2016/17	1,150	336	29
2017/18	1,376	311	23
2018/19	1,081	392	36
2019/20	1,455	353	24
2020/21	983	333	34
2021/22	1,050	298	28
2022/23	1,219	514	42
Total	**10,754**	**3,386**	**31**

Core Policy 25: Rural Exception Sites

8.9.   Core Policy 25 relates to rural exception sites. Rural exception sites are defined in the NPPF as 'Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.'[50] There were no rural exception sites permitted during 2022/23.

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

8.10.   Core Policy 26 details the council's aim to increase the delivery of housing designed for older people. In 2022/23, one permission was granted for housing for older people, a 60-unit block of extra care flats on the allocated

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[50] Available from https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary

site at South of Park Road, Faringdon. Over the period 2011-2023, 963 homes designed for the use of older people have been permitted.

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

- Grove Airfield- An 80-bed care home is to be constructed as part of the development;
- Crab Hill- A 72-bed care home is under construction;
- North of Abingdon-on-Thames- Outline permission has been granted for 50 extra care units and an 80-bed care home;
- Land South of Park Road, Faringdon- Reserved matters permission has been granted for a 60-unit extra care facility.
- Great Western Park – 80 extra care units have been completed after 1 April 2022.
- Valley Park –An 85-bed care home has been completed.

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

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

8.13. Following the publication of a revised version of the Planning Policy for Traveller Sites (PPTS) in August 2015, the council produced an updated joint Gypsy, Traveller and Travelling Show People accommodation assessment (2017 GTAA) with Cherwell District Council, Oxford City Council and South Oxfordshire District Council in 2017[51]. The assessment identifies that only one new pitch is required in the later part of the plan period (2027-2031).

8.14. The findings of the 2017 GTAA were adopted alongside the Local Plan Part 2 in October 2019. They supersede the outcomes of any previous Gypsy, Traveller and Travelling Showperson Accommodation Assessments completed in the study area. This means that the requirement for the 2022-2027 five year supply period is zero pitches. The council is therefore currently meeting its requirements and future planning applications will continue to be considered against the criteria set out in CP27.

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[51] Available from
https://data.whitehorsedc.gov.uk/java/support/dynamic_serve.jsp?ID=900069229&CODE=2669ED3C C13ED6643729C66ABD4EF131

8.15. During 2022/23, no permissions have been granted for Gypsy and Traveller pitches.

8.16. The council is required to maintain an up to date understanding of the likely accommodation needs of Gypsy, Traveller and Travelling Show people and will periodically review our evidence base. A new GTAA is expected to be commissioned jointly with the other Oxfordshire Authorities.

Self-Build & Custom Housebuilding

Development Policy 1: Self and Custom Build

8.17. As set out in section 3.33 above, the council has decided not to progress a Self and Custom Build Supplementary Planning Document at this time. However, the Council is undertaking a review of the Self-Build Register to ascertain how we can improve this service and create an accurate picture of demand for self-build and custom-build housing across the districts which will in turn, help inform new policies in the Joint Local Plan.

8.18. Under the Self-build and Custom Housebuilding Act 2015, authorities are required to keep a register of individuals and associations who wish to acquire serviced plots of land to bring forward self-build and custom housebuilding projects.

8.19. Table 23 shows the number of entries to the register and the number of self-build and custom housebuilding developments permitted. These types of development are exempt from the Community Infrastructure Levy so we have used CIL records to identify self and custom build units. The data is broken down by base year starting on the date the first entry was made on to the register up to the 30 October 2016, with subsequent years running between 31 October - 30 October the following year. The register is a live register and people are able to join or leave as they wish. The council continues to refine its approach to monitoring of permissions. For these reasons the number of entries or plots in a base year may vary from previous reports. At the end of each base period, relevant authorities have 3 years in which to permission an equivalent number of plots of land, which are suitable for self-build and custom housebuilding, as there are entries for that base period.

8.20. The Council is revising its self and custom build housing register, and intends to publish a new register (with different eligibility criteria) towards the start of base year 10 (31 October 2024 to 30 October 2025).

Table 23: Self-Build & Custom Housebuilding Register

Year	Demand	Supply
Base year 1: first entry on the register until 30 Oct 2016	67	0[52]
Base year 2: 31 Oct 2016 to 30 Oct 2017	108	0[52]
Base year 3: 31 Oct 2017 to 30 Oct 2018	78	25
Base year 4: 31 Oct 2018 to 30 Oct 2019	94	28
Base year 5: 31 Oct 2019 to 30 Oct 2020	87	33
Base year 6: 31 Oct 2020 to 30 Oct 2021	89	23
Base year 7: 31 Oct 2021 to 30 Oct 2022	75	28
Base year 8: 31 Oct 2022 to 30 Oct 2023	44	18

Development Policy 2: Space Standards

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

Development Policy 3: Sub-Division of Dwellings

8.22. This policy sets out standards that development relating to the sub-division of an existing dwelling should meet. The status and type of planning permissions to which DP3 applies are shown in Table 24. The Table shows that 3 applications involving the sub-division of dwellings were refused and 12 permitted during 2022/23.

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

Table 24: Sub-Division of Dwellings, 2022/23

Application Type	Approved	Other Outcome	Refused	Total
Full	12	0	3	15
Permitted Development (Householder)	0	1	0	1
Pre-application advice (Minor)	0	1	0	1
Total	**12**	**2**	**3**	**17**

Development Policy 4: Residential Annexes

8.23.   This policy sets out conditions that development of detached and attached residential annexes should meet. The status and type of planning permissions to which DP4 applies are shown in Table 25. The table shows that altogether 27 applications involving residential annexes were approved and 5 applications were refused during 2022/23.

Table 25: Residential Annexes, 2022/23

Application Type	Approved	Other Outcome	Refused	Total
Full	7	0	0	7
Householder	19	2	5	26
Variation of condition	1	0	0	1
Total	**27**	**2**	**5**	**34**

Development Policy 5: Replacement Dwellings in the Open Countryside

8.24.   This policy sets out conditions that development of replacement dwellings in the open countryside should meet. The status and type of planning permissions to which DP5 applies are shown in Table 26. The table shows that 7 applications involving replacement dwellings were approved and 3 applications were refused during 2022/23.

