

PLANNING & REGULATION COMMITTEE – 8 MARCH 2021

Policy Annex (Relevant Development Plan and other Policies)

West Oxfordshire Local Plan 2031 (WOLP):

POLICY OS1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

Planning applications that accord with the policies in this Local Plan (and, where relevant, with policies in Neighbourhood Plans) will be approved, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- Specific policies in that Framework indicate that development should be restricted.

POLICY OS2: LOCATING DEVELOPMENT IN THE RIGHT PLACES

Main service centres, rural service centres and villages

A significant proportion of new homes, jobs and supporting services will be focussed within and on the edge of the main service centres of Witney, Carterton and Chipping Norton. A number of site allocations are proposed to ensure identified needs are met. The distribution of development is set out in Policy H1.

Due to the size of the settlement and its proximity and connections to Oxford City, Eynsham will also make a significant contribution towards meeting the identified housing needs of the District and Oxford City with a strategic urban extension to be provided to the west of the village.

A new rural service centre – Oxfordshire Cotswold Garden Village – will be created to the north of Eynsham and contribute towards Oxford City's needs. This will comprise a self-contained settlement based on 'garden village' principles and will play a complementary role to Eynsham.

Woodstock is suitable for a reasonable scale of development, whilst protecting its important historic character and the setting of Blenheim Palace, in order to deliver affordable housing, enhance local services and reinforce its role as a service centre.

Burford and Charlbury are relatively constrained by their AONB location and Bampton and Long Hanborough have a more restricted range of services and facilities. Consequently, these rural service centres are suitable for a modest level of development to help reinforce their existing roles. Two site allocations are proposed at Long Hanborough.

The villages are suitable for limited development which respects the village character and local distinctiveness and would help to maintain the vitality of these communities. A number of site allocations are proposed to ensure identified needs are met. Further allocations may be made through Neighbourhood Plans.

Proposals for residential development will be considered in accordance with Policy H2 of this Local Plan.

Small villages, hamlets and open countryside

Development in the small villages, hamlets and open countryside will be limited to that which requires and is appropriate for a rural location and which respects the intrinsic character of the area.

Proposals for residential development will be considered under Policy H2.

Proposals for non-residential development that is regarded as appropriate will include:

- Re-use of appropriate existing buildings which would lead to an enhancement of their immediate setting, with preference given to employment, tourism and community uses;
- Proposals to support the effectiveness of existing businesses and sustainable tourism;
- Development which will make a positive contribution to farm and country estate diversification; and
- Telecommunications development sited and designed to minimise impact upon the environment.

General Principles

All development should:

- Be of a proportionate and appropriate scale to its context having regard to the potential cumulative impact of development in the locality;
- Form a logical complement to the existing scale and pattern of development and/or the character of the area;
- Avoid the coalescence and loss of identity of separate settlements;
- Be compatible with adjoining uses and not have a harmful impact on the amenity of existing occupants;
- As far as is reasonably possible protect or enhance the local landscape and the setting of the settlement/s;
- Not involve the loss of an area of open space or any other feature that makes an important contribution to the character or appearance of the area;
- Be provided with safe vehicular access and safe and convenient pedestrian access to supporting services and facilities;
- Not be at risk of flooding or likely to increase the risk of flooding elsewhere;
- Conserve and enhance the natural, historic and built environment;

- Safeguard mineral resources;
- In the AONB, give great weight to conserving landscape and scenic beauty and comply with national policy concerning major development;
- In the Green Belt, comply with national policies for the Green Belt; and
- Be supported by all necessary infrastructure including that which is needed to enable access to superfast broadband.

POLICY OS3: PRUDENT USE OF NATURAL RESOURCES

All development proposals (including new buildings, conversions and the refurbishment of existing building stock) will be

- required to show consideration of the efficient and prudent use and management of natural resources, including:
- making the most efficient use of land and buildings, whilst having regard to the character of the locality;
- delivering development that seeks to minimise the need to travel;
- minimising use of non-renewable resources, including land and energy, and maximising opportunities for travel by sustainable means;
- minimising their impact on the soil resource*;
- minimising energy demands and energy loss through design, layout, orientation, landscaping, materials and the use of technology;
- minimising summer solar gain, maximising passive water solar heating, lighting, natural ventilation, energy and water efficiency and reuse of materials;
- maximising resource efficiency, including water. All new residential development will be expected to achieve the optional building regulations requirements for water efficiency of 110 litres/person/day;
- minimising risk of flooding;
- making use of appropriate sustainable drainage systems;
- using recycled and energy efficient materials;
- minimising waste and making adequate provision for the re-use and recycling of waste; and causing no deterioration and, where possible, achieving improvements in water or air quality.

*Guidance includes the 2011 DEFRA publication: Construction Code of Practice for the Sustainable Use of Soils on Construction Sites.

POLICY OS4: HIGH QUALITY DESIGN

High design quality is central to the strategy for West Oxfordshire. New development should respect the historic, architectural and landscape character of the locality, contribute to local distinctiveness and, where possible, enhance the character and quality of the surroundings and should:

- demonstrate high quality, inclusive and sustainable design with the provision of a safe, pleasant, convenient and interesting environment where the quality of the public realm is enhanced and the likelihood of crime and fear of crime is reduced; and

- not harm the use or enjoyment of land and buildings nearby, including living conditions in residential properties; and
- demonstrate resilience to future climate change, particularly increasing temperatures and flood risk, and the use of water conservation and management measures; and
- conserve or enhance areas, buildings and features of historic, architectural and environmental significance, including both designated and non-designated heritage assets and habitats of biodiversity value; and
- enhance local green infrastructure and its biodiversity, including provision of attractive, safe and convenient amenity open space commensurate with the scale and type of development, with play space where appropriate.

Designers of new development will be expected to provide supporting evidence for their design approach. They should have regard to specific design advice contained in supplemental planning guidance covering the District. The West Oxfordshire Design Guide, Oxfordshire Historic Landscape Appraisal, Landscape Assessments, Conservation Area Appraisals and Cotswolds Area of Outstanding Natural Beauty guidance documents are key tools for interpreting local distinctiveness and informing high quality design.

POLICY H1: AMOUNT AND DISTRIBUTION OF HOUSING

Provision will be made for at least 15,950 homes in the period 2011-2031.

This will comprise 13,300 homes in the period 2011-2031 to meet West Oxfordshire's identified housing need and a further 2,750 homes in the period 2021-2031 to meet Oxford City's identified housing needs.

