

Authority Monitoring Report 2023/24



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1. Introduction

Purpose of Monitoring

- 1.1. We monitor the Local Plan to track progress in meeting the district's development needs and to assess whether adopted policies are being effectively implemented. This monitoring also keeps communities and interested parties informed about the council's progress in 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 Guidance¹, the council must monitor the requirements set out in Table 1 overleaf.

Vale of White Horse District Council Monitoring Report

- 1.4. This monitoring report covers the period 1 April 2023 to 31 March 2024 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.
- 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.

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 Core 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.

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).
- 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. The Government awarded Garden Town status to Didcot in 2015 after the Vale of White Horse and South Oxfordshire District Councils submitted a joint bid. This status will give access to government funding for infrastructure.
- 2.7. Garden Town aims to deliver a highly sustainable and economically viable location that combines the best of town and country living. The councils strive 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. You can find the updated plan on the councils website². An Advisory Board meets quarterly, supported by three Sounding Boards representing the community, businesses and neighbouring parishes³.
- 2.8. In June 2020, £218 million of Housing Infrastructure Funding (HIF) was agreed to support development in and around Didcot⁴. The funding will support the development of new homes and will improve transport links including walking and cycling routes. The lack of suitable crossings over the railway line and river coupled with the success of the Science Vale area has resulted in heavy congestion. HIF will support delivery of projects which include:
- a) A4130 widening from A34 Milton Interchange towards Didcot
 - b) A new 'Science Bridge' over the A4130, Great Western Railway Line and Milton Road into the former Didcot A Power Station site
 - c) A new Culham to Didcot river crossing between the A415 and A4130
 - d) A Clifton Hampden Bypass
 - e) 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 was submitted in November 2022 ([P22/S4168/CM](#)). This application was considered by Oxfordshire County Council at its July 2023 planning committee. In July 2023, the Secretary of State for Levelling Up, Housing and Communities called in the planning application for the HIF1 Didcot and surrounding areas major infrastructure project, following the county council's planning and regulation committee's vote to refuse the application. A conjoined planning and orders (compulsory purchase order,

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/>

side roads order and bridge scheme) public inquiry took place between February and May 2024. Following the inquiry, on 11 December 2024, the Secretaries of State for Transport and for Levelling Up, Housing and Communities granted approval.

- 2.10. The Didcot Local Cycling and Walking Infrastructure Plan (LCWIP)⁵ was adopted in December 2023.

Key Statistics for the Vale of White Horse

- 2.11. Following the 2021 Census, between 2011 and 2021:

- 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% growth⁶.
- 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 2011⁷, 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

⁵ <https://www.southandvale.gov.uk/app/uploads/2024/12/LNP13-Didcot-Local-Cycling-and-Walking-Infrastructure-Plan-LCWIP.pdf>

⁶ <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 1. In combination, these documents, alongside the National Planning Policy Framework (NPPF) and any other relevant national planning guidance and/or legislation, are used in the determination of planning applications and future infrastructure provision and/or investment.

Figure 1: Planning Framework in the Vale of White Horse



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 review⁹ evaluated the Part 1 Plan's policies for their consistency with national policy, considering current evidence and any relevant changes in local circumstances. Vale of White Horse District Council Cabinet approved the Local Plan Part 1 Review on 3 December 2021. The review shows that five years on, Local Plan Part 1 (together with LPP2) continues to provide a suitable framework for development in the Vale of White Horse that is in overall conformity with government policy. However, the review found that the housing requirement in Core Policy 4 requires updating, see paragraphs 6.3 and 6.4 below.

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

- 3.4. To complement the Part 1 Plan, the Local Plan 2031 Part 2: Detailed Policies and Additional Sites (The Part 2 Plan) set out:
- a) 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;
 - b) policies for the part of Didcot Garden Town that lies within the Vale of White Horse District;
 - c) 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
 - d) 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 Partnership¹⁰ 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.
- 3.7. In 2024, the council undertook a five year review in accordance with Regulation 10A of the Town and Country (Local Planning) (England)

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

¹⁰ <https://futureoxfordshirepartnership.org/>

Regulations 2012 (as amended). The review¹¹ assessed the Part 2 Plan's policies for their consistency with national policy, using current evidence and considering changes in local circumstances. On 27 December 2024, Vale of White Horse District Council's Cabinet approved the Local Plan Part 2 Review. The review confirms that, five years on, Local Plan Part 2 (alongside LPP1) still provides a suitable framework for development in the Vale of White Horse and remains broadly consistent with government policy. However, the review identified that the housing requirement in Core Policy 4a needs updating (see paragraphs 6.3 and 6.4 below).

Joint Local Development Scheme

- 3.8. 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 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.
- 3.9. The council approved updates to the LDS September 2024¹². The new LDS includes changes such as newly made Neighbourhood Plans or progress on existing Neighbourhood Plans.
- 3.10. Table 2 sets out the timetable for some of these documents and the progress that has been made (as of October 2025).

Table 2: LDS Progress (October 2025)

Document	Milestone	Achieved
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)	Completed January/February 2024
	Public Consultation on Pre-Submission (Regulation 19)	Completed October/November 2024
	Submission to Secretary of State (Regulation 22)	Completed December 2024

¹¹ <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/local-plan-2031/>

¹² <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/lds/>

Document	Milestone	Achieved
	Examination in Public (Regulation 24)	June 2025 (underway)
	Inspector's report (Regulation 25)	October 2025 (forecast)
	Adoption (Regulation 26)	December 2025 (forecast)
Statement of Community Involvement	Consultation Summer 2021	Completed September-October 2021
	Adoption Autumn 2021	Adopted December 2021
	Minor Update - Autumn 2022 (Factual corrections)	Adopted December 2022
Community Infrastructure Levy (CIL) Charging Schedule Review	Prepare evidence base incl. viability study	December 2021
	Consultation	February-March 2022
	Submission	June 2022
	Examination	August 2022
	Adoption	Adopted December 2022

The Joint Local Plan 2041

- 3.11. Vale of White Horse and South Oxfordshire District Councils are working together to prepare a Joint Local Plan. This Joint Plan will reduce costs for the councils and help them achieve their shared ambitious targets to make both districts carbon neutral.
- 3.12. 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.
- 3.13. 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.
- 3.14. 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 structures¹³. 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 councilor input to the plan preparation)

¹³ [Joint Local Plan Governance Arrangements](#), May 2022

have been set up to ensure the Joint Local Plan progresses through these formal processes without undue delay.

- 3.15. The councils' updated Local Development Scheme stated 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. A subsequent 'Preferred Options' Consultation, was held in January-February 2024, to help address local challenges and unlock future opportunities across the two districts. Further information on these consultations¹⁴ 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

- 3.16. The councils held a public consultation to gather comments on the main issues facing the districts and how the Joint Local Plan could address them. The Joint Local Plan Issues consultation¹⁵ ran from 12 May to 23 June 2022. The document sets out a draft vision for the Joint Local Plan¹⁶ and outlines the key issues facing the district.
- 3.17. The councils consulted on several other documents alongside the Joint Local Plan issues paper. These were;
- a) Sustainability Appraisal (SA) Screening and Scoping Report
 - b) Habitats Regulations Assessment (HRA) Scoping Report
 - c) Draft Settlement Assessment Methodology
 - d) Duty to Cooperate Scoping Document

¹⁴ <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/>

¹⁵ <https://storymaps.arcgis.com/collections/0800110888a74af0be683d8fc20eac2f>

¹⁶ <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/local-plan-2041/>

Figure 2: Documents consulted on alongside the Joint Local Plan



- 3.18. 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

- 3.19. The councils 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 consultation¹⁷ was open from 10 January to 26 February 2024. The document sets out the policy options identified to tackle the issues, along with potential locations for future developments for the Joint Local Plan.
- 3.20. The consultation included several other documents alongside the preferred options, these included:
- a) Emerging Policies Map
 - b) Equalities Impact Assessment (EQIA)
 - c) Habitats Regulation Assessment (HRA) Preliminary Screening Report
 - d) Sustainability Appraisal and Strategic Environmental Assessment
 - e) A range of evidence studies and topic papers

- 3.21. More information about the Sustainability Appraisal is included below.

Joint Local Plan Publication Consultation

- 3.22. The councils carried out a consultation prior to submitting the Joint Local Plan to the Planning Inspectorate between 1 October and 12 November 2024. The document sets out the final proposed strategy and policies for the Joint Local Plan.

¹⁷ <https://theconversation.southandvale.gov.uk/jlp/>

- 3.23. The councils published a full set of supporting evidence and studies alongside this consultation, including:
- a) Emerging Policies Map
 - b) Equalities Impact Assessment (EQIA)
 - c) Habitats Regulation Assessment (HRA) Preliminary Screening Report and Appropriate Assessment report
 - d) Sustainability Appraisal and Strategic Environmental Assessment
 - e) Infrastructure Delivery Plan (IDP)
 - f) Health Impact Assessment
 - g) Statement of Compliance with the Duty to Cooperate
 - h) A range of evidence studies and topic papers

Joint Statement of Community Involvement

- 3.24. 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 pandemic¹⁸.

Sustainability Appraisal Significant Effect Indicators

- 3.25. 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.
- 3.26. 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

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

arrangements of these effects and is included in the council's Monitoring Framework (Appendix H of the Part 1 Plan).

- 3.27. The SA report on the Part 2 Plan, mainly predicted no 'significant negative effects', however it did conclude there were uncertainties regarding pollution and climate change adaptation. These will be monitored as part of the Monitoring Framework within the Part 2 Plan.
- 3.28. A Sustainability Appraisal is also integral to the preparation and development of the Joint Local Plan 2041. A Sustainability Appraisal (SA) Screening and Scoping Report was included in the consultation on the Joint Local Plan Issues Consultation in May/June 2022. The report considers whether a sustainability report is needed (screening) and concludes that the Joint Local Plan is likely to have significant environmental effects. Therefore, a sustainability appraisal is needed.
- 3.29. A Sustainability Appraisal and Strategic Environmental Assessment (SA / SEA) was produced and included as a supporting document to the Preferred Options consultation in January-February 2024¹⁹, and in support of the proposed submission Joint Local Plan²⁰. The purpose of this report is to identify, describe and evaluate the likely significant effects of the Joint Local Plan and its reasonable alternatives. It assesses the plan against a set of sustainability objectives developed in consultation with local stakeholders and communities. This assessment helps the Councils to identify the relative environmental, social and economic performance of possible policy and site options, and to evaluate which of these may be more sustainable.

Neighbourhood planning

- 3.30. 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

- 3.31. 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.

¹⁹ https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2024/01/JLP_SA_and_SEA_Report_Dec_2023.pdf

²⁰ [CSD03 Sustainability Appraisal \(SA\) and Appendices \(Publication Version\)](#)

- 3.32. 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).
- 3.33. The Infrastructure Funding Statement²¹ for the 2023/24 financial year was published in December 2024, and further details are provided under Core Policy 7 (sections 6.13 - 6.14 below).

Other documents

- 3.34. 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.
- 3.35. 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.
- 3.36. The council has 5 adopted SPDs, with none of them identifying specific monitoring arrangements. The SPDs are as follows:
1. 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.
 2. 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.
 3. 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.
 4. Abbey Shopping Centre and Charter Area: The Abbey Shopping Centre and Charter Area SPD was adopted in December 2011 and

²¹ <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/community-support/infrastructure-to-support-communities-2/>

provides a guide to detailed applications and possible future development options for the area.

5. 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.
- 3.37. 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

- 3.38. 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.
- 3.39. 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 website²². A review of the LDO has been undertaken, including public consultation on the new LDO between late August and October 2022²³. In February 2023, the council resolved to adopt a new LDO subject to a legal agreement being secured between MEPC (owners of Milton Park), Oxfordshire County Council and Vale of White Horse to secure infrastructure improvements. Once the legal agreement is complete the new LDO will replace the 2012 LDO.
- 3.40. During 2023/24, there were 7 notifications agreed under the Milton Park LDO.

²² <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/milton-park-local-development-order>

²³ <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-development-order-review-for-milton-park/>

- 3.41. The council is currently preparing a Local Development Order for Didcot Technology Park²⁴. Draft versions of the LDO have been subject to public consultations in 2017, April and May 2022, and June 2023. The council agreed to adopt the LDO on 23 October 2024, subject to the site owner entering into a Section 106 Agreement. These discussions are still ongoing as of October 2025.