Table 26: Replacement Dwellings in the Open Countryside, 2022/23

Application Type	Approved	Other Outcome	Refused	Total
Full	6	0	2	8
Householder	0	0	1	1
Variation of condition	1	0	0	1
Total	**7**	**0**	**3**	**10**

Development Policy 6: Rural Workers' Dwellings

8.25. This policy sets out conditions that development of rural workers' dwellings should meet. Three applications for a rural workers' dwelling were approved in 2022/23 in accordance with policy.

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

8.26. This policy sets out conditions that development of existing buildings for use as dwellings in the open countryside should meet. The status and type of planning permissions to which DP7 applies are shown in Table 27. The table shows that 23 applications involving existing buildings were approved and 3 applications were refused during 2022/23.

Table 27: Re-use, Conversion and Extension of Buildings for Dwellings in the Open Countryside, 2022/23

Application Type	Approved	Other Outcome	Refused	Total
Full	20	0	3	23
Householder	1	0	0	1
Pre-application advice (Minor)	0	2	0	2
Variation of condition	2	0	0	2
Total	**23**	**2**	**3**	**28**

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

8.27. Development Policy 8 supports development proposals for the provision of new or extended community facilities and services as well as setting out conditions that development resulting in the loss of existing facilities and services should meet. Development Policy 9 sets out conditions that development resulting in the loss of existing Public Houses should meet. The number of community facilities and services and Public Houses lost and gained through planning permissions are shown in Table 28.

Table 28: Community Services and Facilities & Public Houses, 2022/23

	Gain	Redevelopment	Extension	Loss
Community Services and Facilities	5	1	3	0
Public Houses	0	0	1	3
Total	**5**	**1**	**4**	**3**

Supporting Economic Prosperity

Core Policy 28: New Employment Development on Unallocated sites

8.28. Core Policy 28 supports Core Policy 6 by supporting appropriate B-Class employment development on unallocated sites across the district. During 2022/23 there was a total of 13.49 hectares of land permitted to provide employment uses on unallocated sites. This is a positive increase to support opportunities for further employment floorspace in the district.

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

8.29. Core Policy 29 seeks to ensure that employment use is maintained on land where it is viable and needed. In 2022/23 there was 2.63 hectares of employment land given permission to change its use. This is less than the amount of land permitted for new employment uses. This shows that overall provision of employment land is increasing in line with the policy.

8.30. Of the above employment land lost, none was to provide new homes through Permitted Development rights, where CP29 does not come into effect.

Core Policy 30: Further and Higher Education

8.31. Core Policy 30 supports improvements to further and higher education facilities to help ensure local people have opportunities to gain the skills needed to access the jobs available and local employers have access to a suitably skilled local labour force.

8.32. There were no applications approved in 2022/23 for extending existing education facilities in the district.

Core Policy 31: Development to Support the Visitor Economy

8.33. Core Policy 31 encourages development that advances the visitor economy for leisure and business purposes and supports proposals that fit within the guidelines of the policy.

8.34. During 2022/23 there were three permissions approved which contribute to the visitor economy.

Core Policy 32: Retailing and Other Town Centre Uses

8.35.   Core Policy 32 determines that the Market Towns and Local Service Centres, as defined by the settlement hierarchy, are the preferred locations for larger scale retail development or redevelopment. Proposals for retail developments intended to serve the day to day needs of the community in the larger and smaller villages are also supported by this policy.

8.36.   Table 29 shows the amount of new retail development or change of use to retail permitted during 2022/23 in settlements as defined by the settlement hierarchy. The gains shown are largely in line with the policy.

Table 29: Retail floorspace permitted, 2022/23

Settlement Hierarchy	A1 floorspace (m^2)
Market Towns	0
Local Service Centres	1,995
Larger Villages	128
Smaller Villages	0
Open Countryside	0

8.37.   There was one permission for retail use during 2022/23 that meets the policy indicator criteria of being over 500m^2 (or 1000m^2 in Abingdon-on-Thames and Wantage). This was for a Class E retail foodstore in Grove and was accompanied by a retail impact assessment as required by the policy and in line with the monitoring indicator for this policy.

Development Policy 10: Ancillary uses on Key Employment Sites

8.38.   This policy sets out conditions that proposals for non-B-class development on existing employment land should meet. The monitoring indicator for the policy is the amount of B use class employment land lost to other uses not in accordance with the policy.

8.39.   During 2022/23, there were no applications permitted for loss of employment land to other uses on key employment sites not in accordance with the policy.

Development Policy 11: Community Employment Plans

8.40. This policy allows the council to require the submission of a site-specific Community Employment Plan (CEP) for the construction and operation of major development sites, using a planning condition or legal agreement. The monitoring indicator for the policy is the number of major developments with Community Employment Plans. During 2022/23, there were five major applications approved with CEPs.

Development Policy 12: Rural Diversification and Equestrian Developments

8.41. This policy sets out conditions that proposals for rural diversification and equestrian development should meet. The status and type of planning permissions to which DP12 applies are shown in Table 30. The table shows that 8 applications involving rural business were approved and 4 applications were refused during 2022/23.

Table 30: Rural Diversification and Equestrian Developments, 2022/23

Application Type	Approved	Other Outcome	Refused	Total
Full	8	1	4	13
Pre-application advice (Minor)	0	1	0	1
Total	**8**	**2**	**4**	**14**

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

8.42. Development Policies 13a-e set out conditions that proposals for changes from retail uses should meet in several defined spatial areas. The number of planning permissions involving the change of use from retail in accordance with these policies is shown in Table 31. It should be noted that due to the amendments to the Use Classes Order some changes of use may now take place without the need to apply for planning permission and therefore can no longer be monitored. The council will take account of this change when reviewing this policy through the preparation of new Joint Local Plan.

Table 31: Change in Town Centre Uses, 2022/23

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

Development Policy 14: Village and Local Shops

8.43. Development Policy 14 supports development proposals for new or extended village and local shops as well as setting out conditions that development resulting in the loss of existing village and local shops should meet. During 2022/23, no permissions were granted for new or extended village and local shops, and two permissions were granted for the loss of a shop by change of use (to a restaurant/takeaway and a veterinary surgery).

Development Policy 15: Retail Parks

8.44. Development Policy 15 sets out conditions that development resulting in convenience retail uses on retail parks should meet. During 2022/23, no planning permissions involving the change of use to retail convenience on retail parks were granted.