In accordance with the overall strategy set out in Policy OS2, the distribution of housing to meet West Oxfordshire's identified housing needs taking account of past completions and anticipated future supply is as follows:

Witney sub-area	4,702 homes
Carterton sub-area	2,680 homes
Chipping Norton sub-area	2,047 homes
Eynsham-Woodstock sub-area	5,596 homes
Burford-Charlbury sub-area	774 homes

This is an indicative distribution based on past completions and anticipated future supply and should not be taken as an absolute target for each sub-area or maximum ceiling to limit development. A number of site allocations are proposed to ensure identified needs are met.

The indicative distribution for the Eynsham-Woodstock sub-area includes 2,750 homes to provide for Oxford's unmet housing need. This will be delivered through a strategic urban extension to the west of Eynsham and a new Garden Village to the north of the A40 near Eynsham.

Development will be monitored annually to ensure that the overall strategy is being delivered. Sites for new housing will be identified through partnership working with

local communities, landowners and self-build groups including the use of parish or neighbourhood plans.

Further allocations may be made through neighbourhood plans in accordance with the overall distribution of housing set out above and in accordance with other relevant plan policies, including in particular the general principles set out in Policy OS2.

POLICY T1: SUSTAINABLE TRANSPORT

Priority will be given to locating new development in areas with convenient access to a good range of services and facilities and where the need to travel by private car can be minimised, due to opportunities for walking, cycling and the use of public transport, particularly where this would help to reduce traffic congestion on the routes around Oxford and the Air Quality Management Areas at Witney and Chipping Norton.

In addition to this:

- All new development will be designed to maximise opportunities for walking, cycling and the use of public transport, ensure the safe movement of vehicles and minimise the impact of parked and moving vehicles on local residents, business and the environment.
- To promote increased home working and telecommuting, all new residential and commercial developments will be required to make provision for superfast broadband.
- Mixed-use developments will be supported in principle in accessible, sustainable locations subject to compliance with other relevant local plan policies.

Proposals for new developments that have significant transport implications either in themselves or in combination with other proposals will be required to include a Transport Assessment (TA), and a travel plan, in accordance with County Council requirements.

POLICY T2: HIGHWAY IMPROVEMENT SCHEMES

All new development will be required to demonstrate site access and an acceptable degree of impact on the local highway network.

Development proposals that are likely to generate significant amounts of traffic, shall be supported by a Transport Assessment (TA) and a Travel Plan.

Where necessary to mitigate the impact of development and support planned growth, contributions will be sought from new development towards new and/or enhanced highway infrastructure either directly as part of the development or in the form of an appropriate financial contribution.

The following strategic highway infrastructure schemes are proposed to be safeguarded and delivered as part of the committed and allocated urban extensions identified in this Local Plan:

- Downs Road junction, Witney
- Shores Green Slip Roads, Witney
- West End Link Road, Witney
- Northern Distributor Road, Witney
- Eastern Link Road, Chipping Norton
- Western Spine Road, Eynsham

The Council will identify and safeguard necessary strategic highway improvements associated with the Oxfordshire Cotswolds Garden Village through the Area Action Plan (AAP) process.

The Council will continue to support the provision of A-road access to Carterton via the B4477 together with the provision of west facing slip roads at the junction of the A40 and B4477. Contributions will be sought from new development as appropriate.

The Council will continue to work in partnership with OCC in relation to securing improvements to the A40 between Witney and Oxford. This will include the provision of an eastbound bus lane in conjunction with the proposed Park and Ride at Eynsham to help address congestion in the short to medium term, together with longer term improvements including the provision of a westbound bus lane from Oxford to Eynsham and dualling of the A40 between Witney and Eynsham.

Contributions will be sought from new development and other potential sources of funding as appropriate.

In addition, the Council will work in partnership with the County Council to deliver other 'non-strategic' highway improvements necessary to support the quantum and distribution of growth identified in the Local Plan with contributions to be sought from new development as appropriate.

POLICY T3: PUBLIC TRANSPORT, WALKING AND CYCLING

All new development will be located and designed to maximise opportunities for walking, cycling and the use of public transport.

Where opportunities for walking, cycling and using public transport are more limited, other measures will be sought to help reduce car use as appropriate (e.g. measures to promote home working or the opportunity for linked trips e.g. through mixed-use development).

New development will be expected to contribute towards the provision of new and/or enhanced public transport, walking or cycling infrastructure to help encourage modal shift and promote healthier lifestyles with particular regard to be given to safe and convenient routes to school.

Development that fails to make adequate provision of measures to encourage the use of non-car modes of transport will not be favourably considered.

West Oxfordshire District Council will continue to work in partnership with the highway authority, developers, local councils, bus and rail operators and other voluntary and community sector organisations, to:

- Increase the use of bus, rail and community transport through the provision of improved services, facilities and information including specific schemes identified in the Local Transport Plan (Connecting Oxfordshire) and IDP; and
- Provide safe and convenient travel within and between the network of towns and villages in West Oxfordshire, particularly for pedestrians, cyclists and other vulnerable road users, users of public and community transport including specific schemes identified in the Local Transport Plan and IDP.

POLICY T4: PARKING PROVISION

The Council will work with partners to provide, maintain and manage an appropriate amount of off-street parking, particularly to support our town and village centres and to address issues of congestion and air quality.

Parking in new development will be provided in accordance with the County Council's adopted parking standards and should be sufficient to meet increasing levels of car ownership.

Proposals for new off street public car parking areas will be supported in accessible locations where they would help to ensure the continued vitality and viability of town centres, where they would support visitor and tourist facilities and attractions or where the local environment is being seriously damaged by on-street parking and alternative parking provision is essential.

Development Proposals which significantly increase car parking demand will be expected to make appropriate public car parking provision or equivalent financial contributions.

POLICY EH2: LANDSCAPE CHARACTER

The quality, character and distinctiveness of West Oxfordshire's natural environment, including its landscape, cultural and historic value, tranquillity, geology, countryside, soil and biodiversity, will be conserved and enhanced.

New development should conserve and, where possible, enhance the intrinsic character, quality and distinctive natural and man-made features of the local landscape, including individual or groups of features and their settings, such as stone walls, trees, hedges, woodlands, rivers, streams and ponds. Conditions may be imposed on development proposals to ensure every opportunity is made to retain such features and ensure their long-term survival through appropriate management and restoration.

Proposals which would result in the loss of features, important for their visual, amenity, or historic value will not be permitted unless the loss can be justified by appropriate mitigation and/or compensatory measures which can be secured to the satisfaction of the Council.

Proposed development should avoid causing pollution, especially noise and light, which has an adverse impact upon landscape character and should incorporate measures to maintain or improve the existing level of tranquillity and dark-sky quality, reversing existing pollution where possible.