²⁴ <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:
 - a) prepare a Neighbourhood Development Plan setting out the vision, objectives and planning policies to shape development of their neighbourhood, and/or
 - b) 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 October 2025, there are 20 made Neighbourhood Plans in the district, only one was made during 2023/24; the East Challow Neighbourhood Development Plan.
- 4.6. Table 3 outlines the current stage of each Neighbourhood Plan.

Table 3: Neighbourhood Plan Progress as of October 2025

Plan in preparation	Preparing for Submission	Awaiting Referendum	Plan made
Ardington and Lockinge	Abingdon		Appleton with Eaton Plan Made 6 October 2021
Ashbury Review	Shellingford		Ashbury – Plan Made 17 July 2019
Cumnor Review			Blewbury – Plan Made 14 December 2016
East Hendred			Chilton – Plan Made 6 October 2021
Fyfield and Tubney			Cumnor – Plan Made 18 May 2021
Kingston Bagpuize with Southmoor			Drayton – Plan Made 15 July 2015
Marcham			East Challow - Plan Made 13 June 2023
Stanford-in-the-Vale			East Hanney - Plan Made 22 May 2024
Sunningwell			Faringdon – Plan Made 14 December 2016
Western Valley			Great Coxwell Review – Plan Made 07 October 2020
			Longworth – Plan Made 12 October 2016
			North Hinksey – Plan Made 18 May 2021
			Radley – Plan Made 10 October 2018

Plan in preparation	Preparing for Submission	Awaiting Referendum	Plan made
			Shrivenham – Plan Made 18 May 2021
			Steventon – Plan Made 23 October 2024
			Sutton Courtenay - Plan Made 22 May 2024
			Uffington and Baulking Plan Made 17 July 2019
			Wantage – Plan Made 14 May 2025
			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 October 2025]

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, at the independent examination of a Local Plan, how they have complied with the duty.

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

Key stages of the duty to cooperate

- 5.4. Local Plans for the City and Districts provide the framework for the long-term planning of Oxfordshire²⁵. 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. A new duty to cooperate forum is being trialled to discuss matters in more detail. The councils will also meet regularly through the Oxfordshire Leaders Joint Committee.
- 5.5. The Joint Local Plan Issues Consultation in May 2022 included a Duty to Cooperate Scoping document²⁶. This set out the potential strategic planning matters that are driven by larger than local issues – those that could have an impact beyond the immediate Local Plan area. A potential strategic matter is defined as *'sustainable development or use of land that has or would have a significant impact on at least two planning areas, including, in particular, that in connection with strategic infrastructure.'* Our Duty to Cooperate Scoping document identifies the potential strategic matters which may be relevant to the neighbouring districts. These matters have been further refined as the emerging plan progresses and impacts have become clear.
- 5.6. The Joint Local Plan Preferred Options Consultation in January and February 2024 included an Interim Duty to Cooperate statement²⁷. It identified the potential strategic matters relevant to the districts in more detail, records how we have engaged with the required bodies and other organisations in the preparation of the draft Local Plan and describes how we believe we have complied with the duty to cooperate.
- 5.7. Following a six-week publication period, the Joint Local Plan 2041 was submitted to the Secretary of State in December 2024 for independent examination. This included a Statement of Compliance with the Duty to Cooperate, with a publication version²⁸ followed by an updated submission

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>

²⁷ https://www.southoxon.gov.uk/wp-content/uploads/sites/2/2024/01/Interim_Duty_to_Cooperate_Statement_Jan_2024.pdf

²⁸ <https://www.southandvale.gov.uk/app/uploads/2024/12/CSD09-Statement-of-Compliance-with-the-Duty-to-Cooperate-Publication-Version.pdf>

version²⁹. The Statements record how we believe that we have engaged with the required bodies and other organisations in the preparation of the draft Joint Local Plan, and how we comply with the duty to co-operate. In June 2025, an examination hearing session was held to explore the Joint Local Plans compliance with the duty. The Council received a post hearing letter on 26 September 2025 with the Inspectors' view that the duty to cooperate is not complied with³⁰. Correspondence is ongoing about that matter and published on the examination library webpage³¹.

- 5.8. In addition to working with the Oxfordshire authorities, council officers meet regularly with Swindon Borough Council and Oxfordshire County Council to discuss cross-boundary issues. Occasionally this meeting includes Cotswolds District Council. The council has also met regularly with Buckinghamshire Council, Wokingham Council, Reading Borough Council and West Berkshire District Council. We have ongoing dialogue with Buckinghamshire Council, Gloucestershire County Council and Wiltshire 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.

²⁹ <https://www.southandvale.gov.uk/app/uploads/2024/12/CSD09.1-Statement-of-Compliance-with-the-Duty-to-Cooperate-Submission-Version.pdf>

³⁰ [ID10-Inspectors-Post-Hearings-Letter-to-LPA_Redacted.pdf](#)

³¹ [Joint Local Plan 2041 Examination Library - South Oxfordshire District Council and Vale of White Horse District Council](#)

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 Assessment³² (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 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 plan³³. 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. Furthermore, while outside the monitoring period, October 2024 marked the five-year anniversary of the adoption of the Local Plan Part 2. 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 plan³⁴. This review evaluated LPP2'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.
- 6.5. As these reviews concluded that Core Policies 4 and 4a (the housing requirement) require updating. The housing requirement will be updated through the plan making process. In the meantime, for monitoring and housing land supply purposes, in accordance with paragraph 74 of the NPPF, the minimum housing requirement is currently 962 dpa as calculated using the government's new standard method.

³² <http://www.whitehorsedc.gov.uk/services-and-advice/planning-and-building/planning-policy/new-local-plan-2031/evidence-base/strategi>

³³ <https://www.whitehorsedc.gov.uk/wp-content/uploads/sites/3/2021/12/Local-Plan-Part-1-Review-Dec-2021..pdf>

³⁴ <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/local-plan-and-planning-policies/local-plan-2031/local-plan-2031-part-two/>

- 6.6. The number of dwellings completed in 2023/24 was 1,168 dwellings which exceeds the standard method-based housing requirement of 962 dwellings per annum. Positive progress has been made towards the overall housing target. The total completions for the first 13 years of the plan period (2011-2024) were 12,740 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 2011-2024

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
2023/24	1,168
Total	13,908

Core Policy 5: Housing Supply Ringfence

- 6.7. Core Policy 5 sets out how the council will employ a ring-fence approach to housing delivery in the Science Vale area³⁵. The LPP1 review concludes that Core Policy 5 is connected to the housing requirement in Core Policy 4 and as such requires updating. As 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 NPPF³⁶ 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

³⁵ 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>

³⁶ Paragraph 77, NPPF 2021, available from <https://www.gov.uk/guidance/national-planning-policy-framework/5-delivering-a-sufficient-supply-of-homes>

specific deliverable sites should in addition include a buffer (moved forward from later in the plan period) of:

- a) 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.
- b) 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
- c) 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply.³⁷

6.9. The council published an updated housing supply statement in January 2025³⁸. It showed that the Vale of White Horse had a district wide supply of 5.81 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. 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.

6.11. Table 5 sets out the progress made towards these targets and shows that between 2015 and 2022 there has been an increase of approximately 9,000 jobs in the district. Table 5 also shows that 185 hectares of land has been permitted on allocated employment sites since 2011.

³⁷ 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

³⁸ [Authority Monitoring Report and Housing Supply Statement - Vale of White Horse District Council](#)

Table 5: Monitoring of employment land and jobs

Indicator	2023/24	2011-2024	Commentary
Amount of employment land permitted on allocated sites	29.7 hectares	185 hectares	In progress
Jobs growth ³⁹	N/A	+9,000 jobs*	Between 2015 and 2022, the total number of jobs grew by 9,000, from 62,000 to 71,00. The data to 2022 showed 3 years of consistent job growth between the start 2020 and the end of 2022.
Business Counts Growth - Enterprises ⁴⁰	-25	+895 enterprises	The total number of enterprises in the Vale of White Horse peaked at 6,180 in 2021/22, from a base of 5,045 in 2011/12. However the total number of enterprises has declined year on year since 2022/23, with 5,940 enterprises in 2024.

**Data available for the period 2015 to 2022*

- 6.12. Table 6 overleaf provides the net amount of floorspace permitted on allocated sites in the district by use class⁴¹. 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 a new Joint Local Plan.

³⁹ <https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabjobs>

⁴⁰ <https://www.nomisweb.co.uk/reports/lmp/la/1946157326/report.aspx#tabidbr>

⁴¹ This includes permissions for all types of land use other than C2 & C3 residential

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

Period	A Class	B Class	C Class	D Class	E Class	Sui generis
2023/24	0	23,634	0	0	9,138	0
2011-2024	-563	392,971	-280	262	9,138	427

Core Policy 7: Providing Supporting Infrastructure and Services

- 6.13. Core Policy 7: Providing Supporting Infrastructure and Services specifies how all new development will be required to provide necessary on-site and, where appropriate, off-site infrastructure requirements arising from new housing and employment development. The type and level of infrastructure and service provision associated with development is set out in more detail in the Vale of White Horse Infrastructure Delivery Plans (IDP)⁴² (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. The council has also published an updated IDP⁴³ alongside the emerging Joint Local Plan which provides up-to-date assessments of the sites proposed to be allocated in that plan. Table 13 under Core Policy 17 provides an update on key transport projects in the district.
- 6.14. The Community Infrastructure Levy (CIL) is a levy charged on new development in the Vale. The money raised will be used to fund infrastructure to support growth in the district, in accordance with our spending priorities. The council published the Spending Strategy 2021⁴⁴ which sets out the arrangements for spending CIL and how it will be allocated. The Vale CIL charging schedule was implemented 1 November 2021⁴⁵. The total money received through CIL and S106 agreements from 1 April 2023 to 31 March 2024 was £3,904,681. During 2023/24, £1,117,487 was transferred to town/parish councils and £181,116 was spent on administrative expenses (5% of total received). The total CIL receipts from 2023/24 retained at the end of the reported year was £2,946,309 other than those to which regulation 59E or 59F applied. More

⁴² <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/community-support/infrastructure-to-support-communities-2/>

⁴³ [CSD05.1 Infrastructure Delivery Plan, December 2024 \(Submission Version\)](#)

⁴⁴ [Community Infrastructure Levy or CIL - spending - Vale of White Horse District Council](#)

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-cil-payments-and-procedures/cil-charging-schedule/>

detailed information can be found in the Infrastructure Funding Statement for the year 2023/24 which was published in December 2024⁴⁶.

⁴⁶ <https://www.southandvale.gov.uk/app/uploads/sites/3/2024/12/Vale-IFS-2023-24-1.pdf>

7. Sub-Area Strategies⁴⁷

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. The councils review of LPP1 concluded that the housing requirement within the plan (Core Policy 4) requires updating, and so Core Policy 8, which derives its sub area target from Core Policy 4, cannot be monitored.
- 7.2. Table 7 shows the net housing completions in the Abingdon-on-Thames and Oxford Fringe 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.