Supporting Sustainable Transport and Accessibility

Core Policy 33: Promoting Sustainable Transport and Accessibility

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

8.46. A key indicator for this policy was the change in average journey times, on areas that are monitored by the local Highways Authority. The last previous journey time surveys undertaken in the district were undertaken in September 2017 so we do not have an updated figure to report[53].

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[53] Available from https://www.oxfordshire.gov.uk/residents/roads-and-transport/traffic/transport-monitoring

8.47. Table 13 under this report's review of CP17 above provides an update on the status of key transport infrastructure projects in the district. A number of these projects include sustainable transport measures and will support the planned housing and economic growth in the district.

8.48. Air quality is a key indicator in determining the sustainability of transport methods in the district. Monitoring of Air Quality Management Areas is reported under Policy CP43 below.

8.49. Figure 8 below shows the number of road traffic accidents in Oxfordshire[54] from 2013 to 2022, the latest available data. Statistics are not available at a district level. The general trend shows a decrease year on year for the number of total accidents with an increase in the last two years. In June 2022, Oxfordshire County Council as Highway Authority adopted a 'Vision Zero' strategy aiming to eliminate all deaths and serious injuries from road traffic collisions by 2050, with interim targets of a 25 per cent cut in casualties by 2026, and a 50 per cent reduction by 2030.

Figure 8: Road Traffic Accidents in Oxfordshire
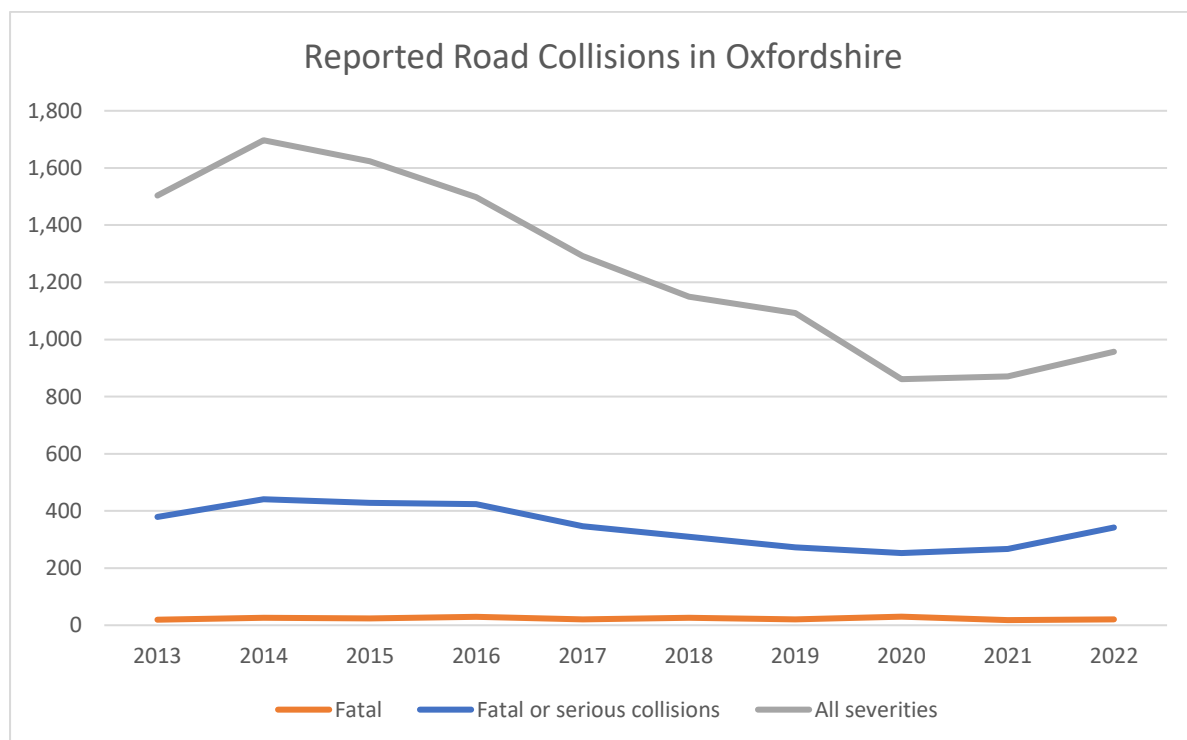
Core Policy 34: A34 Strategy

8.50. Core Policy 34 sets out the council's aim to develop a route-based strategy for the A34 to enable its function as a major strategic route, and therefore reduce

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[54] Available from https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain

consequential congestion on the local road network. It also sets out that air quality should be monitored to determine if there is a significant impact from the A34, this information can be found in the environment section of the AMR.

8.51. National Highways is exploring opportunities to reduce congestion and improve safety on the A34 between the M4 and M40[55]. England's Economic Heartland has published connectivity studies which recommend potential interventions to improve the transport system, including on the A34[56].

Core Policy 35: Promoting Public Transport, Cycling and Walking

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

8.53. Table 32 below shows the Annual Average Daily Traffic (AADT) from areas in the Vale of White Horse that have automatic traffic counters. This information has been taken from Oxfordshire County Council's website[57] up to 2019, the latest available data. The trend to 2019 appears to be no significant change in the number of journeys on bicycle.

[55] https://nationalhighways.co.uk/our-work/a34-improvements-north-and-south-of-oxford/
[56] https://www.englandseconomicheartland.com/news/connectivity-studies-identify-interventions-for-boosting-economy-and-cutting-emissions/
[57] Based on data up to 2019, available from https://www.oxfordshire.gov.uk/residents/roads-and-transport/traffic/transport-monitoring

Table 32: Journeys by Bicycle, AADT

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

8.54. A key indicator for this policy is the provision of new cycle schemes. Several parts of the Science Vale Active Travel Network (SVATN, formerly known as the Science Vale Cycling Network) were completed or under construction in 2021/22[58]:

- Route 1: Wantage to Harwell Campus – The 'Icknield Greenway' – completed November 2020. Further upgrades to this route have since been completed in autumn 2021.
- Route 3 (B1): Abingdon to Milton Park (Peep-O-Day-Lane) – completed April 2020.
- Route 3 (B2): Abingdon to Milton Park (between Drayton Road and Quarry Road) – completed June 2020.
- Route 3 (D): Abingdon to Milton Park (Milton Park to Sutton Courtenay) - this section is now completed, new bridge for pedestrians and cyclists is in place.