Special attention and protection will be given to the landscape and biodiversity of the Lower Windrush Valley Project, the Windrush in Witney Project Area and the Wychwood Project Area.

POLICY EH3: BIODIVERSITY AND GEODIVERSITY

The biodiversity of West Oxfordshire shall be protected and enhanced to achieve an overall net gain in biodiversity and minimise impacts on geodiversity, including by:

- giving sites and species of international nature conservation importance and nationally important sites of special scientific interest the highest level of protection from any development that will have an adverse impact;
- requiring a Habitats Regulations Assessment to be undertaken of any development proposal that is likely to have a significant adverse effect, either alone or in combination, on the Oxford Meadows SAC, particularly in relation to air quality and nitrogen oxide emissions and deposition;
- protecting and mitigating for impacts on priority habitats, protected species and priority species, both for their importance individually and as part of a wider network;
- avoiding loss, deterioration or harm to locally important wildlife and geological sites and sites supporting irreplaceable habitats (including ancient woodland, Plantations on Ancient Woodland Sites and aged or veteran trees), UK priority habitats and priority species, except in exceptional circumstances where the importance of the development significantly and demonstrably outweighs the harm and the harm can be mitigated through appropriate measures and a net gain in biodiversity is secured;
- ensuring development works towards achieving the aims and objectives of the Conservation Target Areas (CTAs) and Nature Improvement Areas (NIAs);
- promoting the conservation, restoration and re-creation of priority habitats, ecological networks and the protection and recovery of priority species populations, particularly within the CTAs and NIAs;
- taking all opportunities to enhance the biodiversity of the site or the locality, especially where this will help deliver networks of biodiversity and green infrastructure and UK priority habitats and species targets and meet the aims of CTAs;
- ensuring that all applications that might adversely affect biodiversity are accompanied by adequate ecological survey information in accordance with BS 42020:2013 unless alternative approaches are agreed as being appropriate with the District Council's ecologist;
- all major and minor applications demonstrating a net gain in biodiversity where possible. For major applications this should be demonstrated in a quantifiable way through the use of a Biodiversity Impact Assessment Calculator (BIAC) based on that described in the DEFRA Biodiversity Offsetting guidance or a

suitably amended version. For minor applications a BIAC will not usually be required but might be requested at the Council's discretion;

- all development incorporating biodiversity enhancement features.

All developments will be expected to provide towards the provision of necessary enhancements in areas of biodiversity importance.

POLICY EH4: PUBLIC REALM AND GREEN INFRASTRUCTURE

The existing areas of public space and green infrastructure of West Oxfordshire will be protected and enhanced for their multi-functional role, including their biodiversity, recreational, accessibility, health and landscape value and for the contribution they make towards combating climate change.

Public realm and publicly accessible green infrastructure network considerations should be integral to the planning of new development.

New development should:

- avoid the loss, fragmentation loss of functionality of the existing green infrastructure network, including within the built environment, such as access to waterways, unless it can be demonstrated that replacement provision can be provided which will improve the green infrastructure network in terms of its quantity, quality, accessibility and management arrangements
- provide opportunities for walking, and cycling within the built-up areas and connecting settlements to the countryside through a network of footpaths, bridleways and cycle routes
- maximise opportunities for urban greening such as through appropriate landscaping schemes and the planting of street trees
- provide opportunities for improvements to the District's multi functional network of green infrastructure (including Conservation Target Areas) and open space (through for example extending spaces and connections and/or better management), particularly in areas of new development and/or where stakeholder/partnership projects already exist or are emerging, in accordance with the Council's Green Infrastructure Plan, its Open Spaces Strategy, Playing Pitch Strategy, Living Landscape Schemes, locally identified Nature Improvement Areas and any future relevant plans (such as Neighbourhood Plans) and programmes as appropriate
- consider the integration of green infrastructure into proposals as an alternative or to complement 'grey infrastructure' (such as manmade ditches and detention ponds and new roads)
- demonstrate how lighting will not adversely impact on green infrastructure that functions as nocturnal wildlife movements and foraging corridors.

Contributions towards local green infrastructure projects will be sought where appropriate. If providing green infrastructure as part of a development, applicants should demonstrate how it will be maintained in the long term

POLICY EH7: FLOOD RISK

Flood risk will be managed using the sequential, risk-based approach, set out in the National Planning Policy Framework, of avoiding flood risk to people and property where possible and managing any residual risk (taking account of the impacts of climate change).

In assessing proposals for development:

- the Sequential Test and, if necessary, the Exception Test will be applied;
- all sources of flooding (including sewer flooding) will need to be addressed and measures to manage or reduce their impacts, onsite and elsewhere, incorporated into the development proposal;
- appropriate flood resilient and resistant measures should be used;
- sustainable drainage systems to manage run-off and support improvements in water quality and pressures on sewer infrastructure will be integrated into the site design, maximising their habitat value and ensuring their long term maintenance;
- a site-specific flood risk assessment will be required for all proposals of 1 ha or more and for any proposal in Flood Zone 2 and 3 and Critical Drainage Areas;
- only water compatible uses and essential infrastructure will be allowed in a functional flood plain (Flood Zone 3b);
- land required for flood management will be safeguarded from development and, where applicable, managed as part of the green infrastructure network, including maximising its biodiversity value.

POLICY EH8: ENVIRONMENTAL PROTECTION

Proposals which are likely to cause pollution or result in exposure to sources of pollution or risk to safety, will only be permitted if measures can be implemented to minimise pollution and risk to a level that provides a high standard of protection for health, environmental quality and amenity. The following issues require particular attention:

Air quality

The air quality within West Oxfordshire will be managed and improved in line with National Air Quality Standards, the principles of best practice and the Air Quality Management Area Action Plans for Witney and Chipping Norton. Where appropriate, developments will need to be supported by an air quality assessment.

Contaminated land

Proposals for development of land which may be contaminated must incorporate appropriate investigation into the quality of the land. Where there is evidence of contamination, remedial measures must be identified and satisfactorily implemented.

Hazardous substances, installations and airfields

Development should not adversely affect safety near notifiable installations and safeguarded airfields.

Artificial light

The installation of external lighting and lighting proposals for new buildings, particularly those in remote rural locations, will only be permitted where:

- the means of lighting is appropriate, unobtrusively sited and would not result in excessive levels of light;
- the elevations of buildings, particularly roofs, are designed to limit light spill;
- the proposal would not have a detrimental effect on local amenity, character of a settlement or wider countryside, intrinsically dark landscape or nature conservation.

Noise

Housing and other noise sensitive development should not take place in areas where the occupants would experience significant noise disturbance from existing or proposed development.