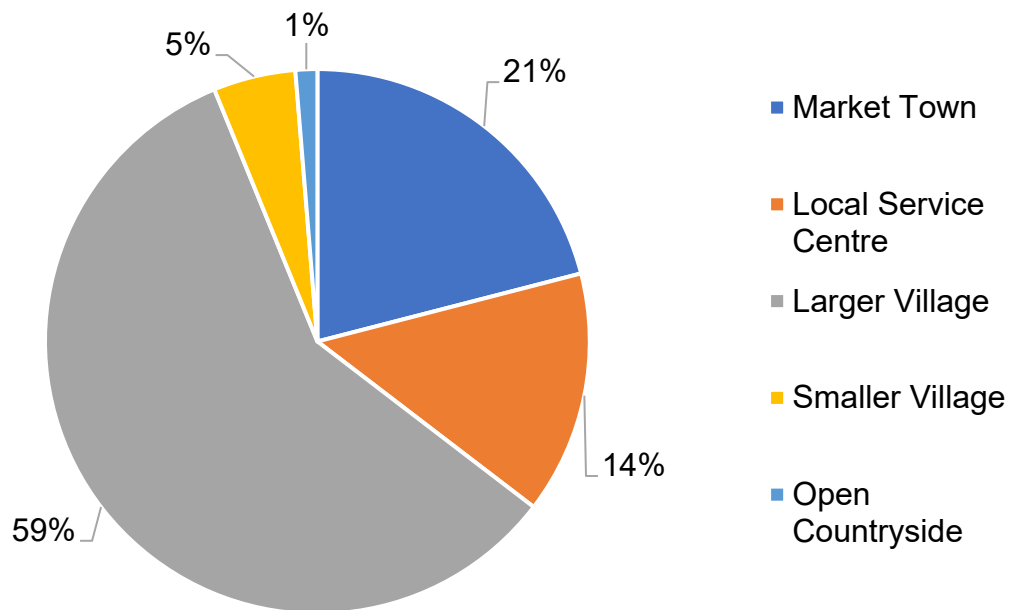
Table 7: Abingdon-on-Thames and Oxford Fringe Sub-Area housing completions

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
2023/24	419
Total	5,102
Average	393

⁴⁷ 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 3 sets out the proportion of housing completions in each settlement category within the Sub-Area over the plan period. This shows that growth has largely been delivered in the Market Town, Local Service Centre and Larger Villages, with very little development in the open countryside. This is in accordance with the settlement hierarchy.

Figure 3: Abingdon-on-Thames and Oxford Fringe Sub-Area housing delivery by settlement category, 2011-2024



- 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 to 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 233 homes completed as of 1 April 2024.
 - North-West of Abingdon-on-Thames - Site is under construction, with 146 homes completed as of 1 April 2024.
 - North-West of Radley - Site is under construction, with 115 homes completed as of 1 April 2024.
 - South of Kennington - Site is under construction, with 262 homes completed as of 1 April 2024.
 - East of Kingston Bagpuize with Southmoor (LPP1) - Site is completed.

- 7.5. Progress is also being made on LPP2 strategic allocations in the Sub-Area. Of the five sites, one site has outline planning permission, one site is under construction, and one site complete:
- a) Dalton Barracks - SPD has been adopted (see paragraph 3.36).
 - b) East of Kingston Bagpuize with Southmoor (LPP2) - Outline application was submitted in February 2022 (and approved 11 April 2024) for up to 660 dwellings and extra care development of up to 70 units, C2 use.
 - c) 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 (the site subsequently delivered 7 homes in the year 2024/25)
 - d) North of East Hanney - Full application was submitted in February 2021 for 45 dwellings. This application is now being treated as withdrawn.
 - e) North-East of East Hanney has completed 48 homes, finishing construction in 2023/24.
- 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, with Table 9 indicating that 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	2023/24	2011-2024	Target
CP8	Amount of employment land permitted on allocated sites	0.34 Hectares	6.49 Hectares	3.2 Hectares

Table 9: Floorspace permitted at employment allocations 2011-2024, Abingdon-on-Thames & Oxford Fringe Sub-Area

Employment allocation	Use Class (m ²)					
	A	B	C	D	E	Sui Generis
Abingdon Business Park	0	7,057	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	12,867	0	1,025	2,913	427

Core Policy 8b: Dalton Barracks Strategic Allocation

- 7.7. The council adopted a Supplementary Planning Document (SPD) for the Dalton Barrack Strategic Allocation in April 2022, as reported in paragraph 3.36.

Core Policy 9: Harcourt Hill Campus

- 7.8. In December 2012, Oxford Brookes University published a Harcourt Hill Campus Masterplan,⁴⁸ and in January 2015 announced a ten-year estates investment plan. The plan set out a programme of refurbishment and potential new build on the Harcourt Hill campus. This was updated in November 2016 with the announcement of a vision which reconfigured activities across the Oxford campuses. Oxford Brookes publishes information on ongoing projects on their website⁴⁹.
- 7.9. In the 2025/26 academic year, the University moved all teaching from Harcourt Hill to the Headington Campus. In 2024, Oxford Brookes University closed the swimming pool at the campus in September 2024. As set out in the Leisure Facilities Assessment and Strategy⁵⁰, the pool forms an integral

⁴⁸ <http://static.brookes.ac.uk/spacetothink/documents/harcourt-hill-masterplan-dec2012-lowres.pdf>

⁴⁹ <https://www.brookes.ac.uk/estates-development/>

⁵⁰ <https://www.southandvale.gov.uk/app/uploads/2024/12/HPL04.4-Vale-of-White-Horse-Leisure-Facilities-Assessment-and-Strategy-Final.pdf>

part of leisure provision in Vale of White Horse, and the council therefore does not support its closure.

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

- 7.10. 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.
- 7.11. During 2023/24 there were no permissions granted for retail development within the policy area.

Core Policy 11: Botley Central Area

- 7.12. The West Way Shopping Centre in Botley is identified in LPP1 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.
- 7.13. In September 2016 the council granted planning permission for the redevelopment of the West Way shopping centre, to provide around 1,500m² of net additional retail floorspace, along with residential and academic accommodation. As of November 2024, the development is largely completed with 138 homes, 20 retail units, a food store, and other supporting commercial uses now finished. It also includes a range of community and leisure uses including a hotel, replacement library, replacement community hall and replacement Baptist church. This all fitted within the parameters defined by the policy. The completed scheme will include a new Co-op food store (opened Summer 2020), student accommodation, commercial and residential units⁵¹.

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

- 7.14. 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.

⁵¹ <https://westwaysquare.com/>

- 7.15. During 2023/24 no permissions were granted on safeguarded land that would impact the delivery of the identified projects.

Core Policies 13 & 13a: The Oxford Green Belt

- 7.16. 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. 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.
- 7.17. During 2023/24 there were 24 permissions granted for development in the Green Belt. Of these applications, 17 were granted in line with Core Policies 13 and 13a and were appropriate development in the Green Belt; 6 were considered to have very special circumstances that outweighed the inappropriateness. These applications were: P23/V0861/FUL, P23/V1939/FUL, P23/V1102/FUL, P23/V0579/FUL, P23/V0842/FUL and P23/V1668/FUL.

Core Policies 14 & 14a: Strategic Water Storage Reservoirs

- 7.18. 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, and development that might prejudice the implementation of a new reservoir on these safeguarded sites will be refused. The need for the White Horse Reservoir (also known as the South East Strategic Reservoir Option) has been identified as a requirement in the Water Resources South East Regional Plan (June 2025)⁵² and the Thames Water Resources Management Plan 2024⁵³.
- 7.19. During 2023/24 no permissions were granted on safeguarded land that would prejudice the implementation of the reservoir.

⁵² <https://www.wrse.org.uk/media/m33fdxe3/wrse-final-regional-plan-june-2025.pdf>

⁵³ www.wrse.org.uk

South East Vale Sub-Area Strategy

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

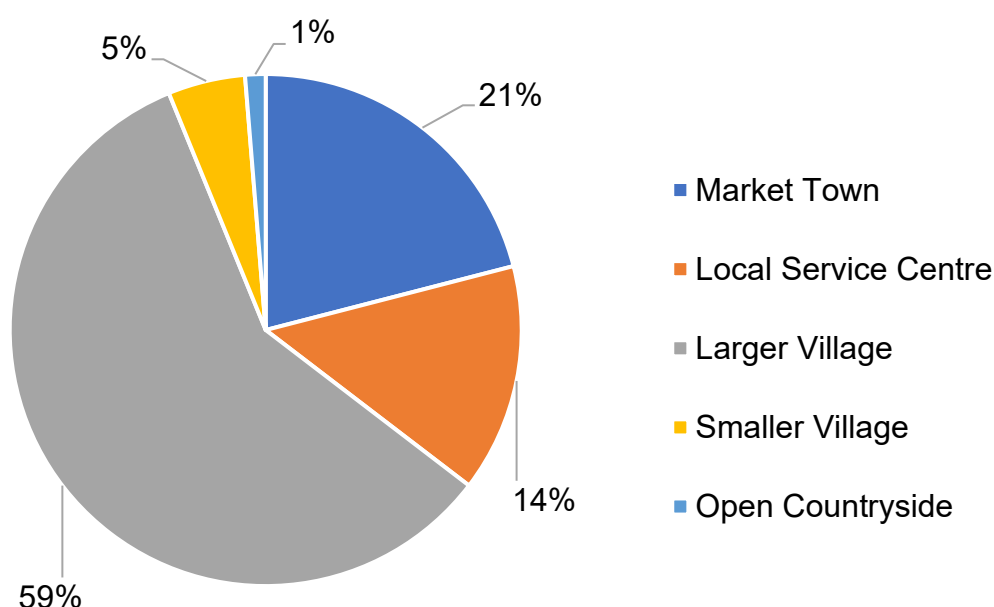
- 7.20. Core Policies 15 and 15a set out the spatial strategy for the South East Vale, stating the overarching priority for the Sub-Area is to secure the aligned delivery of housing and employment growth together with the infrastructure required to achieve sustainable development. The policy sets out 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. Core Policy 15 also sets out the requirement of 208 hectares of employment land to be provided for business and employment growth in the Sub-Area. The councils review of LPP1 concluded that the housing requirement within the plan (Core Policy 4) requires updating, and so Core Policy 15 derives its sub area target from Core Policy 4.
- 7.21. Table 10 sets out the housing completions in the Sub-Area since the beginning of the plan period, which shows that delivery has improved since the Adoption of the Part 1 Plan.

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
2023/24	426
Total	5696
Average	438

- 7.22. Table 10 shows Core Policy 15 sets out that development in the Sub-Area should be in line with the settlement hierarchy as set out in Core Policy 3. Figure 4 shows the housing growth in the Sub-Area according to the settlement hierarchy over the plan period. This shows that growth has largely been delivered in the Market Town, Local Service Centre and Larger Villages, with very little development in the open countryside. This is in accordance with the settlement hierarchy. Of the 399 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.

Figure 4: South East Vale Sub-Area housing delivery by settlement category, 2011-2024



- 7.23. The LPP1 allocated sites in the Sub-Area are making good progress towards delivery with the majority of allocated sites having full or outline permission, with construction started on five sites and completed on one;
- Milton Heights - Site received full permission in October 2017 and is under construction with 254 homes delivered up to 1 April 2023.
 - Valley Park - This site is under construction, delivering 120 homes as of 31 March 2024. There is now a steady stream of reserved matters applications coming forward under the outline permission [P14/V2873/O](#) for 4,254 homes.
 - North West Valley Park - No application has been submitted.
 - West of Harwell - This site is complete.
 - Crab Hill – This site is under construction, with 750 homes completed as of 31 March 2024. The council granted outline permission in July

2015 for 1,500 homes, with multiple reserved matters applications determined.

- f) Monks Farm - This site is under construction, with 392 homes completed as of 31 March 2024. The site has not come forward under one comprehensive outline application, meaning the council has approved 3 outline applications with a total capacity on site of 768 homes. As of November 2025, there is one live reserved matters application.
- g) Grove Airfield – This site is under construction, with 702 homes completed as of 31 March 2024. Outline permission was granted in July 2017 for 2,500 homes on this site. Since April 2018, 10 reserved matters applications have been approved on site.
- h) East of Sutton Courtenay - an outline application for 175 homes was approved in December 2023.

7.24. The LPP2 allocated a site in the Sub-Area, which is making progress towards delivery with an outline application submitted;

- a) 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	2023/24	2011-24	Target 2011-2031
CP15	Amount of employment land permitted on strategic and allocated sites	30.42 hectares (gross)	308.7 hectares (gross)	208 Hectares

7.26. Table 12 sets out the net change in different floorspaces at each allocation/strategic employment site.. As is shown, the vast majority of the floorspace permitted is B use class.

Table 12: Floorspace permitted on employment allocations and strategic employment sites 2011-2024, South East Vale

Employment allocation	Use Class (m ²)					
	A	B	C	D	E	Sui Generis
Milton Park	330	55,641	14,258	0	-1,340	14,438
Milton Park LDO area	330	20,678	6,750	0	909	0
Harwell campus	253	122,419	7,270	2,988	25,303	307
Monks Farm, North Grove	0	0	0	1,500	0	0
Didcot A	0	192,038	0	0	0	198
Milton Hill Business and Technology Park	0	13,789	0	0	0	268
Grove Technology	-	42,014	-	-	29	240
Total	583	425,901	21,528	4,488	23,992	15,451

Core Policy 15b: Harwell Campus Comprehensive Development Framework

- 7.27. 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. As set out in paragraph 3.37 above, the council has decided not to progress a Supplementary Planning Document (SPD) at this time for Harwell Campus. Further information about employment permissions granted in the period 2023/24 is recorded against Policy CP6 above.