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[58] Available from https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/major-current-roadworks/science-vale-cycling-network

- Route 5 (G): Didcot to Harwell Campus (Wantage Road) – this section is now completed.
- Route 7A (A & C): Abingdon to Culham Science Centre (Abbey Meadows to Barton Lane) - section A completed November 2020, Section C under construction.
- Route 8 (G): Didcot to Culham Science Centre (High Street, Long Wittenham) - completed November 2020.
- Further development of the SVATN is planned (phase 2), in support of Oxfordshire County Council's Local Transport and Connectivity Plan.

8.55. Information from the 2011 Census[59] shows that the majority of people in the district travelled to work by motor vehicle: 68% using a private motor vehicle or taxi; 8% using forms of public transport; 16% walking or cycling. This policy aims to increase the proportion of public transport use by release of the 2021 Census data. Information from the 2021 Census[60] shows that the majority of people in the district still travel to work by motor vehicle: 46% using a private motor vehicle or taxi; 3% using forms of public transport; 9% walking or cycling. The proportion recorded as 'Work mainly at or from home' rose from 7% to 41%. The ONS advises that we should be cautious when using this data due to the substantial shifts in behaviour because of the coronavirus (COVID-19) pandemic and uncertainty about respondents' interpretation of the guidance for these questions[61].

8.56. The Milton Enterprise pedestrian and cycle bridge project will provide a pedestrian and cycle bridge over the A34 to connect a strategic housing site at Milton Heights with Enterprise Zones at Milton Park and Milton Gate as well as Didcot, its schools, railway station and services. The Milton Enterprise bridge project is strongly aligned with the County Council's vision set out within the Local Transport and Connectivity Plan (LTCP, 2022 – 2050), which includes reducing the need to travel and private car use through making walking, cycling, public and shared transport the natural first choice. In addition, the Milton Enterprise bridge scheme will play an important role in helping the County Council meet the headline targets that underpin the vision and key themes set out in the LTCP – which includes replacing or removing 1 out of every 4 current car trips in Oxfordshire by 2030. Land is safeguarded for the scheme in Vale of White Horse Local Plan 2031 Part Two. Oxfordshire Housing and Growth Deal funds were secured towards the delivery of the Milton Enterprise Pedestrian and cycle bridge scheme in 2018/19, however the allocation of funding towards the project was removed in October 2022 – with the rationale being that other schemes within the infrastructure portfolio are more progressed and are either close to construction start and/or construction has commenced. Whilst developer contributions from the Milton Heights allocated site[62] have been secured towards the project, council

[59] Available from https://www.nomisweb.co.uk/census/2011/qs701ew
[60] Available from https://www.ons.gov.uk/datasets/TS061/editions/2021/versions/6
[61] Travel to work quality information for Census 2021, available from https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/methodologies/traveltoworkqualityinformationforcensus2021#using-the-data
[62] Available from https://futureoxfordshirepartnership.org/wp-content/uploads/2021/03/List-of-Growth-Deal-Infrastructure-Schemes

officers are currently proactively engaged in discussions with relevant parties regarding potential sources of additional funding to address the recent removal of Housing and Growth Deal funding towards the project.

Core Policy 36: Electronic Communications

8.57. Core Policy 36 seeks to ensure that new development has the appropriate infrastructure provided which is sufficient to enable all properties to be connected to superfast broadband without any post development works needed. During 2022/23 there were no enforcement cases relating to lack of provision of communication infrastructure.

Development Policy 16: Access

8.58. This policy sets out some additional detail to complement that provided by CP35, CP37, and other Part 1 policies. The monitoring indicator for this policy is the number of planning permissions granted contrary to the Highway Authority's advice.   We are not currently able to report on this measure due to the high number of planning applications to which this policy applies. However, development Management has advised that the instances of officers/members making a decision contrary to the Highway Authority's view are very small. The council is looking to upgrade its current data system and it is hoped that this may make it easier to monitor this policy in the future.

Development Policy 17: Transport Assessments and Travel Plans

8.59. The aim of this policy is to deliver sustainable modes of travel in line with the sustainable transport priorities identified in Local Plan. The indicator for this policy is the number of planning permissions granted which are supported by a Transport Assessment or Statement and Travel Plan. There were 19 relevant applications in 2022/23, all of which had provided a transport assessment or travel plan in accordance with the policy, one was secured by condition or had done so as part of a previous application.

Development Policy 18: Public Car Parking in Settlements

8.60. Development Policy 18 seeks to avoid loss of public car parking in town and local centres, setting out conditions that proposed replacement provision should meet and supporting proposals for improved provision. During 2022/23, no planning permissions involving the loss of public car parking in the designated areas were granted.

Development Policy 19: Lorries and Roadside Services

8.61. Development Policy 19 supports proposals for the provision of additional service facilities at specific sites along the A420 and A34: Milton Interchange, Buckland and Park Road, Faringdon. During 2022/23, there was one relevant planning application permitted for new roadside services at Milton Interchange.

Protecting the Environment and Responding to Climate Change

Core Policy 37: Design and Local Distinctiveness

8.62. Core Policy 37 and the Design Guide SPD apply to all development in the district, although not all of the requirements will apply in every case. The policy sets out a range of requirements that proposed developments should address to demonstrate high quality design. The Urban Design Team has confirmed that during this period no planning permissions granted contrary to design officers' advice. The adoption of the Joint Design Guide has provided greater clarity and advice on urban design principles. Workshops providing training following the JDG's adoption were carried out in the summer of 2022. For future work the Urban Design Team have identified the following needs;

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

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

8.63. Proposals for housing allocations and major development sites must be accompanied by a site-wide design strategy that includes a Masterplan and Design and Access Statement. All relevant permissions were accompanied with a Design and Access Statement.

Core Policy 39: The Historic Environment

8.64. One of the greatest assets of the Vale of White Horse is its rich and varied built heritage, which contributes greatly to the distinctive character and cherished identity of its towns, villages and countryside. The district displays a subtle range of building types and materials reflecting the underlying geology of the area. The historic landscape also plays an important role in shaping the varied character of the district as a heritage asset in itself. Core Policy 39 sets out how the council will seek to protect and enhance the historic environment in the district.