New development should not take place in areas where it would cause unacceptable nuisance to the occupants of nearby land and buildings from noise or disturbance.

Water resources

Proposals for development will only be acceptable provided there is no adverse impact on water bodies and groundwater resources, in terms of their quantity, quality and important ecological features.

Waste

Proposals for development that make provision of the management and treatment of waste will need to be in accordance with the Oxfordshire Minerals and Waste Local Plan.

POLICY EH9: HISTORIC ENVIRONMENT

All development proposals should conserve and/or enhance the special character, appearance and distinctiveness of West Oxfordshire's historic environment, including the significance of the District's heritage assets, in a manner appropriate to their historic character and significance and in a viable use that is consistent with their conservation, in accordance with national legislation, policy and guidance for the historic environment.

In determining applications, great weight and importance will be given to conserving and/or enhancing the significance of designated heritage assets, including:

- the outstanding universal values for which Blenheim Palace and Park is inscribed as a World Heritage Site (WHS), as guided by its WHS Management Plan (see also Policy EW9);

- the special architectural and historic interest of Listed Buildings, with regard to their character, fabric and their settings;
- the special architectural and historic interest, character and/or appearance of the District's Conservation Areas and their settings, including the contribution their surroundings make to their physical, visual and historic significance;
- the special architectural and historic interest of nationally important monuments (whether scheduled or not), both with regard to their fabric and their settings;
- the special cultural, architectural and historic interest of Registered Parks and Gardens, including the contribution their surroundings make to their physical, visual and historic significance.

Significant weight will also be given to the local and regional value of non-designated heritage assets, including non-listed vernacular buildings (such as traditional agricultural buildings, chapels and mills), together with architectural monuments that make a significant contribution to the District's historic environment.

All applications which affect, or have the potential to affect heritage assets will be expected to:

- a) use appropriate expertise to describe the significance of the assets, their setting and historic landscape context of the application site, at a level of detail proportionate to the historic significance of the asset or area, using recognised methodologies and, if necessary, original survey. This shall be sufficient to understand the potential impact of the proposal on the asset's historic, architectural and archaeological features, significance and character;
- b) demonstrate that the proposal would, in order of preference:
 - avoid adverse impacts on the significance of the asset(s) (including those arising from changes to their settings) and, wherever possible, enhance or better reveal the significance of the asset(s);
 - minimise any unavoidable and justified (by the public benefits that would accrue from the proposed development (see below) adverse impacts and mitigate those impacts in a manner proportionate to the significance of the asset(s) and the nature and level of the impact;
 - investigate and record changes to or loss of physical fabric, features, objects or other remains and make the results publicly available.
- c) demonstrate that any new development that would result in the unavoidable and justified loss of all or part of a heritage asset would proceed within a reasonable and agreed timetable that makes allowance for all necessary safeguarding and recording of fabric and other remains, including contingencies for unexpected discoveries.

Designated Assets

Proposals which would harm the significance of a designated asset will not be approved, unless there is a clear and convincing justification in the form of substantial tangible public benefits that clearly and convincingly outweigh the harm, using the balancing principles set out in national policy and guidance.

Non-designated heritage assets

When considering proposals that affect, directly or indirectly, the significance of non-designated heritage assets, a balanced judgement will be made having regard to:

- the scale of any loss or harm
- the significance of the heritage asset; and
- the public benefits of the development. If it is determined through the relevant evidence that currently non-designated buildings, structures, historic landscapes or archaeology are of national significance, those elements of this policy for designated heritage assets will apply.

Record and advance understanding

Where development that would result in substantial harm to or loss of the significance of a heritage asset is permitted, developers will be required to record and advance understanding of the significance of that asset, in a manner appropriate to the nature of the asset, its importance and the impact, and publish that evidence and make it publicly accessible.*

*(For the avoidance of doubt, the ability to mitigate loss of significance through investigation and recording will not contribute to the balancing judgement of whether such a loss is justifiable under this policy).

POLICY EH10: CONSERVATION AREAS

Proposals for development in a Conservation Area or affecting the setting of a Conservation Area will be permitted where it can be shown to conserve or enhance the special interest, character, appearance and setting, specifically provided that:

- the location, form, scale, massing, density, height, layout, landscaping, use, alignment and external appearance of the development conserves or enhances the special historic or architectural interest, character or appearance of the Conservation Area;
- the development conserves or enhances the setting of the Conservation Area and is not detrimental to views within, into or out of the area;
- the proposals are sympathetic to the original curtilage and pattern of development and to important green spaces, such as paddocks, greens and gardens, and other gaps or spaces between buildings and the historic street pattern which make a positive contribution to the character in the Conservation Area;
- the wider social and environmental effects generated by the development are compatible with the existing character and appearance of the Conservation Area; and
- there would be no loss of, or harm to, and feature that makes a positive contribution to the special interest, character or appearance of the Conservation Area, unless the development would make a greater or equal contribution.

Applications for the demolition of a building in a Conservation Area will only be permitted where it has been demonstrated that:

- the building detracts from or does not make a positive contribution to the special interest, character or appearance of the Conservation Area; or
- the building is of no historic or architectural interest or is wholly beyond repair and is not capable of beneficial use; and
- any proposed replacement building makes an equal or greater contribution to the special interest, character or appearance of the Conservation Area,

Wherever possible the sympathetic restoration and re-use of buildings that make a positive contribution to the special interest, character and appearance of a Conservation Area will be encouraged, thereby preventing harm through the cumulative loss of features which are an asset to the Conservation Area.

POLICY EH11: LISTED BUILDINGS

Proposals for additions or alterations to, or change of use of, a Listed Building (including partial demolition) or for development within the curtilage of, or affecting the setting of, a Listed Building, will be permitted where it can be shown to:

- conserve or enhance the special architectural or historic interest of the building's fabric, detailed features, appearance or character and setting;
- respect the building's historic curtilage or context or its value within a group and/or its setting, including its historic landscape or townscape context; and
- retain the special interest that justifies its designation through appropriate design that is sympathetic both to the Listed Building and its setting and that of any adjacent heritage assets in terms of siting, size, scale, height, alignment, materials and finishes (including colour and texture), design and form.

POLICY EH13: HISTORIC LANDSCAPE CHARACTER

In determining applications that affect the historic character of the landscape or townscape, particular attention will be paid to the following:

- the age, distinctiveness, rarity, sensitivity and capacity of the particular historic landscape or townscape characteristics affected;
- the extent to which key historic features resonant of the area's character; such as hedgerows, watercourses and woodland, will be retained or replicated;
- the degree to which the form and layout of the development will respect and build on the existing pre-existing historic character (including e.g. street and building layouts);
- the degree to which the form, scale, massing, density, height, layout, landscaping, use, alignment and external appearance of the development conserves or enhances the special historic character of its surroundings.