Core Policy 16: Didcot A Power Station

- 7.28. 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 identifies 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.
- 7.29. The policy also safeguards land for the proposed route of the new Science Bridge and A4130 re-routing. During 2023/24, the council considered several planning applications within the safeguarded land for both the A4130 widening and Science Bridge, but no planning applications were granted that would prejudice the construction or operation of this highway infrastructure. Please see the commentary on Core Policies 8 and 8a for more information.

Core Policy 16b: Didcot Garden Town

- 7.30. The council approved 3 applications in the Didcot Garden Town area where this policy would apply, but none were contrary to the Didcot Garden Town Masterplan Principles.

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

- 7.31. 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.
- 7.32. In respect of the Part 1 Plan there has been progress on several infrastructure projects listed in Policy CP17 as shown in Table 13.

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. Oxfordshire County Council expected construction to commence in summer 2024, and last approximately two years (subject to funding agreement with Homes England). Update from October 2025 – Scheme is under construction from 3 September 2025 and expected to complete by end of 2026. More information is available on Oxfordshire County Council's website ⁵⁴ .
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)	Under construction. Update from October 2025 – Road opened 5 December 2024, road was named King Alfred Way.
Relief to the road network at Rowstock and Harwell (including an improved junction configuration at Steventon Lights, upgrading Featherbed Lane and Hagbourne Hill) ⁵⁵	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 2025. Update from October 2025 – Construction has not started. Rowstock Area Transport Study expected to be completed soon. More information is available on Oxfordshire County Council's website ⁵⁶ . Hagbourne Hill upgrade is completed.

⁵⁴ [A34 Lodge Hill Interchange | Oxfordshire County Council](#)

⁵⁵ <https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/future-transport-projects/relief-rowstock>

⁵⁶ [A4130 Steventon Lights integrated transport scheme | Oxfordshire County Council](#)

Table 13: Infrastructure projects progress

Project	Status
Didcot Science Bridge	This forms part of the wider Housing Infrastructure Fund (1) scheme. A planning application was submitted and is now under consideration. October 2025 update - The Secretary of State for Housing, Communities and Local Government granted planning permission in December 2024. The associated Development Consent Order (DCO) was approved in June 2025. Oxfordshire County Council expect construction to start on site in early 2026 and last approximately two years.
A4130 Widening	This forms part of the wider Housing Infrastructure Fund (1) scheme. A planning application was submitted and is now under consideration. October 2025 update - The Secretary of State for Housing, Communities and Local Government granted planning permission in December 2024. The associated Development Consent Order (DCO) was approved in June 2025. Oxfordshire County Council expect construction to start on site in early 2026 and last approximately two years.
A new Harwell Link Road between the B4493 and A417	Completed.
Southern Didcot Movement Corridor (Formerly Southern Didcot Spine Road)	No current work underway.
Didcot to Culham River Crossing	This forms part of the wider Housing Infrastructure Fund (1) scheme. A planning application was submitted and is now under consideration. October 2025 update - The Secretary of State for Housing, Communities and Local Government granted planning permission in December 2024. The associated Development Consent Order (DCO) was approved in June 2025. Oxfordshire County Council expect construction to start on site in early 2026 and last approximately two years.

Table 13: Infrastructure projects progress

Project	Status
Route improvements to the A417 between Wantage and Blewbury	Forms part of the Rowstock Area Transport Study and the Strategic Active Travel Network (SATN). Oxfordshire County Council is working on both projects.
Improvement of the strategic cycle network	Science Vale Active Travel Network (SVATN) Phase 1 completed – phase 2 (initial planning – no funding available) in progress as part of Strategic Active Travel Network (SATN). The County Council is currently identifying and prioritising high level proposals for SATN. This work will help inform future bids for strategic cycling infrastructure. The council expects to safeguard land for SATN schemes in the emerging JLP. October 2025 update – the emerging JLP proposed submission document includes Policy IN3 that safeguards specific SATN schemes.
Improvement to the bus network, particularly between the strategic housing and employment growth, including a priority bus system between Harwell Campus and Didcot	<p>Oxfordshire County Council and Bus operators are working together through the Enhanced Partnership to deliver improvements to bus services, including for Harwell and Didcot.</p> <p>Oxfordshire County Council is considering how they can improve bus priority measures as part of the Relief to Rowstock optioneering study referenced above.</p>
Frilford and Marcham transport study optioneering	In progress, optioneering study expected to be concluded in spring 2025.
Abingdon Local Cycling and Walking Infrastructure Plan	Completed. Adopted February 2023.
Didcot Local Cycling and Walking Infrastructure Plan	Project underway October 2025 update - Completed. Adopted December 2024.
Wantage and Grove Local Cycling and Walking Infrastructure Plan	Project expected to start in summer 2024. October 2025 update - Public consultation held between 07 August and 18 September 2025.
Land for potential transport schemes safeguarded in Vale of White Horse Local Plan 2031 Part 1	

Table 13: Infrastructure projects progress

Project	Status
Land for Wantage Western Movement Corridor (Formerly 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 Movement Corridor (Formerly Land for Abingdon Southern Bypass)	No current work underway.
Land for Townsend Road junction with A420	No current work underway for Townsend Road junction. A new roundabout on A420 north of Highworth Road has been delivered by nearby 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 Mobility hub (Formerly Land for Cumnor Park and Ride)	Park and Ride Strategy to be undertaken by Oxfordshire County Council.
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.

Table 13: Infrastructure projects progress

Project	Status
Land for Cinder Track Cycle Improvements	No current work underway.

- 7.33. Other strategic highway needs have been considered in the emerging Joint Local Plan which is accompanied by an updated IDP⁵⁷.
- 7.34. 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, Vale council has published a Spending Strategy 2021⁵⁸ which sets out the arrangements for spending CIL and how it will be allocated, which can include highway needs. 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 Oxfordshire 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

- 7.35. Core Policy 18 sets out the land safeguarded to support the delivery of infrastructure schemes in the Sub-Area. There were 4 planning applications approved in 2023/24 on safeguarded land, although their permission does not prevent the delivery of the proposals. These were as follows:
- a) [P22/V0604/RM](#) and [P23/V0667/RM](#) (part of the wider Valley Park residential-led development) positively contributed to the delivery of the HIF1 schemes (A4130 widening and Science Bridge).
 - b) [P22/V1121/O](#) (Milton Interchange services) and [P20/V2899/RM](#) (Land at former Didcot Power Station) were permitted within safeguarded land for HIF1 (A4130 widening and Science Bridge) but did not prevent the delivery of the infrastructure.

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

- 7.36. 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

⁵⁷ https://www.southandvale.gov.uk/app/uploads/2024/09/JLP_Infrastructure-Delivery-Plan.pdf

⁵⁸ <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/>

for the development. There have been no planning applications approved on the safeguarded land that would prejudice the railway station.

- 7.37. The council proposed a revision for Transport Safeguarding areas for Wantage and Grove railway station in the submission version of the Joint Local Plan, to address network constraints and opportunities. Following the previous 'Statement of Opinion Report' completed in 2018 which showed a positive business case for a new station, Oxfordshire County Council has commissioned specialists to develop a Strategic Outline Business Case for a potential new Grove and Wantage train station targeting outputs in early 2025. The district and county councils have continued to work in partnership to make the case for a new railway station. As of October 2025, the council has included the revised safeguarding for Wantage & Grove station in its emerging Joint Local Plan, which is currently under examination by the Planning Inspectorate.
- 7.38. The Oxfordshire Rail Corridor Study 2021 (ORCS)⁵⁹, 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 several interventions needed. As of October 2025, Oxfordshire County Council is currently working on a revised Rail Strategy called OxRAIL 2040, which went out for consultation between 3 September - 1 October 2025.

Western Vale Sub-Area Strategy

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

- 7.39. 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. The councils review of LPP1 concluded that the housing requirement within the plan (Core Policy 4) requires updating, and as Core Policy 20 derives its sub area target from Core Policy 4, this cannot be monitored. A total of 7.38 hectares of employment has also been identified to provide for business and employment growth, whilst strategic employment sites have also been safeguarded.
- 7.40. 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.

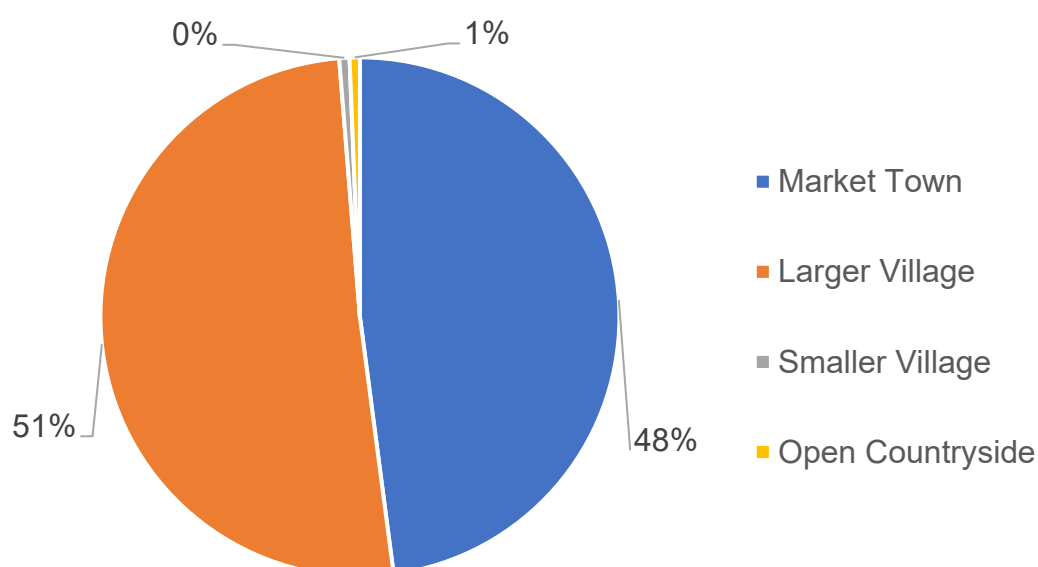
⁵⁹<https://www.networkrail.co.uk/running-the-railway/our-routes/western/oxfordshire/>

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
2023/24	322
Total	3109
Average	239

- 7.41. Figure 5 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 almost no development of homes in the smaller villages and open countryside.

Figure 5: Western Vale Sub-Area housing delivery by settlement category, 2011-2024



- 7.42. Substantial progress is being made on LPP1 strategic allocations in the Western-Vale, with four sites under construction and two complete:
- a) Land South of Park Road- Site is under construction with 184 homes delivered up to 1 April 2024.
 - b) West of Stanford in the Vale- Site is under construction with 188 homes delivered up to 1 April 2024.
 - c) South of Faringdon- This site is complete.
 - d) South West of Faringdon- Site is under construction with 171 homes delivered up to 1 April 2024.
 - e) East of Coxwell road- This site is complete.
 - f) North of Shrivenham- Site is under construction with 280 homes delivered up to 1 April 2024.

- 7.43. Table 15 sets out the progress in the Sub-Area to meeting its employment land requirement, which shows that although 0 hectares were permitted in 2023/24 from 2011-2024 we have met our employment land target.

Table 15: Western Vale employment permissions

Indicator	2023/24	2011-2024	Target 2011-2031
Amount of employment land permitted on strategic and allocated sites	0 hectares	8.24 hectares (gross)	7.4 Hectares

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

Table 16: Floorspace permitted (net) on employment allocations 2011-2024, Western Vale

Employment allocation	Use Class (m ²)					
	A	B	C	D	E	Sui Generis
South of Park Road, Faringdon	0	0	0	0	0	0
Land adjacent to A420 (4 & 20 site), Faringdon	2,817	1,189	0	0	0	0
Land north of Park Road (HCA site), Faringdon	0	-241	0	241	0	0
Total	2,817	948	0	241	0	0

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

- 7.45. Core Policy 21 safeguards land in the Western Vale, with an area around Shrivenham (Townsend Road junction with A420) 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. There has been one relevant application which was refused.