8.65. Currently in the Vale of White Horse there are 6 sites on Historic England's at-risk register[63], no change from 2021/22.

8.66. There are currently Conservation Area Character Appraisals adopted for Abingdon Northcourt, Bourton, Cumnor, Drayton, East Hendred, Great Coxwell, Milton, Stanford in the Vale and Wytham. Currently there are no heritage partnership agreements in place in the district.

8.67. A key indicator for Core Policy 39 is the number of planning permissions granted contrary to technical advice. There were no permissions granted in 2022/23 contrary to conservation officers' advice.

Core Policy 40: Sustainable Design and Construction

8.68. Responding to climate change is one of our Strategic Objectives and has informed our Spatial Strategy, the location of our strategic site allocations and many of the Local Plan policies.

8.69. Core Policy 40 encourages developers to incorporate climate change adaptation and design measures to combat the effects of changing weather patterns in all new development. In 2022/23 there were 63 applications where adaptation and design methods were taken into account in line with Core Policy 40.

8.70. Given that the Vale of White Horse is located within an area of water stress, Core Policy 40 also sets out a requirement for new homes to be designed to a water efficiency standard of 110 litres per person per day. Currently data is unavailable for this part of the policy.

Core Policy 41: Renewable Energy

8.71. Core Policy 41 sets out the council's support for renewable energy schemes in order to help the government meet its renewable energy targets, providing applications do not cause significant adverse effects. During 2022/23 there were 11 applications approved relating to new renewable energy installations: 4 for domestic solar panels and/or air source heat pumps, 1 for commercial air source heat pumps and 6 for commercial solar panels.

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

8.72. Table 33 provides the number of renewable energy installations, capacity and generation in the district from 2014 to 2022[64]; with total electricity consumption in the district up to 2022[65], the latest available data.

Table 33: Renewable energy

Year	Renewable energy installations	Renewable energy capacity (MW)	Renewable electricity generation (MWH)	Total electricity consumption (GWh)
2014	1,347	132.4	166,071	732
2015	1,654	170.2	255,340	745.4
2016	1,708	170.8	247,771	738.9
2017	1,755	171.5	238,082	722.8
2018	1,821	171.9	238,482	717.9
2019	1,881	172.2	232,300	717.6
2020	1,994	172.8	237,395	683.1
2021	2,387	175.9	216,690	682.7
2022	2,843	177.7	219,324	683.1

Core Policy 42: Flood Risk

8.73. Core Policy 42 seeks to ensure that development provides appropriate measures for the management of surface water as an essential element of reducing future flood risk to both the site and its surroundings. In the district, during 2022/23, there were no applications approved where the Environment Agency (EA) initially objected[66] .

Core Policy 43: Natural Resources

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

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[64] Based on data up to 2022, available from https://www.gov.uk/government/statistics/regional-renewable-statistics
[65] Based on data up to 2022, available from https://www.gov.uk/government/statistical-data-sets/regional-and-local-authority-electricity-consumption-statistics
[66] Available from https://www.gov.uk/government/publications/environment-agency-objections-to-planning-on-the-basis-of-flood-risk

8.75.   Table 34 shows the amount of waste from households in the district, and the amount of that waste which was recycled[67] from 2014 to 2022 (the latest available data). It shows that the proportion of waste recycled remains relatively stable at around 63% even though there has been a steady increase in the total waste collected.

Table 34: Household Waste and Recycling in Vale of White Horse

Year	Total waste collected (Thousand Tonnes)	Recycling rate
2014/15	41,608	66%
2015/16	42,240	65%
2016/17	42,443	62%
2017/18	42,303	63%
2018/19	44,265	63%
2019/20	45,890	63%
2020/21	52,086	63%
2021/22	48,589	62%

8.76.   In 2022/23 there were 35 applications approved where Core Policy 43 was taken into consideration.

8.77.   During 2022/23 there was one application approved (ref. P22/V0248/O) in the district where the Environment Agency (EA) initially objected on water quality grounds[68].

8.78.   In March 2022, Vale of White Horse was classified as a 'nutrient affected authority'[69], because part of the district falls within the nutrient catchment of the River Lambourn Special Area of Conservation (SAC). The SAC is assessed as being in an unfavourable condition due to phosphorus pollution. This means the Council is obliged by law to consider the impacts of granting planning permission on the River Lambourn SAC. Within the identified nutrient catchment, developments which generate and discharge phosphorus must comply with the principles of Nutrient Neutrality.

8.79.   The Air Quality Annual Status Report 2023[70] provides an annual update on air quality in the district. There are three Air Quality Management Areas (AQMAs)

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[67] Available from https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables

[68] https://www.gov.uk/government/publications/environment-agency-objections-to-planning-on-the-basis-of-flood-risk

[69] https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/wildlife-trees-and-landscape/wildlife/nutrient-neutrality/

[70]Available from https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2023/09/SODC-VOWH-ASR-2023.pdf