POLICY EH16: NON-DESIGNATED HERITAGE ASSETS

When considering proposals that would affect, directly or indirectly, non-listed buildings, non-scheduled non-nationally important archaeological remains or non-Registered Historic Parks and Gardens, as such assets are also irreplaceable, the presumption will be in favour of the avoidance of harm or loss. A balanced judgement will be made having regard to this presumption, the significance of the heritage asset, the scale of any harm or loss, and the benefits of the development. Proposals will be assessed using the principles set out for listed buildings, scheduled monuments and Registered Parks and Gardens in Policies EH11, EH15 and EH14.

POLICY EW1: OXFORDSHIRE COTSWOLDS GARDEN VILLAGE STRATEGIC LOCATION FOR GROWTH (2,200 HOMES)

Land to the north of the A40, near Eynsham to accommodate a free-standing exemplar Garden Village, the comprehensive development of which will be led by an Area Action Plan (AAP) including:

- a) a working assumption of about 2,200 homes with a balanced and appropriate mix of house types and tenures to meet identified needs including affordable housing
- b) development taken forward in accordance with key Garden Village principles;
- c) about 40 hectares of business land (B-Class) in the form of a 'campus-style' science park
- d) provision of a new park and ride site (1,000 spaces) with associated bus priority lane along the A40
- e) the provision of up to two primary schools on site (2FE including nursery) on 2.22ha sites together with financial contributions towards secondary school capacity as appropriate
- f) the provision of essential supporting transport infrastructure the detail of which will be identified through the AAP process, including mitigating the impact of traffic associated with the development; appropriate consideration of the proposed park and ride, wider A40 improvements and access arrangements for the West Eynsham Strategic Development Area (SDA); the provision of appropriate financial contributions towards LTP4 transport schemes such as the A40 Strategy; provision of appropriate public transport (services and infrastructure) serving the site; and provision of a comprehensive network for pedestrians and cyclists with good connectivity provided to adjoining areas, including a particular emphasis on improving linkages to Hanborough Station, to the proposed Park and Ride and to Eynsham and on enhancing Hanborough Station as a transport interchange
- g) development to be phased in accordance with the timing of provision of essential supporting infrastructure and facilities
- h) the provision of appropriate landscaping measures to mitigate the potential impact of development and associated infrastructure
- i) biodiversity enhancements including arrangements for future maintenance
- j) masterplanning that takes adequate account of open space and green infrastructure networks and needs, and maximises opportunities to create and strengthen green infrastructure in accordance with the Council's Green Infrastructure Plan (to be prepared)

- k) appropriate measures to mitigate traffic noise
- l) the investigation, recording and safeguarding of the known and potential archaeological significance of the Area prior to any development taking place. The results of the investigation and recording should inform the final layout of the development and be deposited in a public archive
- m) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement
- n) connections to the main sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements
- o) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings
- p) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build
- q) appropriate measures to safeguard and take account of the operational requirements of the existing aggregate recycling facility within the site and also to safeguard sand and gravel deposits where appropriate having regard to the policies of the Minerals and Waste Local Plan.

POLICY EW2: WEST EYNESHAM STRATEGIC DEVELOPMENT AREA (1,000 HOMES)

Land to the west of Eynsham to accommodate a sustainable integrated community that forms a positive addition to Eynsham, including:

- a) about 1,000 homes with a balanced and appropriate mix of house types and tenures to meet identified needs including affordable housing
- b) comprehensive development to be led by an agreed masterplan
- c) provision of a new western spine road funded by and provided as an integral part of the development and taking the opportunity to link effectively with the existing road network on the western edge of the village
- d) the provision of a new primary school on-site (1.5FE including nursery) on a 2.22ha site to enable future expansion together with financial contributions towards secondary school capacity as appropriate
- e) the provision of other supporting transport infrastructure, including mitigating the impact of traffic associated with the development; appropriate consideration of the proposed park and ride, wider A40 improvements and the Oxfordshire Cotswolds Garden Village (SLG); the provision of appropriate financial contributions towards LTP4 transport schemes such as the A40 Strategy; provision of appropriate public transport (services and infrastructure) serving the site; and provision of a comprehensive network for pedestrians and cyclists with good connectivity provided to adjoining areas, including the proposed Park and Ride, Eynsham Village, the Oxfordshire Cotswolds Garden Village, Hanborough Station and into the surrounding countryside
- f) development to be phased in accordance with the timing of provision of essential supporting infrastructure and facilities
- g) the provision of appropriate landscaping measures to mitigate the potential impact of development and associated infrastructure

- h) biodiversity enhancements including arrangements for future maintenance
- i) masterplanning that takes adequate account of open space and green infrastructure networks and needs, and maximises opportunities to create and strengthen green infrastructure in accordance with the Council's Green Infrastructure Plan (to be prepared)
- j) the investigation, recording and safeguarding of the known and potential archaeological significance of the Area prior to any development taking place. The results of the investigation and recording should inform the final layout of the development and be deposited in a public archive. Particular consideration will need to be given to the scheduled monument adjacent to the B4449 including when determining the most appropriate alignment/access arrangements for the western spine road. All feasible route options and junction arrangements must be explored to ensure that any harm to or loss of significance of the scheduled monument by crossing of or encroachment upon the monument or its setting should be avoided if at all possible, and that any unavoidable harm or loss of significance is minimised, as far as possible mitigated or justified in accordance with Policy EH15
- k) appropriate measures to mitigate flood risk including the use of sustainable drainage methods to ensure that post-development surface water run-off rates are attenuated to achieve a reduction in greenfield run-off rates. The sustainable drainage systems should be designed to provide a biodiversity enhancement
- l) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements
- m) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings
- n) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build

POLICY EW10: EYNHAM-WOODSTOCK SUB-AREA STRATEGY

The focus of new development will be Eynsham, Woodstock, the Oxford Cotswolds Garden Village and Long Hanborough.

Development in these rural service centres will be of an appropriate scale and type that would help to reinforce/create the service centre role. Development elsewhere will be limited to meeting local housing, community and business needs and will be steered towards the larger villages.