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 for all new residential development in accordance with the Oxfordshire Strategic Housing Market Assessment (SHMA) 2014. It is important to note that Core Policy 22 in the Part 1 Plan takes a flexible approach to the implementation of housing mix⁶⁰ 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.'⁶¹ 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 2023/24. This does not represent all permissions in 2023/24, only permissions where bed split data was available, for example, outline permissions may not include an agreed housing mix. Table 17 shows that, in relation to the SHMA target percentages, permissions for 1 bed units are in line with the target, permissions for 2 bed units are over the target, and permissions for both 3 and 4 bed properties are under the target.

Table 17: Housing permissions bed split, 2023/24

Percentage	1 bed	2 bed	3 bed	4+ bed
Overall Percentage	15%	33%	38%	14%
SHMA Target Percentage	15%	30%	40%	15%

- 8.3. Table 18 shows the bed split of market housing permitted in 2023/24. There has been a notable drop off in the number of 4+ bedroom market homes, reducing from around 35% of the permissions in 2022/23 to 17% in 2023/24.

⁶⁰ Core Policy 22, Page 106, available from http://www.whitehorsedc.gov.uk/sites/default/files/359975%20VWH%20Plan_Body_DIGITAL%205-7.pdf

⁶¹ 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

The table shows that the market is moving more toward providing smaller units, with both 3- and 4-bedroom homes slipping below SHMA targets.

Table 18: Market Housing permissions bed split, 2023/24

Percentage	1 bed	2 bed	3 bed	4+ bed
Overall Percentage	10%	23%	34%	17%
SHMA Target Percentage	6%	28%	44%	29%

- 8.4. Table 19 shows the bed split of affordable housing permitted in 2023/24, 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, 2023/24

Percentage	1 bed	2 bed	3 bed	4+ bed
Overall Percentage	23%	42%	27%	7%
SHMA Target Percentage	27%	35%	34%	4%

- 8.5. The council granted planning permission for 1 institutional care development (C2 use class - a children's home in Grove). There is no target for institutional bedroom mix in the 2014 SHMA.

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 2023/24 was 34.28 dwellings per hectare. This is above the minimum requirement and shows that efficient use of land is being achieved, however, it is lower than the average in the year 2022/23 which was 44.5 dwellings per hectare.

Core Policy 24: Affordable Housing

- 8.8. Core Policy 24 identifies the affordable housing provision required for housing developments and details the tenure of affordable housing to be provided as either rent (either social or affordable) and intermediate (including shared ownership), with a 75:25 split respectively. Following the “Affordable Homes Update” Written Ministerial Statement in 2021, as well as evidence from the Strategic Housing Market Assessment (2014) and the councils First Homes Interim Policy Statement, intermediate tenure also includes First Homes. Table 21 shows that the district has exceeded the affordable housing provision target for 4 of the past 13 years, with the remaining years falling below this. Tables 21 and 22 identify the affordable housing tenure split over the plan period and identifies that in 2023/24 our tenure split was at a ratio of 77:23, and overall shows that over the plan period delivery is generally in accordance with the tenure split.

Table 20: Affordable housing delivery against 35% target, 2011-2024

Year	Total Dwellings (Sites with net gain of 10+)	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	1,116	336	30
2017/18	1,359	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
2023/24	1,046	341	33
Total	11,749	3,727	32

Table 21: Delivery of affordable housing units by type, 2011-2024

Year	Affordable rent	Social rent	Shared ownership	First Homes	Total affordable housing
2011/12	51	0	12	0	63
2012/13	93	0	50	0	143
2013/14	42	0	25	0	67
2014/15	193	0	57	0	250
2015/16	241	0	85	0	326
2016/17	265	0	71	0	336
2017/18	200	0	111	0	311
2018/19	254	0	138	0	392
2019/20	262	0	91	0	353
2020/21	244	0	89	0	333
2021/22	213	0	85	0	298
2022/23	360	0	143	11	514
2023/24	241	21	79	0	341
Annual average	205	2	80	1	287

Table 22: Percentage split of delivery of affordable housing units by type, 2011-2024

Year	Total rent percentage	Total intermediate percentage
2011/12	81%	19%
2012/13	65%	35%
2013/14	63%	37%
2014/15	77%	23%
2015/16	74%	26%
2016/17	79%	21%
2017/18	64%	36%
2018/19	65%	35%
2019/20	74%	26%
2020/21	73%	27%
2021/22	71%	29%

2022/23	70%	30%
2023/24	77%	23%
Annual average	72%	28%

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 connection⁶². There were no rural exception sites permitted during 2023/24.

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 2023/24, the council did not grant any planning permissions for housing for older people. Over the period 2011-2024, 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:
- a) Grove Airfield - An 80-bed care home is to be constructed as part of the development;
 - b) Crab Hill - A 72-bed care home is now complete.
 - c) North of Abingdon-on-Thames - Outline permission has been granted for 50 extra care units and an 80-bed care home;
 - d) Land South of Park Road, Faringdon - Reserved matters permission has been granted for a 60-unit extra care facility.
 - e) Great Western Park – 80 extra care units have been completed
 - f) 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

⁶². <https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary>

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 2017⁶³. 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 2023-2028 five-year supply period is less than 1 pitch. The council is therefore currently meeting its requirements and future planning applications will continue to be considered against the criteria set out in Core Policy 27.
- 8.15. During 2023/24, no permanent permissions have been granted for Gypsy and Traveller pitches.
- 8.16. Government updated the PPTS on 12 December 2024 to include a revised broader definition of what “gypsies and travellers” means. In addition to those included with the 2015 PPTS definition, it now includes persons who have ceased to travel permanently, and all other persons with a cultural tradition of nomadism or of living in a caravan. While not a requirement at the time, the 2017 GTAA did consider the pitches needs of travellers who did not meet the 2015 PPTS definition. The 2017 GTAA identified a potential need for an additional 6 pitches within the plan period to 2031 for persons who would now likely meet the 2024 PPTS definition. This means the requirement for the 2023-2028 five-year supply period is four pitches.
- 8.17. The council is required to maintain an up to date understanding of the likely accommodation needs of Gypsy, Traveller and Travelling Show people. A new GTAA (2024)⁶⁴ has been produced jointly with the other Oxfordshire Authorities in support of our emerging Joint Local Plan. The 2024 GTAA has been produced in accordance with changes made to the planning definition of a traveller to the PPTS 2024. The findings of 2024 GTAA will be examined alongside the submission version of the Joint Local Plan Once the plan is adopted the findings of the 2024 GTAA will supersede the outcomes of previous GTAA's carried out in the study area.

⁶³https://data.whitehorsedc.gov.uk/java/support/dynamic_serve.jsp?ID=900069229&CODE=2669ED3CC13ED6643729C66ABD4EF131

⁶⁴<https://www.southandvale.gov.uk/app/uploads/2025/02/LPA01-Gypsy-and-Traveller-Travelling-Showperson-and-Boat-Dweller-Accommodation-Assessment-December-2024.pdf>

Development Policy 1: Self and Custom Build

- 8.18. This policy supports the provision of plots for Self and Custom-Build projects and the development of a Supplementary Planning Document (SPD) to provide detailed guidance on planning for Self and Custom-Build development. As set out in section 3.37 above, the council has decided not to progress a Self and Custom Build SPD at this time.
- 8.19. Under the Self-build and Custom Housebuilding Act 2015, authorities are required to keep a register of individuals and associations who wish to acquire serviced plots of land to bring forward self-build and custom housebuilding projects.
- 8.20. We have undertaken 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 help inform new policies in the Joint Local Plan. Following this, the council have adopted a two-part register with a local connection test and a registration fee to cover costs⁶⁵.
- 8.21. 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.
- 8.22. Government made amendments to the Self-build and Custom Housebuilding Act 2015 through the Levelling-up and Regeneration Act (LURA) 2023. These amendments came into force on 31 January 2024 and include changes to section 2a of the act and the duty to grant planning permission. We are now required to assess both demand arising from the relevant base period, as well as any needs that haven't been met from previous periods. We have amended table 23 from previous versions of the AMR to comply with the LURA. The table now includes the cumulative demand for serviced plots.

⁶⁵ <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/planning-registers/custom-and-self-build-register/>

Table 23: Number of entries to the Self and Custom Build Register and the number of self-build and custom housebuilding developments permitted

Base year	Demand added to register	Total demand	Date to comply with duty	Total supply	Surplus/ shortfall
Base Year 1; first entry on the register until 30th Oct 16	67	67	30th Oct 19	51	-16
Base Year 2; 31st Oct 16 to 30th Oct 17	108	175	30th Oct 20	80	-175
Base Year 3; 31st Oct 17 to 30th Oct 18	78	253	30th Oct 21	105	-230
Base Year 4; 31st Oct 18 to 30th Oct 19	94	347	30th Oct 22	133	-296
Base Year 5; 31st Oct 19 to 30th Oct 20	87	434	30th Oct 23	157	-354
Base Year 6; 31st Oct 20 to 30th Oct 21	89	523	30th Oct 24	177	-418
Base Year 7; 31st Oct 21-30th Oct 22	75	598	30th Oct 25	n/a	n/a
Base Year 8; 31st Oct 22-30th Oct 23	44	642	30th Oct 26	n/a	n/a
Base Year 9; 31st Oct 23-30th Oct 24	43	685	30th Oct 27	n/a	n/a

Development Policy 2: Space Standards

8.23. 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.

Development Policy 3: Sub-Division of Dwellings

8.24. 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 11 permitted during 2023/24.

Table 24: Sub-Division of Dwellings, 2023/24

Application Type	Approved	Other Outcome	Refused	Total
Full Application	10	1	3	14
Section 73	1	0	0	1
Grand Total	11	1	3	15

Development Policy 4: Residential Annexes

- 8.25. 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 33 applications involving residential annexes were approved and 2 applications were refused during 2023/24.

Table 25: Residential Annexes, 2023/24

Application Type	Approved	Other Outcome	Refused	Total
Full Application	4	0	1	5
Householder	28	0	1	29
Pre-Application	0	1	0	1
Section 73	1	0	0	1
Grand Total	33	1	2	36

Development Policy 5: Replacement Dwellings in the Open Countryside

- 8.26. 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 10 applications involving replacement dwellings were approved and 10 applications were refused during 2023/24.

Table 26: Replacement Dwellings in the Open Countryside, 2023/24

Application Type	Approved	Grand Total
Full Application	8	8
Section 73	2	2
Total	10	10

Development Policy 6: Rural Workers' Dwellings

- 8.27. This policy sets out conditions that development of rural workers' dwellings should meet. Table 27 shows that 4 applications for a rural workers' dwelling were approved in 2023/24 in accordance with the policy.

Table 27: Planning permissions for rural workers' dwellings, 2023/24

Application Type	Approved	Grand Total
Full Application	1	1
Non-Material Amendment	1	1
Section 73	2	2
Grand Total	4	4

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

- 8.28. This policy sets out conditions that development of existing buildings for use as dwellings in the open countryside should meet. The status and type of planning permissions to which DP7 applies are shown in Table 28. The table shows that 18 applications involving existing buildings were approved and 3 applications were refused during 2023/24.

Table 28: Re-use, Conversion and Extension of Buildings for Dwellings in the Open Countryside, 2023/24

Application Type	Approved	Other Outcome	Refused	Total
Full Application	14	1	2	17
Householder	1	0	0	1
Permission in Principle	1	0	0	1
Section 73	2	0	1	3
Grand Total	18	1	3	22

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

- 8.29. Development Policy 8 supports development proposals for the provision of new or extended community facilities and services as well as setting out conditions that development resulting in the loss of existing facilities and services should meet. Development Policy 9 sets out conditions that

development resulting in the loss of existing Public Houses should meet. The number of community facilities and services and Public Houses lost and gained through planning permissions are shown in Table 29.