in the district. These are in Abingdon, Botley and Marcham. These were declared due to nitrogen dioxide levels which exceed national objectives, primarily due to traffic emissions. The 2023 Air Quality Annual Status Report provides a number of key updates including:
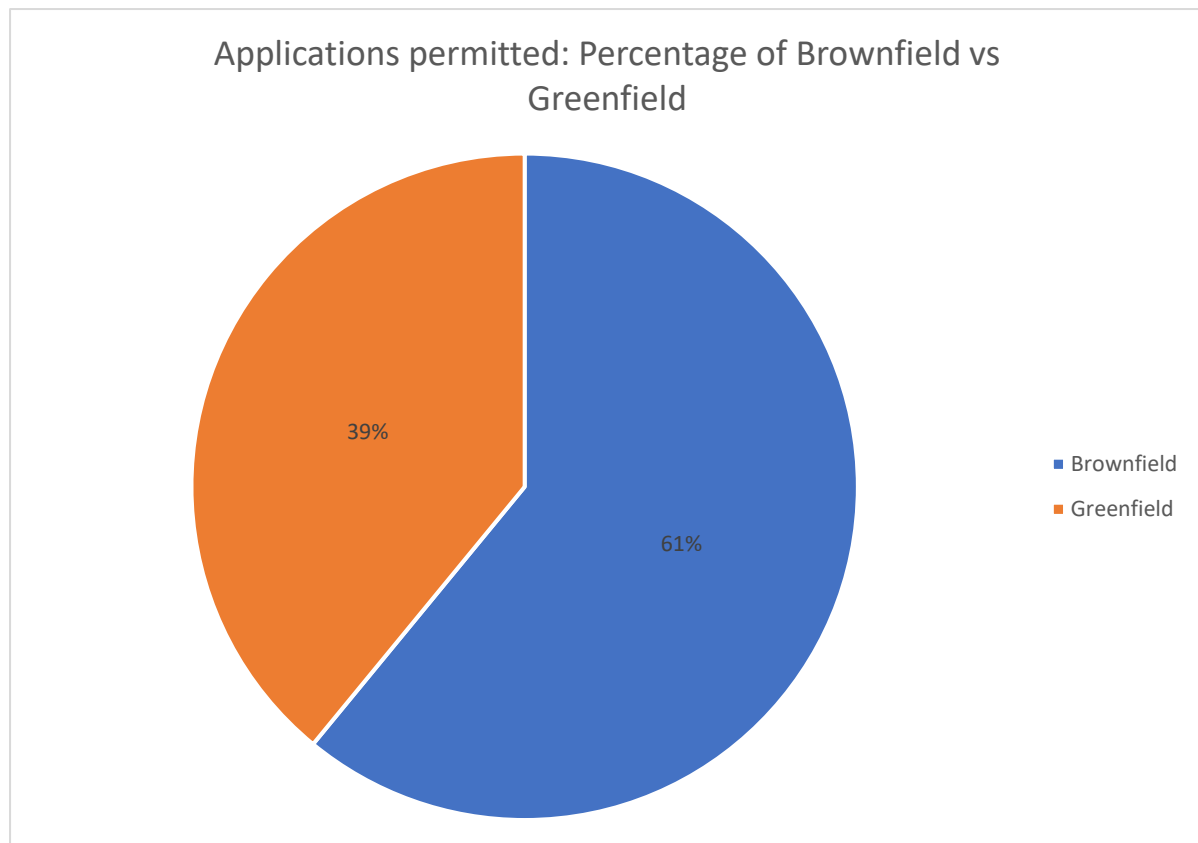
- There were two recorded exceedance of the annual air quality objective for NO2 in the Vale of White Horse District in 2022, both within the Botley AQMA.

- All monitoring sites in Abingdon and Marcham recorded, for the third consecutive year, levels below the national objectives both within and outside of the AQMA. Despite the increases recorded at some sites, 2022 monitoring data supports the 5-year decreasing trend in nitrogen dioxide levels identified in previous years.

- Work on the production of the new joint Air Quality Action Plan has commenced in accordance with the council's Corporate Plan. The public consultation was launched 12 June 2023.

- Phase 3 of the project to produce a new Oxfordshire Air Quality Website (www.oxonair.uk) was also completed in 2022, in partnership with other LAs in Oxfordshire.

- The Oxfordshire County Council 'optioneering' exercise to consider options for addressing traffic issues and air quality in the Marcham/Frilford is still ongoing. An assessment of the shortlisted options and a traffic modelling assessment of the to-be-identified preferred option are on-track to be completed during Spring 2024.[71]

8.80. During 2022/23 there were no applications granted contrary to the advice of technical officers regarding contaminated land.

8.81. Figure 9 shows that during 2022/23 there were more applications approved on previously developed land than on greenfield land. However, a higher proportion of the land permitted was on greenfield sites due to a small number of permissions relating to large greenfield sites allocated in the Local Plan.

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[71] https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/frilford-and-marcham

Figure 9: Brownfield/Greenfield applications, 2022/23

Applications permitted: Percentage of Brownfield vs Greenfield

- Brownfield
- Greenfield

39%

61%

8.82. Core Policy 43 also restricts development on the best and most versatile agricultural land, unless it is demonstrated to be the most sustainable choice from reasonable alternatives. During 2022/23 there were no applications granted contrary to the advice of technical officers regarding agricultural land.

Core Policy 44: Landscape

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

8.84. The status and type of planning permissions to which CP44 applies are shown in Table 35. The table shows that 341 applications were approved and 47 applications were refused during 2022/23.

Table 35: Landscape, 2022/23

Application Type	Approved	Other Outcome	Refused	Total
Advertisement	2	0	0	2
Full	152	11	32	195
Householder	157	4	8	169
Modified Planning Obligation	1	0	0	1
Outline	6	1	6	13
Permitted Development (Householder)	0	1	0	1
Pre-application advice (Minor)	0	2	0	2
Reserved Matters	9	0	0	9
Variation of condition	14	1	1	16
Total	**341**	**20**	**47**	**408**

Core Policy 45: Green Infrastructure

8.85. Green Infrastructure relates to the active planning and management of substantial networks of multifunctional open space. Such networks need to be planned and managed to deliver the widest range of linked environmental and social benefits, including conserving and enhancing biodiversity as well as landscape, recreation, water management, and social and cultural benefits to underpin community health and wellbeing. Core Policy 45 seeks to ensure that there is no net loss in the amount of Green Infrastructure.

8.86. During 2022/23 there were 22 permissions granted that took account of Core Policy 45.

Core Policy 46: Conservation and improvement of Biodiversity

8.87. The district contains a rich variety of semi-natural habitats including woodlands, hedgerows, rivers, streams, and meadows. Together they help secure the survival of many species. There are a number of important nature conservation sites, which are protected at international, national and local level. These include:

- International- Two Special Areas of Conservation (SAC)[72,73];

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[72] Cothill Fen https://sac.jncc.gov.uk/site/UK0012889
[73] Hackpen Hill https://sac.jncc.gov.uk/site/UK0030162

- National- One National Nature Reserve[74] and 22 Sites of Special Scientific Interest (SSSI)[75];
- Local- 79 Local Wildlife Sites[76], Two Local Nature Reserves[77] and Nine Geologically Important Sites[78].

8.88.   Core Policy 46 seeks to provide a net gain in the amount of biodiversity land. The area of Local Wildlife Sites has dencreased by 0.13 hectares since last year, from 1,793.62 to 1,793.49 hectares. Further information on the status of sites is available from the Thames Valley Environmental Records Centre (TVERC)[79] and Natural England[80].