Proposals for development in the sub-area should be consistent with the strategy which includes:

- delivery of about 5,560 new homes* to include affordable housing and homes designed to meet a range of different needs including older people. This includes the provision of 2,750 homes (from 2021-2031) to meet the needs of Oxford City
- a Strategic Location for Growth (SLG) with a working assumption of around 2,200 homes to the north of the A40 near Eynsham to be delivered in the form of a new Garden Village (see Policy EW1) and taken forward through an Area Action Plan (AAP)

- a Strategic Development Area (SDA) of around 1,000 homes to the west of Eynsham (see Policy EW2)
- a non-strategic housing allocation of 300 homes on land east of Woodstock (see Policy EW3)
- a non-strategic housing allocation of 120 homes on land north of Hill Rise, Woodstock (see Policy EW4)
- a non-strategic housing allocation of 180 homes on land north of Banbury Road, Woodstock (see Policy EW5)
- a non-strategic housing allocation of 50 homes on land at Myrtle Farm, Long Hanborough (see Policy EW6)
- a non-strategic housing allocation of 25 homes on land at Oliver's Garage, Long Hanborough (see Policy EW7)
- a non-strategic housing allocation of 50 homes on the former Stanton Harcourt Airfield (see Policy EW8)
- provision of additional business land focused primarily on the rural service centres with a particular focus on Eynsham to help meet future requirements and capitalise on the proximity of this sub-area to Oxford and the Oxfordshire 'knowledge spine'. This will include the provision of a new campus-style science park of around 40 ha to be delivered as an integral part of the Oxfordshire Cotswolds Garden Village
- support for rural employment opportunities including sustainable tourism and rural diversification
- seeking to alleviate traffic congestion issues on the A40 including through the provision of a new park and ride site at Eynsham and associated bus priority measures along the A40 as part of the Oxford Science Transit project
- enhancing public transport and pedestrian and cycle routes and infrastructure together with managing car parking to reduce car use for short journeys. This will include a particular focus on facilitating the delivery of improvements to Hanborough Station and appropriate vehicular, pedestrian and cycle connections to the Station including from the Garden Village
- ensuring that new development makes appropriate and timely provision for essential supporting infrastructure, including new transport, education, leisure, health, green infrastructure and other community facilities in accordance with the IDP
- maximising opportunities for enhancements within the Conservation Target Areas (CTAs)
- masterplanning of strategic development areas/locations that takes adequate account of open space and green infrastructure networks and needs, and maximises opportunities to create and strengthen green infrastructure in accordance with the Council's Green Infrastructure Plan (to be prepared)
- protection of the Oxford Green Belt and conservation and enhancement of the Cotswolds Area of Outstanding Natural Beauty (AONB)
- conservation and enhancement of historic and community assets including in particular the safeguarding of the Blenheim World Heritage Site and its setting (see Policy EW9)
- working with the highway authority, the town council and other partners to reduce the impact of through traffic in local settlements including HGV movements through Woodstock

- seeking the retention and development of local services and community facilities throughout the sub-area including consideration of a new GP surgery for Woodstock on the site of the police station in Hensington Road
- ensuring Woodstock Town Centre remains vibrant through resisting the loss of shops and other town centre uses, and promoting an increase in the availability and efficient use of car parking provision in appropriate locations
- avoiding development which will increase the risk of flooding and working with partners such as the Environment Agency to deliver flood mitigation measures
- working with the River Thames Alliance, support tourism and leisure proposals which are sensitive to and where appropriate enhance the ecological, landscape and heritage value of the River Thames

In the Lower Windrush Valley the Council will continue to work with the Lower Windrush Valley project and County Council as the Mineral Planning Authority to identify appropriate opportunities for tourism and leisure development. Proposals which complement the rural character of the area will be supported and where possible deliver comprehensive long term recreational access, community or nature conservation benefits.

*Note: In accordance with Policy H1, the figure of 5,596 homes is not an absolute target or a maximum ceiling to development.

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POLICY EV1: DEVELOPMENT LIKELY TO CAUSE DETRIMENTAL LEVELS OF POLLUTION

Development which is likely to cause materially detrimental levels of noise, vibration, smell, smoke, fumes or other type of environmental pollution will not normally be permitted.

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POLICY PSD 1: PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

When considering development proposals the Council will take a proactive approach to reflect the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will always work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (or other part of the statutory Development Plan) will be approved without delay unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or
- specific policies in the Framework indicate that development should be restricted.

POLICY SLE 4: IMPROVED TRANSPORT AND CONNECTIONS

The Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections, to support modal shift and to support more sustainable locations for employment and housing growth.

We will support key transport proposals including:

- Transport Improvements at Banbury, Bicester and the Former RAF Upper Heyford in accordance with the County Council's Local Transport Plan and Movement Strategies
- Projects associated with East-West rail including new stations at Bicester Town and Water Eaton
- Rail freight associated development at Graven Hill, Bicester
- Improvements to M40 junctions

Consultation on options for new link and relief roads at Bicester and Banbury will be undertaken through the Local Transport Plan (LTP) review process. Routes identified following strategic options appraisal work for LTP4 will be confirmed by the County Council and will be incorporated in Local Plan Part 2.

New development in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of development.

All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development and which have a severe traffic impact will not be supported.

POLICY ESD 1: MITIGATING AND ADAPTING TO CLIMATE CHANGE

Measures will be taken to mitigate the impact of development within the District on climate change. At a strategic level, this will include:

- Distributing growth to the most sustainable locations as defined in this Local Plan
- Delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars
- Designing developments to reduce carbon emissions and use resources more efficiently, including water (see Policy ESD 3 Sustainable Construction)

- Promoting the use of decentralized and renewable or low carbon energy where appropriate (see Policies ESD 4 Decentralised Energy Systems and ESD 5 Renewable Energy).

The incorporation of suitable adaptation measures in new development to ensure that development is more resilient to climate change impacts will include consideration of the following:

- Taking into account the known physical and environmental constraints when identifying locations for development
- Demonstration of design approaches that are resilient to climate change impacts including the use of passive solar design for heating and cooling
- Minimising the risk of flooding and making use of sustainable drainage methods, and
- Reducing the effects of development on the microclimate (through the provision of green infrastructure including open space and water, planting, and green roofs).

Adaptation through design approaches will be considered in more locally specific detail in the Sustainable Buildings in Cherwell Supplementary Planning Document (SPD).

POLICY ESD 3: SUSTAINABLE CONSTRUCTION

All new residential development will be expected to incorporate sustainable design and construction technology to achieve zero carbon development through a combination of fabric energy efficiency, carbon compliance and allowable solutions in line with Government policy.

Cherwell District is in an area of water stress and as such the Council will seek a higher level of water efficiency than required in the Building Regulations, with developments achieving a limit of 110 litres/person/day.

All new non-residential development will be expected to meet at least BREEAM 'Very Good' with immediate effect, subject to review over the plan period to ensure the target remains relevant. The demonstration of the achievement of this standard should be set out in the Energy Statement.