Table 29: Community Services and Facilities & Public Houses, 2023/24

Development type	Gain	Redevelopment	Extension	Loss
Community Services and Facilities	4	6	7	3
Public Houses	0	3	0	1
Total	4	9	7	4

Supporting Economic Prosperity

Core Policy 28: New Employment Development on Unallocated sites

- 8.30. Core Policy 28 supports Core Policy 6 by supporting appropriate B-Class employment development on unallocated sites across the district. During 2023/24 there was a total of 15.71 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

- 8.31. Core Policy 29 seeks to ensure that employment use is maintained on land where it is viable and needed. In 2023/24 there was 2.93 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.
- 8.32. 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

- 8.33. 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.
- 8.34. There were three applications approved in 2023/24 for extending existing education or other suitable community facilities in the district.

Core Policy 31: Development to Support the Visitor Economy

- 8.35. 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.
- 8.36. Table 30 shows that during 2023/24 there were eighteen permissions approved which contribute to the visitor economy and three permissions refused.

Table 30: Planning permissions contributing to the visitor economy, 2023/24

Application Type	Approved	Refused	Total
Full Application	15	2	17
Outline	0	1	1
Section 73	3	0	3
Total	18	3	21

Core Policy 32: Retailing and Other Town Centre Uses

- 8.37. 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.
- 8.38. Table 31 shows the amount of new retail development or change of use to retail permitted during 2023/24 in settlements as defined by the settlement hierarchy.

Table 31: Retail floorspace permitted, 2023/24

Settlement Hierarchy	A1 Floorspace (m ²)
Market Towns	0
Local Service Centres	0
Larger Villages	2,044
Smaller Villages	0
Open Countryside	0

- 8.39. The council granted permission for one retail use during 2023/24 meeting the policy indicator criteria of being over 500m² (or 1000m² in Abingdon-on-Thames and Wantage). This was for a Class E retail shop in Milton 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

- 8.40. 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.
- 8.41. During 2023/24, there were two applications permitted for loss of employment land to other uses on key employment sites not in accordance with the policy. These applications were [P24/V0087/D](#) and [P24/V0356/LDO](#) and they resulted in the loss of 0.71 hectares of B use class employment land.

Development Policy 11: Community Employment Plans

- 8.42. 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 2023/24, there were two major applications approved with CEPs.

Development Policy 12: Rural Diversification and Equestrian Developments

- 8.43. This policy sets out conditions that proposals for rural diversification and equestrian development should meet. The status and type of planning permissions to which DP12 applies are shown in Table 32. The table shows that 6 applications involving rural business were approved and 1 application was refused during 2023/24.

Table 32: Rural Diversification and Equestrian Developments, 2023/24

Application Type	Approved	Refused	Grand Total
Full Application	4	1	5
Section 73	2	0	2
Grand Total	6	1	7

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

- 8.44. Development Policies 13 a-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 33. It should be noted that due to the amendments to the Use Classes Order some changes of use may now take place without the need to apply for planning permission and therefore can no longer be monitored. The council will take account of this change when reviewing this policy through future local plans.

Table 33: Change in Town Centre Uses, 2023/24

Policy	Area	Permissions
13a	Primary Shopping Frontages	5
13b	Secondary Shopping Frontages	2
13c	Other Town Centre Uses	3
13d	Faringdon Town Centre	1
13e	Local Shopping Centres	0
	Total	11

Development Policy 14: Village and Local Shops

- 8.45. 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 2023/24, no permissions were granted for new or extended village and local shops, and one permission ([P23/V1786/FUL](#)) was granted for the loss of a shop and dwelling by change of use (to a veterinary surgery).

Development Policy 15: Retail Parks

- 8.46. Development Policy 15 sets out conditions that development resulting in convenience retail uses on retail parks should meet. During 2023/24, no planning permissions involving the change of use to retail convenience on retail parks were granted.

Supporting Sustainable Transport and Accessibility

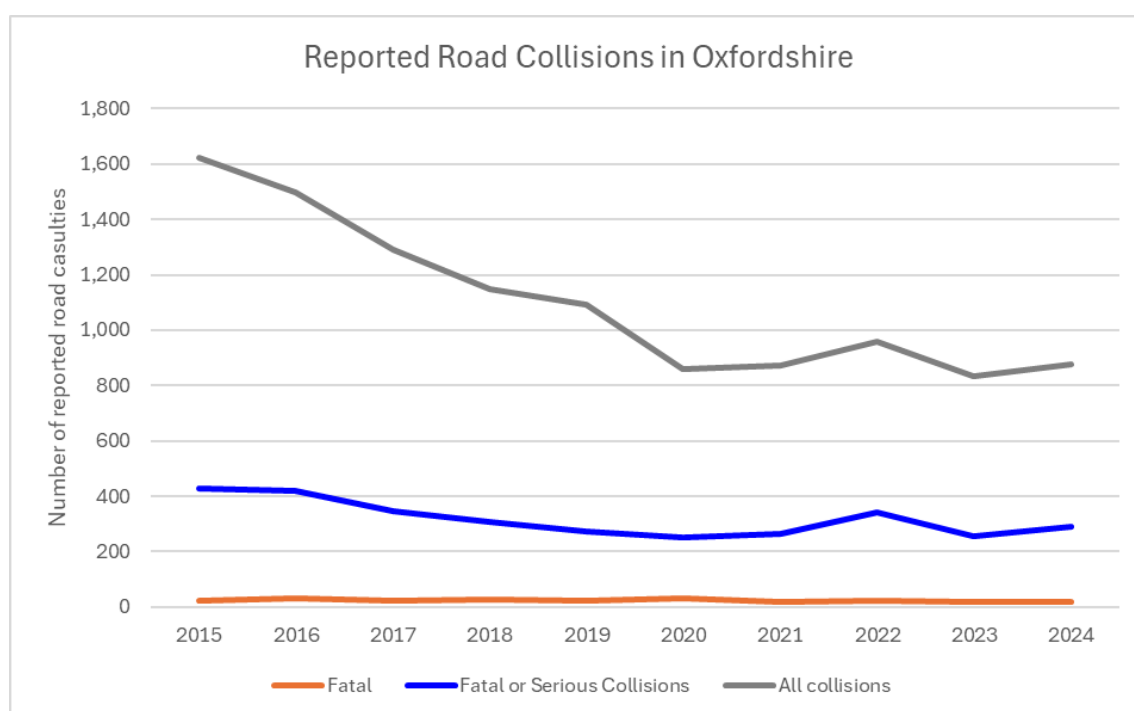
Core Policy 33: Promoting Sustainable Transport and Accessibility

- 8.47. 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.
- 8.48. A key indicator for this policy was the change in average journey times, on areas that are monitored by the local highways authority. The results of congestion monitoring for the 2023/2024 period showed a 0% change in congestion on A roads and a 0.7% increase for congestion on B roads in Oxfordshire. When compared to pre-pandemic traffic flows this represents a reduction in A road congestion of 3.8% and reduction in B road congestion of 2.1%⁶⁶.
- 8.49. 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.
- 8.50. 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.
- 8.51. Figure 6 shows the number of road collisions in Oxfordshire⁶⁷ from 2015 to 2024, the latest available data. Statistics are not available at a district level. The general trend shows an overall decrease for the number of total accidents with an increase in 2022. 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.

⁶⁶ <https://www.oxfordshire.gov.uk/transport-and-travel/traffic/traffic-monitoring>

⁶⁷ <https://www.gov.uk/government/statistical-data-sets/reported-road-accidents-vehicles-and-casualties-tables-for-great-britain>

Figure 6: Road Traffic Collisions in Oxfordshire between 2015 and 2024



Core Policy 34: A34 Strategy

- 8.52. Core Policy 34 sets out the council's aim to develop a route-based strategy for the A34 to enable its function as a major strategic route and therefore reduce consequential congestion on the local road network. It also sets out that air quality should be monitored to determine if there is a significant impact from the A34, this information can be found in the environment section of the AMR.
- 8.53. National Highways is exploring opportunities to improve safety and layby conditions on the A34 in Oxfordshire and north Berkshire⁶⁸. England's Economic Heartland has published a Regional Transport Strategy which recommends potential interventions to improve the transport system, including on the A34⁶⁹.

Core Policy 35: Promoting Public Transport, Cycling and Walking

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

⁶⁸ <https://assets.publishing.service.gov.uk/media/5ffb39808fa8f56405c5f5bf/road-investment-strategy-2-2020-2025.pdf>

⁶⁹ https://cdn.prod.website-files.com/685839d1a71bb0fcad2cf1f2/6881154dfc0e60111e32f464_Connecting_People_Transforming_Journeys_av.pdf

8.55.

8.56.

Table 34 shows the Annual Average Daily Traffic (AADT) from areas in the Vale of White Horse that have automatic traffic counters. This information has been provided by Oxfordshire County Council up to 2023. The trend from 2016 to 2023 appears to be no significant change in the number of journeys on bicycle. Oxfordshire County Council cycle counter monitoring reduced during COVID-19 years due to the age of equipment and limitations for fixing the mechanisms during lockdowns.

Table 34: Journeys by Bicycle, Annual Average Daily Trips (AADT) per annum

Site	2016	2017	2018	2019	2020	2021	2022	2023
Gibson Close, Abingdon	88	92	92	100	107	87	70 ^b	-
The Motte, Abingdon	60	0	0	61	-	-	-	-
Tesco to Ladygrove Footpath, Abingdon	68	111	114	117	106	102	116	96
Peep-O-Day Lane, Sutton Courtney	98	149	149	142	131	195	152 ^c	-
A4185 North of North Drive, Harwell.	104	132	93	114	-	-	-	-
Abingdon Audlett Drive	176	243	252	259	253	201 ^a	258 ^d	243 ^e
B4017 North of Drayton	131	153	152	149	185	-	-	-

^a August to December only

^b January to May only

^c January and February only

^d July to November only

^e April to November only

8.57. 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 2023/24⁷⁰. The SVATN projects will now also fall under the Strategic Active Travel Network project being developed and implemented by Oxfordshire County Council.

⁷⁰<https://www.oxfordshire.gov.uk/residents/roads-and-transport/roadworks/major-current-roadworks/science-vale-cycling-network>

- a) Route 1: Wantage to Harwell Campus – The 'Icknield Greenway' – completed November 2020. Further upgrades to this route have since been completed in autumn 2021. As of October 2025, the route is currently under review following a few years of use to see what further measures are required. On hold at this time due to funding and staff availability.
- b) Route 2: Cindertrack between Steventon and Milton – As of October 2025 Oxfordshire County Council are undertaking a stage 1 feasibility study in the 2024/25 financial year.
- c) Route 3 (B1): Abingdon to Milton Park (Peep-O-Day-Lane) – completed April 2020.
- d) Route 3 (B2): Abingdon to Milton Park (between Drayton Road and Quarry Road) – completed June 2020.
- e) 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.
- f) Route 5 (G): Didcot to Harwell Campus (Wantage Road) – this section is now completed. As of October 2025, Oxfordshire County Council has confirmed that the Harwell Toucan Crossing will likely be delivered in the 2026/27 financial year.
- g) Route 7A (A & C): Abingdon to Culham Science Centre (Abbey Meadows to Barton Lane) - section A completed November 2020, Section C under construction.
- h) Route 8 (G): Didcot to Culham Science Centre (High Street, Long Wittenham) - completed November 2020.
- i) Further development of the SVATN is planned (phase 2), as part of Oxfordshire County Council's Strategic Active Travel Network, which forms part of the Local Transport and Connectivity Plan. As of October 2025 Oxfordshire County Council is currently reviewing the SV Cycle Network as part of a refresh of SVATN.

8.58. Information from the 2011 Census shows that the majority of people in the district travel to work by motor vehicle, with only 8% using forms of public transport. This policy aims to increase the proportion of public transport use. The Office for National Statistics (ONS) has population data for England and Wales in late Spring 2022 and aims to publish all other main Census 2021 data. Unfortunately, the 2021 census was undertaken during the recent pandemic, therefore the usefulness of the travel to work data is limited because there was ambiguity for what 'normal' travel referred to for participants. The 2021 method of travel to work data shows a 29% increase in working from home, 18% decrease in car/van driving, small decreases were also seen for bus travel, cycling, train travel, walking, and car/van passenger.

- 8.59. 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.

Core Policy 36: Electronic Communications

- 8.60. 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. The council's enforcement team has not recorded any cases relating to lack of provision of communication infrastructure.