8.89.   There were no planning permissions granted in 2022/23 contrary to consultee advice on the impact on SACs, in line with Core Policy 46.

Development Policy 20: Public Art

8.90.   This policy seeks the provision of public art in association with proposals for major development. On 13 applications a contribution was secured towards public art, for 8 applications this was through a Section 106 agreement, for 3 applications this was by condition and 2 were applications for provision of public art.

Development Policy 21: External Lighting

8.91.   This policy sets out conditions that development involving external lighting should meet. The status and type of planning permissions to which DP21 applies are shown in Table 36. The table shows that 65 applications involving external lighting were approved and 9 applications were refused during 2022/23.

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[74] Cothill NNR https://www.gov.uk/government/publications/oxfordshires-national-nature-reserves/oxfordshires-national-nature-reserves#cothill

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

[76] http://www.tverc.org/cms/content/local-wildlife-sites

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

[78] http://www.tverc.org/cms/content/local-geological-sites

[79] Available from http://www.tverc.org/cms/

[80] Available from https://designatedsites.naturalengland.org.uk/SearchCounty.aspx

Table 36: External Lighting, 2022/23

Application Type	Approved	Other Outcome	Refused	Total
Advertisement	10	0	0	10
Full	39	7	3	49
Householder	4	1	1	6
Listed Building	1	0	0	1
Outline	3	1	5	9
Reserved Matters	6	0	0	6
Variation of condition	2	0	0	2
Total	**65**	**9**	**9**	**83**

Development Policy 22: Advertisements

8.92. This policy sets out conditions that development involving advertisements should meet. The status and type of planning permissions to which DP22 applies are shown in Table 37. The table shows that 27 applications involving advertisements were approved and 2 applications were refused during 2022/23.

Table 37: Advertisements, 2022/23

Application Type	Approved	Other Outcome	Refused	Total
Advertisement	22	0	1	23
Full	4	0	0	4
Listed Building	1	0	1	2
Total	**27**	**0**	**2**	**29**

Development Policy 23: Impact of Development on Amenity

8.93. This policy seeks to ensure that development will not cause harm to the amenity of neighbouring or nearby properties and sets out a range of factors that should be considered. The status and type of planning permissions to which DP23 applies are shown in Table 38. The table shows that 967 applications involving potential impacts on nearby properties were approved and 71 applications were refused during 2022/23.

Table 38: Impact of Development on Amenity, 2022/23

Application Type	Approved	Other Outcome	Refused	Total
Advertisement	16	0	0	16
Full	242	15	42	299
Householder	669	8	21	698
Listed Building	1	0	0	1
Modified Planning Obligation	1	0	0	1
Outline	6	1	7	14
Permitted Development (Householder)	0	1	0	1
Pre-application advice (Minor)	0	5	0	5
Reserved Matters	8	0	0	8
Variation of condition	24	1	1	26
Total	**967**	**31**	**71**	**1,069**

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

8.94. This policy seeks to ensure that the uses of neighbouring or nearby properties will not cause harm to the occupiers of the proposed development and sets out a range of factors that should be considered. The status and type of planning permissions to which DP24 applies are shown in Table 39. The table shows that 81 applications involving potential impacts from nearby properties were approved and 18 applications were refused during 2022/23.

Table 39: Effect of Neighbouring or Previous Uses on New Developments, 2022/23

Application Type	Approved	Other Outcome	Refused	Total
Full	60	4	11	75
Householder	6	0	1	7
Modified Planning Obligation	1	0	0	1
Outline	5	1	5	11
Pre-application advice (Minor)	0	1	0	1
Reserved Matters	4	0	0	4
Variation of condition	5	0	1	6
Total	**81**	**6**	**18**	**105**

Development Policy 25: Noise Pollution

8.95. This policy sets out conditions relating to noise mitigation schemes that both noise-generating and noise-sensitive developments should meet. The status and type of planning permissions to which DP25 applies are shown in Table 40. The table shows that 52 applications involving noise were approved and 17 applications were refused during 2022/23.

Table 40: Noise Pollution, 2022/23

Application Type	Approved	Other Outcome	Refused	Total
Full	33	5	10	48
Householder	7	0	1	8
Modified Planning Obligation	1	0	0	1
Outline	2	1	6	9
Pre-application advice (Minor)	0	1	0	1
Reserved Matters	7	0	0	7
Variation of condition	2	0	0	2
Total	**52**	**7**	**17**	**76**

Development Policy 26: Air Quality

8.96. The indicator for the policy is to monitor designated Air Quality Management Areas. This indicator is already covered in section 8.83 above.

Development Policy 27: Land Affected by Contamination

8.97. This policy sets out conditions that development involving land known, or suspected, to be contaminated should meet. The status and type of planning permissions to which DP27 applies are shown in Table 41. The table shows that 125 applications involving contaminated land were approved and 16 applications were refused during 2022/23.

Table 41: Land Affected by Contamination, 2022/23

Application Type	Approved	Other Outcome	Refused	Total
Full	64	6	9	79
Householder	46	0	0	46
Modified Planning Obligation	1	0	0	1
Outline	3	1	6	10
Pre-application advice (Minor)	0	1	0	1
Reserved Matters	7	0	0	7
Variation of condition	4	1	1	6
Total	**125**	**9**	**16**	**150**

Development Policy 28: Waste Collection and Recycling

8.98. This policy sets out waste management standards that all development should meet. The status and type of planning permissions to which DP28 applies are shown in Table 42. The table shows that 112 applications involving waste management were approved and 30 applications were refused during 2022/23.

Table 42: Waste Collection and Recycling, 2022/23

Application Type	Approved	Other Outcome	Refused	Total
Full	88	8	22	118
Householder	2	0	0	2
Modified Planning Obligation	1	0	0	1
Outline	4	1	7	12
Permitted Development (Householder)	0	1	0	1
Pre-application advice (Minor)	0	2	0	2
Reserved Matters	7	0	0	7
Variation of condition	10	0	1	11
Total	**112**	**12**	**30**	**154**

Development Policy 29: Settlement Character and Gaps

8.99. This policy sets out conditions that development proposals should meet to preserve physical and visual separation of settlements and the character of individual settlements. During 2022/23, no planning permissions in settlement gaps were granted contrary to the policy.