The strategic site allocations identified in this Local Plan are expected to provide contributions to carbon emissions reductions and to wider sustainability.

All development proposals will be encouraged to reflect high quality design and high environmental standards, demonstrating sustainable construction methods including but not limited to:

- Minimising both energy demands and energy loss
- Maximising passive solar lighting and natural ventilation
- Maximising resource efficiency
- Incorporating the use of recycled and energy efficient materials

- Incorporating the use of locally sourced building materials
- Reducing waste and pollution and making adequate provision for the recycling of waste
- Making use of sustainable drainage methods
- Reducing the impact on the external environment and maximising opportunities for cooling and shading (by the provision of open space and water, planting, and green roofs, for example; and
- Making use of the embodied energy within buildings wherever possible and re-using materials where proposals involve demolition or redevelopment.

Should the promoters of development consider that individual proposals would be unviable with the above requirements, 'open-book' financial analysis of proposed developments will be expected so that an independent economic viability assessment can be undertaken. Where it is agreed that an economic viability assessment is required, the cost shall be met by the promoter.

POLICY ESD 6: SUSTAINABLE FLOOD RISK MANAGEMENT

The Council will manage and reduce flood risk in the District through using a sequential approach to development; locating vulnerable developments in areas at lower risk of flooding. Development proposals will be assessed according to the sequential approach and where necessary the exceptions test as set out in the NPPF and NPPG. Development will only be permitted in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and the benefits of the development outweigh the risks from flooding.

In addition to safeguarding floodplains from development, opportunities will be sought to restore natural river flows and floodplains, increasing their amenity and biodiversity value. Buildings over or culverting of watercourses should be avoided and the removal of existing culverts will be encouraged.

Existing flood defences will be protected from damaging development and where development is considered appropriate in areas protected by such defences it must allow for the maintenance and management of the defences and be designed to be resilient to flooding.

Site specific flood risk assessments will be required to accompany development proposals in the following situations:

- All development proposals located in flood zones 2 or 3
- Development proposals of 1 hectare or more located in flood zone 1
- Development sites located in an area known to have experienced flooding problems
- Development sites located within 9m of any watercourses.

Flood risk assessments should assess all sources of flood risk and demonstrate that:

- There will be no increase in surface water discharge rates or volumes during storm events up to and including the 1 in 100 year storm event with an allowance for climate change (the design storm event)
- Developments will not flood from surface water up to and including the design storm event or any surface water flooding beyond the 1 in 30 year storm event, up to and including the design storm event will be safely contained on site.

Development should be safe and remain operational (where necessary) and proposals should demonstrate that surface water will be managed effectively on site and that the development will not increase flood risk elsewhere, including sewer flooding.

POLICY ESD7: SUSTAINABLE DRAINAGE SYSTEMS (SuDS)

All development will be required to use sustainable drainage systems (SuDS) for the management of surface water run-off.

Where site specific Flood Risk Assessments are required in association with development proposals, they should be used to determine how SuDS can be used on particular sites and to design appropriate systems.

In considering SuDS solutions, the need to protect ground water quality must be taken into account, especially where infiltration techniques are proposed. Where possible,, SuDS should seek to reduce flood risk, reduce pollution and provide landscape and wildlife benefits. SuDS will require the approval of Oxfordshire County Council as LLFA and SuDS Approval Body, and proposals must include an agreement on the future management, maintenance and replacement of the SuDS features.

POLICY ESD 8: WATER RESOURCES

The Council will seek to maintain water quality, ensure adequate water resources and promote sustainability in water use.

Water quality will be maintained and enhanced by avoiding adverse effects of development on the water environment. Development proposals which would adversely affect the water quality of surface or underground water bodies, including rivers, canals, lakes and reservoirs, as a result of directly attributable factors, will not be permitted.

Development will only be permitted where adequate water resources exist, or can be provided without detriment to existing uses. Where appropriate, phasing of development will be used to enable the relevant water infrastructure to be put in place in advance of development commencing.

POLICY ESD 9: PROTECTION OF THE OXFORD MEADOWS SAC

Developers will be required to demonstrate that:

- During construction of the development there will be no adverse effects on the water quality or quantity of any adjacent or nearby watercourse
- During operation of the development any run-off of water into adjacent or surrounding watercourses will meet Environmental Quality Standards (and where necessary oil interceptors, silt traps and Sustainable Drainage Systems will be included)
- New development will not significantly alter groundwater flows and that the hydrological regime of the Oxford Meadows SAC is maintained in terms of water quantity and quality
- Run-off rates of surface water from the development will be maintained at greenfield rates.

POLICY ESD 10: PROTECTION AND ENHANCEMENT OF BIODIVERSITY AND THE NATURAL ENVIRONMENT

Protection and enhancement of biodiversity and the natural environment will be achieved by the following:

- In considering proposals for development, a net gain in biodiversity will be sought by protecting, managing, enhancing and extending existing resources, and by creating new resources
- The protection of trees will be encouraged, with an aim to increase the number of trees in the district
- The reuse of soils will be sought
- If significant harm resulting from a development cannot be avoided (though locating on an alternative site with less harmful impacts), adequately mitigated, or as a last resort, compensated for, then development will not be permitted
- Development which would result in damage to or loss of a site of international value will be subject to the Habitats Regulations Assessment process and will not be permitted unless it can be demonstrated that there will be no likely significant effects on the international site or that effects can be mitigated
- Development which would result in damage to or loss of a site of biodiversity or geological value of national importance will not be permitted unless the benefits of the development clearly outweigh the harm it would cause to the site and the wider national network of SSSIs, and the loss can be mitigated to achieve a net gain in biodiversity/geodiversity
- Development which would result in damage to or loss of a site of biodiversity or geological value of regional or local importance including habitats of species of principal importance for biodiversity will not be permitted unless the benefits of the development clearly outweigh the harm it would cause to the site, and the loss can be mitigated to achieve a net gain in biodiversity/geodiversity
- Development proposals will be expected to incorporate features to encourage biodiversity, and retain and where possible enhance existing features of nature conservation value within the site. Existing ecological networks should be identified and maintained to avoid habitat fragmentation, and ecological corridors should form an essential component of green infrastructure provision in association with new development to ensure habitat connectivity

- Relevant habitat and species surveys and associated reports will be required to accompany planning applications which may affect a site, habitat or species of known or potential ecological value
- Air quality assessments will also be required for development proposals that would be likely to have a significantly adverse impact on biodiversity by generating an increase in air pollution
- Planning conditions/obligations will be used to secure net gains in biodiversity by helping to deliver Biodiversity Action Plan targets and/or meeting the aims of Conservation Target Areas. Developments for which these are the principal aims will be viewed favourably
- A monitoring and management plan will be required for biodiversity features on site to ensure their long term suitable management

POLICY ESD 13: LOCAL LANDSCAPE PROTECTION AND ENHANCEMENT

Opportunities will be sought to secure the enhancement of the character and appearance of the landscape, particularly in urban fringe locations, through the restoration, management or enhancement of existing landscapes, features or habitats and where appropriate the creation of new ones, including the planting of woodlands, trees and hedgerows.