Development Policy 16: Access

- 8.61. 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 we hope this makes it easier to monitor this policy in the future.

Development Policy 17: Transport Assessments and Travel Plans

- 8.62. 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 22 relevant applications in 2023/24, 12 of which had a transport assessment and 7 had a travel plan in accordance with the policy. 8 applications were approved without a transport assessment or travel plan.

Development Policy 18: Public Car Parking in Settlements

- 8.63. 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 2023/24, no planning permissions involving the loss of public car parking in the designated areas were granted.

Development Policy 19: Lorries and Roadside Services

- 8.64. 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 2023/24, there were two relevant planning applications permitted, one for new EV charging stations and bays at Buckland Service Station and one for roadside services at Milton Interchange.

Protecting the Environment and Responding to Climate Change

Core Policy 37: Design and Local Distinctiveness

- 8.65. Core Policy 37 and the Design Guide SPD apply to all development in the district, although not all 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 adoption of the Joint Design Guide has provided greater clarity and advice on urban design principles. Officers ran workshops in the summer of 2022 to provide training for the JDG. For future work the Urban Design Team have identified the following needs;
- a) Ongoing planning officer training on urban design/design quality; and
 - b) 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

- 8.66. 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. Out of the 16 relevant permissions, 3 were accompanied with a Masterplan and 8 were accompanied with a Design and Access Statement.

Core Policy 39: The Historic Environment

- 8.67. 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.
- 8.68. Currently in the Vale of White Horse there are 5 sites on Historic England's at-risk register⁷¹, one fewer than in 2022/23.
- 8.69. There are currently Conservation Area Character Appraisals adopted for Abingdon Northcourt, Blewbury, 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.
- 8.70. A key indicator for Core Policy 39 is the number of planning permissions granted contrary to technical advice. There were no permissions granted in 2023/24 contrary to conservation officers' advice.

Core Policy 40: Sustainable Design and Construction

- 8.71. 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.
- 8.72. 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 2023/24 there were 44 applications where adaptation and design methods were taken into account in line with Core Policy 40.
- 8.73. 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.

⁷¹ <https://historicengland.org.uk/advice/heritage-at-risk/search-register/results/?advsearch=1&Lpa=Vale%20of%20White%20Horse&searchtype=harsearch>

Core Policy 41: Renewable Energy

- 8.74. Core Policy 41 sets out the council's support for renewable energy schemes to help the government meet its renewable energy targets, providing applications do not cause significant adverse effects. During 2023/24 there were 27 applications approved relating to new renewable energy installations.
- 8.75. Table 35 provides the number of renewable energy installations, capacity and generation in the district from 2014 to 2023⁷²; with total electricity consumption in the district up to 2023.

Table 35: Renewable energy generation capacity in the Vale of White Horse

Year	Renewable energy installations	Renewable energy capacity (MW)	Renewable energy 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
2023	3,706	181.3	213,140	704.8

Core Policy 42: Flood Risk

- 8.76. 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 2023/24, there were no applications approved where the Environment Agency (EA) initially objected⁷³.

Core Policy 43: Natural Resources

- 8.77. National planning policy underlines the importance of prudent use of natural resources, from using land effectively to encouraging the use of renewable

⁷² Based on data up to 2023, available from <https://www.gov.uk/government/statistics/regional-renewable-statistics>

⁷³ <https://www.gov.uk/government/publications/environment-agency-objections-to-planning-on-the-basis-of-flood-risk>

resources. Core Policy 43 incorporates all elements of natural resources, including land, water and air quality, to ensure they are protected from decline.

- 8.78. Table 36 shows the amount of waste from households in the district, and the amount of that waste which was recycled⁷⁴ from 2014 to 2023 (the latest available data).

Table 36: 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%
2022/23	46,942	61%

- 8.79. In 2023/24 there were 53 applications approved where Core Policy 43 was taken into consideration.
- 8.80. During 2023/24 there were no applications approved in the district where the Environment Agency (EA) initially objected on water quality grounds⁷⁵.
- 8.81. In March 2022, Vale of White Horse was classified as a 'nutrient affected authority'⁷⁶, 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.
- 8.82. The Air Quality Annual Status Report 2025⁷⁷ provides an annual update on air quality in the district. There are now two Air Quality Management Areas (AQMAs) in the district following the revoking of Abingdon AQMA in 2024. These are in Botley and Marcham. These were declared due to nitrogen

⁷⁴ <https://www.gov.uk/government/statistical-data-sets/env18-local-authority-collected-waste-annual-results-tables>

⁷⁵ <https://www.gov.uk/government/publications/environment-agency-objections-to-planning-on-the-basis-of-flood-risk>

⁷⁶ <https://www.whitehorsedc.gov.uk/vale-of-white-horse-district-council/planning-and-development/wildlife-trees-and-landscape/wildlife/nutrient-neutrality/>

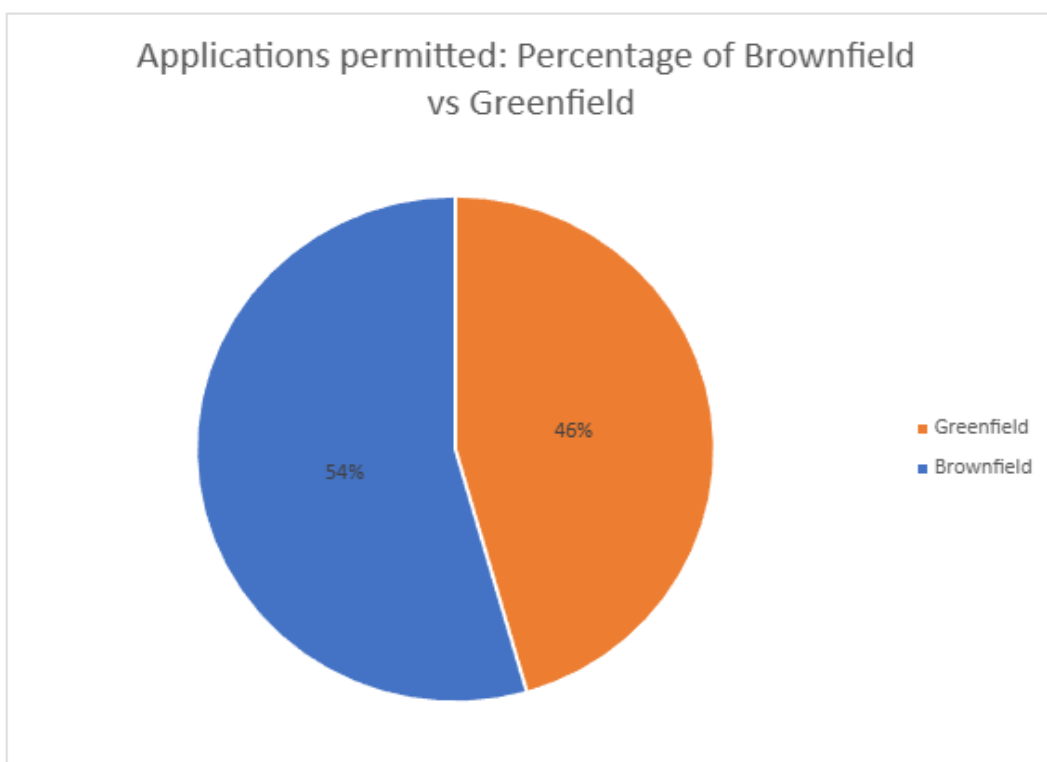
⁷⁷ https://www.southandvale.gov.uk/app/uploads/sites/3/2025/08/SOVOWH_ASR_2025.pdf

dioxide levels which exceed national objectives, primarily due to traffic emissions, however the Council is proposing the revocation of the Marcham AQMA in 2025 following compliance with objectives now being achieved for 5 years. The 2025 Air Quality Annual Status Report provides several key updates including:

- a) There were two recorded exceedances of the annual air quality objective for NO₂ in the Vale of White Horse District in 2023 and 2024, both within the Botley AQMA.
- b) All monitoring sites in Marcham recorded, for the fifth consecutive year, levels below the national objectives both within and outside of the AQMA. In 2024 a high pollution alert system was introduced, and in 2024 the oxonair.uk platform saw 14,500 visits. The site now provides residents with access to air quality data, local policies, and pollution forecasts, supporting greater public awareness and engagement.
- c) Significant progress was made in 2024, including an update to the Oxfordshire Bus Service Improvement Plan, the launch of the “My Bus Oxfordshire” ticketing scheme, £1 bus fares on Sundays in December, and completion of 50% of the Real-Time Passenger Information screen upgrades.
- d) The Oxfordshire County Council ‘optioneering’ exercise to consider options for addressing traffic issues and air quality in the Marcham/Frilford is still ongoing.

8.83. Figure 7 shows that during 2023/24 there were more applications approved on previously developed land than on greenfield land.

Figure 7: Brownfield/Greenfield applications, 2023/24.



8.84. Core Policy 43 also restricts development on the best and most versatile agricultural land, unless it is demonstrated to be the most sustainable choice from reasonable alternatives. During 2023/24 there were no applications granted contrary to the advice of technical officers regarding agricultural land.

Core Policy 44: Landscape

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

8.86. Table 37 identifies the outcomes of planning applications where the impact on landscape was a consideration in 2023/24. A total of 346 applications were approved, and 35 applications were refused.

Table 37: Outcomes of planning applications where the impact on landscape was a consideration, 2023/24

Application Type	Approved	Other Outcome	Refused	Grand Total
Agricultural Notification	0	1	0	1
Full Application	145	3	19	167

Householder	131	3	8	142
Listed Building Consent	1	0	0	1
Non-Material Amendment	3	1	0	4
Outline	9	3	4	16
Permission in Principle	1	0	0	1
Pre-Application Advice	0	2	0	2
Reserved Matters	11	0	1	12
Section 73	44	0	3	47
Telecoms	1	0	0	1
Grand Total	346	13	35	394

Core Policy 45: Green Infrastructure

- 8.87. Green Infrastructure relates to the active planning and management of substantial networks of multifunctional open space. Such networks need to be planned and managed to deliver the widest range of linked environmental and social benefits, including conserving and enhancing biodiversity as well as landscape, recreation, water management, and social and cultural benefits to underpin community health and wellbeing. Core Policy 45 seeks to ensure that there is no net loss in the amount of Green Infrastructure.
- 8.88. During 2023/24 there were 14 permissions granted that took account of Core Policy 45.

Core Policy 46: Conservation and improvement of Biodiversity

- 8.89. The district contains a rich variety of semi-natural habitats including woodlands, hedgerows, rivers, streams, and meadows. Together they help secure the survival of many species. There are a number of important nature conservation sites, which are protected at international, national and local level. These include:
- International: Two Special Areas of Conservation (SAC)^{78,79};
 - National: One National Nature Reserve⁸⁰ and 22 Sites of Special Scientific Interest (SSSI)⁸¹;

⁷⁸ Cothill Fen <https://sac.jncc.gov.uk/site/UK0012889>

⁷⁹ Hackpen Hill <https://sac.jncc.gov.uk/site/UK0030162>

⁸⁰ Cothill NNR <https://www.gov.uk/government/publications/oxfordshires-national-nature-reserves/oxfordshires-national-nature-reserves#cothill>

⁸¹ List of Oxfordshire SSSIs, available from <https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=&countyCode=34&responsiblePerson=&DesignationType=SSSI>

- Local: 78 Local Wildlife Sites⁸², Two Local Nature Reserves⁸³ and 11 Local Geological Sites⁸⁴.

8.90. Core Policy 46 seeks to provide a net gain in the amount of biodiversity land. The area of Local Wildlife Sites has increased by 9.63 hectares since 2022/23, from 1,793.49 to 1,803.12 hectares. Further information on the status of sites is available from the Thames Valley Environmental Records Centre (TVERC)⁸⁵ and Natural England⁸⁶. For 2023/24, TVERC have updated their methodology for calculating Local Wildlife Sites (LWS) and Habitat areas. Previously, they summed the areas of each individual polygon, which led to a larger total area due to overlaps and duplicate sites. Now, they have combined all sites into a single area to eliminate these discrepancies.

8.91. There were no planning permissions granted in 2023/24 contrary to consultee advice on the impact on SACs, in line with Core Policy 46.