Development Policy 30: Watercourses

8.100. This policy sets out conditions for developments near watercourses to avoid damaging impacts on the watercourse. During 2022/23, no planning applications were granted contrary to advice provided by the Environment Agency.

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

8.101. This policy sets out conditions that development on Public Rights of Way, National Trails and Open Access Areas should meet. The status and type of planning permissions to which DP31 applies are shown in Table 43. The table shows that 18 applications involving Rights of Way were approved and 2 applications were refused during 2022/23.

Table 43: Protection of Public Rights of Way, National Trails and Open Access Areas, 2022/23

Application Type	Approved	Other Outcome	Refused	Total
Full	12	0	0	12
Householder	5	0	0	5
Outline	0	0	2	2
Variation of condition	1	0	0	1
Total	**18**	**0**	**2**	**20**

Development Policy 32: The Wilts and Berks Canal

8.102. This policy supports schemes for the restoration of the Wilts and Berks Canal and sets out conditions that development on land safeguarded for the canal corridor should meet. During 2022/23, there was one planning permissions granted to which DP32 applied (P22/V0329/FUL). It was considered that this development would not prejudice the restoration of the canal with a buffer zone, secured by condition.

Development Policy 33: Open Space

8.103. This policy sets out conditions relating to both gain and loss of public open space arising from development proposals. During 2022/23, there were 9 planning permissions granted that will result in a gain of open space and none which would result in a loss of open space.

Development Policy 34: Leisure and Sports Facilities

8.104. This policy sets out conditions relating to both gain and loss of leisure and sports facilities arising from development proposals. During 2022/23, there was one planning permission granted that would lead to a gain of facilities, four granted that would lead to improved facilities and none resulting in a loss.

Development Policy 35: New Countryside Recreation Facilities

8.105. This policy sets out conditions that development of new countryside recreation facilities should meet. During 2022/23, no planning permissions were granted resulting in new recreational facilities.

Development Policies 36-39: Heritage and Conservation

8.106. These policies require that development should conserve or enhance Heritage Assets, Conservation Areas and Listed Buildings, and avoid harm or loss to Scheduled Monuments and archaeologic remains. Monitoring of these policies requires assessment of the number of planning permissions granted contrary to technical advice, to ensure appropriate protection and enhancement of heritage assets. This is set out in section 8.73 above.

Appendix A: Whole District Housing Trajectory[81]

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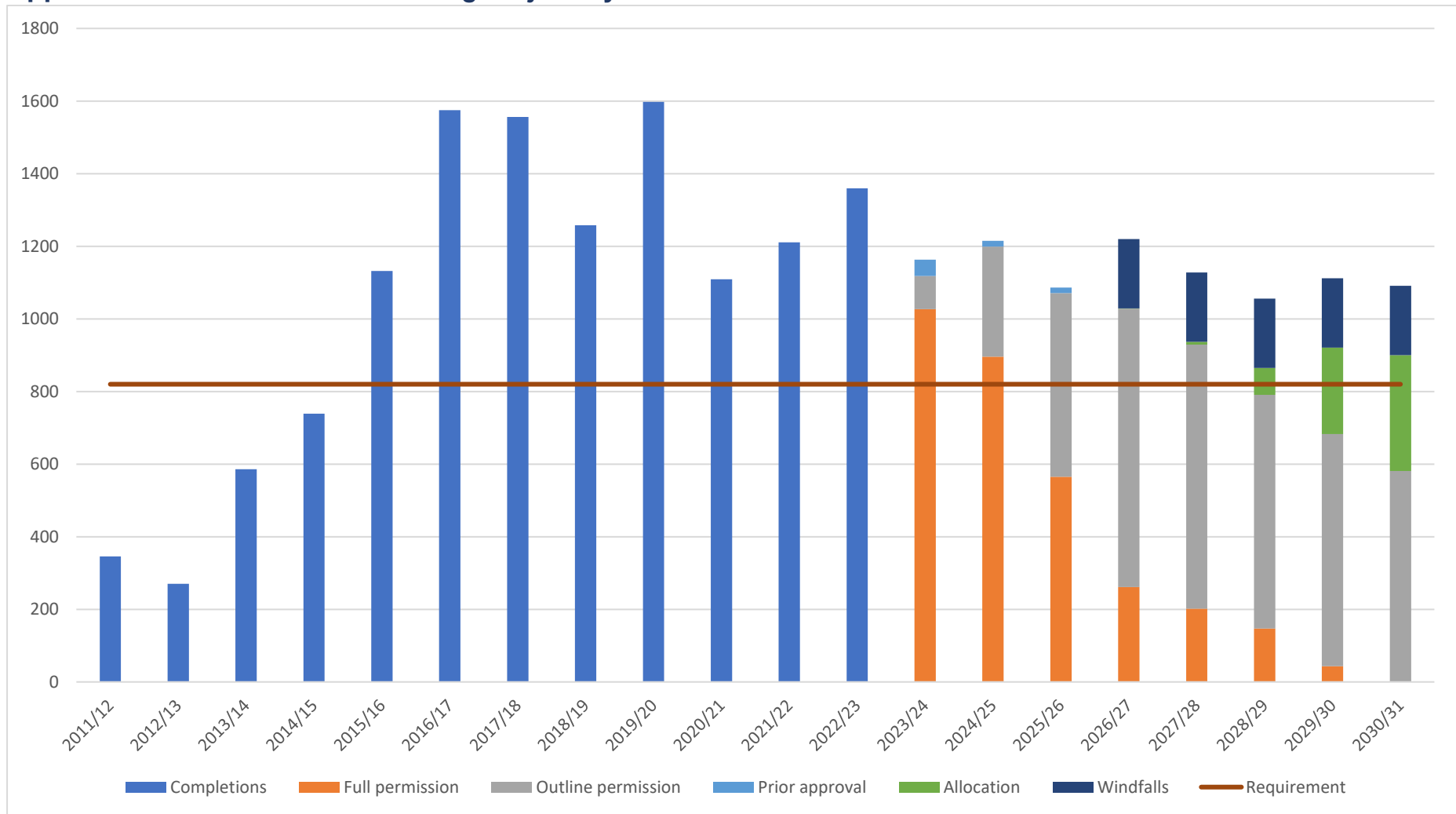
[81] Housing permissions and completions up to date as of 31 March 2023.

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District Council

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