Development Policy 20: Public Art

8.92. This policy seeks the provision of public art in association with proposals for major development. The council approved two applications for provision of public art and approved a further four planning applications for residential development where public art is to be addressed via a planning condition.

Development Policy 21: External Lighting

8.93. This policy sets out conditions that development involving external lighting should meet. The status and type of planning permissions to which DP21 applies are shown in Table 38. The table shows that 88 applications involving external lighting were approved and 9 applications were refused during 2023/24.

Table 38: Outcomes of planning applications involving external lighting, 2023/24

Application Type	Approved	Other Outcome	Refused	Grand Total
Advertisement	12	0	0	12
Full Application	44	0	2	46
Listed Building	3	0	0	3

⁸² <https://www.tverc.org/data-hub/local-wildlife-sites-lws>

⁸³ List of Oxfordshire LNRs, available from <https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=&countyCode=34&responsiblePerson=&DesignationType=LNR>

⁸⁴ <https://www.tverc.org/data-hub/local-geological-sites-lgs>

⁸⁵ <https://www.tverc.org/services/case-studies/biodiversity-annual-monitoring-reports>

⁸⁶ <https://designatedsites.naturalengland.org.uk/SearchCounty.aspx>

Non-Material Amendment	2	0	0	2
Outline	3	2	4	9
Reserved Matters	7	0	1	8
Section 73	17	0	2	19
Grand Total	88	2	9	99

Development Policy 22: Advertisements

8.94. This policy sets out conditions that development involving advertisements should meet. The status and type of planning permissions to which DP22 applies are shown in Table 39. The table shows that 26 applications involving advertisements were approved and 2 applications were refused during 2023/24.

Table 39: Outcomes of planning applications involving advertisements, 2023/24

Application Type	Approved	Refused	Grand Total
Advertisement	24	1	25
Full Application	1	0	1
Listed Building	0	1	1
Section 73	1	0	1
Total	26	2	28

Development Policy 23: Impact of Development on Amenity

8.95. This policy seeks to ensure that development will not cause harm to the amenity of neighbouring or nearby properties and sets out a range of factors that should be considered. The status and type of planning permissions to which DP23 applies are shown in Table 40. The table shows that 854 applications involving potential impacts on nearby properties were approved and 54 applications were refused during 2023/24.

Table 40: Outcomes of planning applications where there was an impact on neighbouring amenity, 2023/24

Application Type	Approved	Other Outcome	Refused	Grand Total
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Advertisement	13	0	1	14
Full Application	209	5	24	238
Householder	552	7	20	579
Listed Building	2	0	0	2
Non-Material Amendment	2	1	0	3
Outline	8	2	4	14
Permission in Principle	1	0	0	1
Pre-application advice	0	4	0	4
Reserved Matters	11	0	1	12
Section 73	56	0	4	60
Total	854	19	54	927

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

8.96. This policy seeks to ensure that the uses of neighbouring or nearby properties will not cause harm to the occupiers of the proposed development and sets out a range of factors that should be considered. The status and type of planning permissions to which DP24 applies are shown in Table 41. The table shows that 103 applications involving potential impacts from nearby properties were approved and 16 applications were refused during 2023/24.

Table 41: Effect of Neighbouring or Previous Uses on New Developments, 2023/24

Application Type	Approved	Other Outcome	Refused	Grand Total
Full Application	57	1	12	70
Householder	19	1	0	20
Non-Material Amendment	2	0	0	2
Outline	4	2	3	9
Permission in Principle	2	0	0	2
Reserved Matters	5	0	1	6
Section 73	14	0	0	14
Total	103	4	16	123

Development Policy 25: Noise Pollution

8.97. This policy sets out conditions relating to noise mitigation schemes that both noise-generating and noise-sensitive developments should meet. The status and type of planning permissions to which DP25 applies are shown in Table 42. The table shows that 64 applications involving noise were approved and 12 applications were refused during 2023/24.

Table 42: Outcomes of planning applications where Policy DP25 (noise pollution) applied, 2023/24

Application Type	Approved	Other Outcome	Refused	Grand Total
Full Application	34	2	7	43
Householder	6	1	0	7
Non-Material Amendment	2	0	0	2
Outline	3	1	3	7
Reserved Matters	7	0	1	8
Section 73	12	0	1	13
Total	64	4	12	80

Development Policy 26: Air Quality

8.98. The indicator for this policy is to monitor designated Air Quality Management Areas. This indicator is already covered in paragraph 8.80 above.

Development Policy 27: Land Affected by Contamination

8.99. This policy sets out conditions that development involving land known, or suspected, to be contaminated should meet. The status and type of planning permissions to which DP27 applies are shown in Table 43. The table shows that 121 applications involving contaminated land were approved and 18 applications were refused during 2023/24.

Table 43: Outcomes of planning applications on land affected by contamination, 2023/24

Application Type	Approved	Other Outcome	Refused	Grand Total
Full Application	63	1	9	73
Householder	26	0	2	28
Non-Material Amendment	2	0	0	2
Outline	5	2	4	11
Permission in Principle	1	0	0	1
Reserved Matters	8	0	1	9
Section 73	16	0	2	18
Total	121	3	18	142

Development Policy 28: Waste Collection and Recycling

8.100. This policy sets out waste management standards that all development should meet. The status and type of planning permissions to which DP28 applies are shown in Table 44. The table shows that 111 applications involving waste management were approved and 22 applications were refused during 2023/24.

Table 44: Outcomes of planning applications involving waste collection and recycling, 2023/24

Application Type	Approved	Other Outcome	Refused	Grand Total
Full Application	67	2	15	84
Householder	3	0	0	3
Non-Material Amendment	2	0	0	2
Outline	5	2	4	11
Permission in Principle	1	0	0	1
Reserved Matters	7	0	1	8
Section 73	26	0	2	28
Total	111	4	22	137

Development Policy 29: Settlement Character and Gaps

8.101. This policy sets out conditions that development proposals should meet to preserve physical and visual separation of settlements and the character of

individual settlements. During 2023/24, no planning permissions in settlement gaps were granted contrary to the policy.

Development Policy 30: Watercourses

8.102. This policy sets out conditions for developments near watercourses to avoid damaging impacts on the watercourse. During 2023/24, 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

8.103. This policy sets out conditions that development on Public Rights of Way, National Trails and Open Access Areas should meet. The status and type of planning permissions to which DP31 applies are shown in Table 45. The table shows that 27 applications involving Rights of Way were approved and 4 applications were refused during 2023/24.

Table 45: Outcomes of planning applications affecting Public Rights of Way, National Trails and Open Access Areas, 2023/24

Application Type	Approved	Other Outcome	Refused	Grand Total
Full Application	15	0	3	18
Householder	4	0	0	4
Outline	0	1	0	1
Section 73	8	0	1	9
Total	27	1	4	32

Development Policy 32: The Wilts and Berks Canal

8.104. This policy supports schemes for the restoration of the Wilts and Berks Canal and sets out conditions that development on land safeguarded for the canal corridor should meet. During 2023/24, there were two planning permissions granted to which DP32 applied ([P23/V1145/HH](#) and [P23/V2497/S73](#)).

Development Policy 33: Open Space

8.105. This policy sets out conditions relating to both gain and loss of public open space arising from development proposals. During 2023/24, there were no planning permissions granted that will result in a gain or loss of open space.

Development Policy 34: Leisure and Sports Facilities

8.106. This policy sets out conditions relating to both gain and loss of leisure and sports facilities arising from development proposals. During 2023/24, two planning permissions were granted that would lead to a gain of new facilities, four were granted that would lead to redevelopment of existing facilities, one planning permission would lead to an extension of existing facilities and no permissions resulted in a loss of existing facilities.

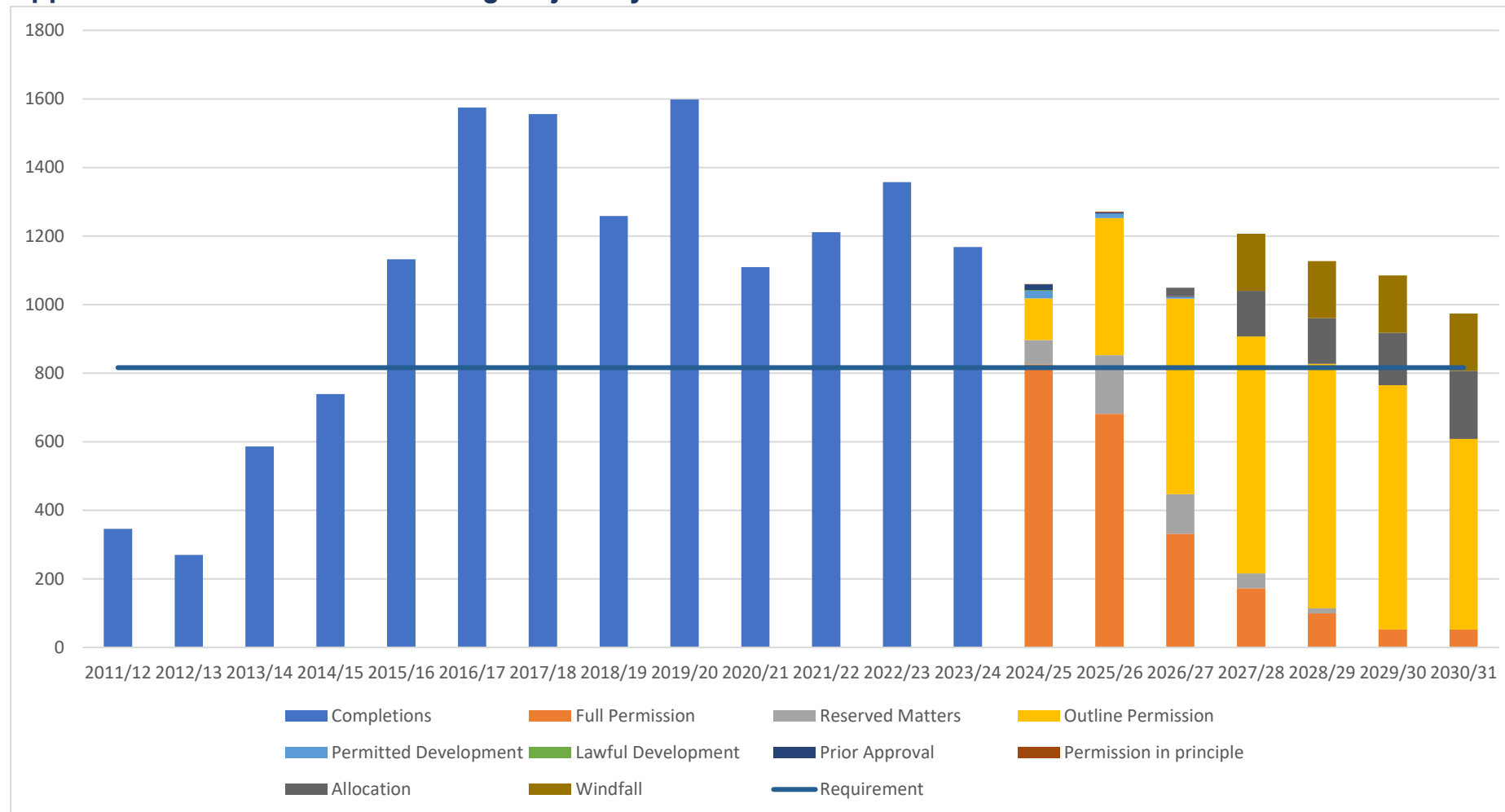
Development Policy 35: New Countryside Recreation Facilities

8.107. This policy sets out conditions that development of new countryside recreation facilities should meet. During 2023/24, the council granted planning permission to extend one recreational facility.

Development Policies 36-39: Heritage and Conservation

8.108. These policies require that development should conserve or enhance Heritage Assets, Conservation Areas and Listed Buildings, and avoid harm or loss to Scheduled Monuments and archaeological remains. Monitoring of these policies requires assessment of the number of planning permissions granted contrary to technical advice, to ensure appropriate protection and enhancement of heritage assets. This is set out in paragraph 8.70 above.

Appendix A: Whole District Housing Trajectory⁸⁷



⁸⁷ Housing permissions and completions up to date as of 31 March 2024.

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