Development will be expected to respect and enhance local landscape character, securing appropriate mitigation where damage to local landscape character cannot be avoided. Proposals will not be permitted if they would:

- Cause undue visual intrusion into the open countryside
- Cause undue harm to important natural landscape features and topography
- Be inconsistent with local character
- Impact on areas judged to have a high level of tranquillity
- Harm the setting of settlements, buildings, structures or other landmark features, or
- Harm the historic value of the landscape.

Development proposals should have regard to the information and advice contained in the Council's Countryside Design Summary Supplementary Planning Guidance, and the Oxfordshire Wildlife and Landscape Study (OWLS), and be accompanied by a landscape assessment where appropriate.

POLICY ESD 14: OXFORD GREEN BELT

The Oxford Green Belt boundaries within Cherwell District will be maintained in order to:

- Preserve the special character and landscape setting of Oxford
- Check the growth of Oxford and prevent ribbon development and urban sprawl
- Prevent the coalescence of settlements
- Assist in safeguarding the countryside from encroachment
- Assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Development proposals within the Green Belt will be assessed in accordance with government guidance contained in the NPPF and NPPG. Development within the Green Belt will only be permitted if it maintains the Green Belt's openness and does not conflict with the purposes of the Green Belt or harm its visual amenities. Proposals for residential development will also be assessed against Policies Villages 1 and Villages 3.

A small scale local review of the Green Belt boundary in the vicinity of Langford Lane, Kidlington and Begbroke Science Park will be undertaken as part of the Local Plan Part 2, in order to accommodate employment needs (see Policy Kidlington 1). Further small scale local review of the Green Belt boundary will only be undertaken where exceptional circumstances can be demonstrated.

POLICY ESD15: THE CHARACTER OF THE BUILT AND HISTORIC ENVIRONMENT

Successful design is founded upon an understanding and respect for an area's unique built, natural and cultural context. New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design. All new development will be required to meet high design standards. Where development is in the vicinity of any of the District's distinctive natural or historic assets, delivering high quality design that complements the asset will be essential.

New development proposals should:

- Be designed to deliver high quality safe, attractive, durable and healthy places to live and work in. Development of all scales should be designed to improve the quality and appearance of an area and the way it functions.
- Deliver buildings, places and spaces that can adapt to changing social, technological, economic and environmental conditions.
- Support the efficient use of land and infrastructure, through appropriate land uses, mix and density/development intensity.
- Contribute positively to an area's character and identity by creating or reinforcing local distinctiveness and respecting local topography and landscape features, including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views, in particular within designated landscapes, within the Cherwell Valley and within conservation areas and their setting.
- Conserve, sustain and enhance designated and non-designated 'heritage assets' (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings, and ensure new development is sensitively sited and integrated in accordance with advice in the NPPF and NPPG. Proposals for development that affect non-designated heritage assets will be considered taking account of the scale of any harm or loss and the significance of the heritage asset as set out in NPPF and NPPG. Regeneration proposals that make sensitive use of heritage assets, particularly where these bring redundant or under used buildings or areas, especially any of English Heritage's At Risk Register, into appropriate use will be encouraged.

- Include information on heritage assets sufficient to assess the potential impact of the proposal on their significance. Where archaeological potential is identified this should include an appropriate desk based assessment and, where necessary, a field evaluation.
- Respect the traditional pattern of routes, spaces, blocks, plots, enclosures and the form, scale and massing of buildings. Development should be designed to integrate with existing streets and public spaces and buildings configured to create clearly defined active public frontages.
- Reflect, or in a contemporary design response, re-interpret local distinctiveness, including elements of construction, elevational detailing, windows and doors, building and surfacing materials, mass, scale and colour palette.
- Promote permeable, accessible and easily understandable places by creating spaces that connect with each other, are easy to move through and have recognisable landmark features.
- Demonstrate an holistic approach to the design of the public realm to create high quality and multi-functional streets and places that promotes pedestrian movement and integrates different modes of transport, parking and servicing. The principles set out in The Manual for Streets should be followed.
- Consider the amenity of both existing and future development, including matters of privacy, outlook, natural lighting, ventilation and indoor and outdoor space.
- Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.
- Be compatible with up to date urban design principles, including Building for Life, and achieve Secured by Design accreditation.
- Consider sustainable design and layout at the masterplanning stage of design, where building orientation and the impact of micro climate can be considered within the layout.
- Incorporate energy efficient design and sustainable construction techniques, whilst ensuring that the aesthetic implications of green technology are appropriate to the context (also see Policies ESD1-5 on climate change and renewable energy).
- Integrate and enhance green infrastructure and incorporate biodiversity enhancement features where possible (see Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment and Policy ESD 17: Green Infrastructure). Well designed landscape schemes should be an integral part of development proposals to support improvements to biodiversity, the micro climate, and air pollution and provide attractive places that improve people's health and sense of vitality.
- Use locally sourced sustainable materials where possible.

The council will provide more detailed design and historic environment policies in the Local Plan Part 2.

The design of all new development will need to be informed by an analysis of the context, together with an explanation and justification of the principles that have informed the design rationale. This should be demonstrated in the Design & Access Statement that accompanies the planning application. The council expects all the issues within this policy to be positively addressed through the explanation and

justification in the Design & Access Statement. Further guidance can be found on the Council's website.

The Council will require design to be addressed in the pre-application process on major developments and in connection with all heritage sites. For major sites/strategic sites and complex developments, Design Codes will need to be prepared in conjunction with the council and local stakeholders to ensure appropriate character and high quality design is delivered throughout. Design Codes will usually be prepared between outline and reserved matters stage to set out design principles for the development of the site. The level of prescription will vary according to the nature of the site.

POLICY ESD 17: GREEN INFRASTRUCTURE

The District's green infrastructure network will be maintained and enhanced through the following measures:

- Pursuing opportunities for joint working to maintain and improve the green infrastructure network, whilst protecting sites of importance for nature conservation.
- Protecting and enhancing existing sites and features forming part of the green infrastructure network and improving sustainable connectivity between sites in accordance with policies supporting a modal shift in transport (Policy SLE 4: Improved Transport and Connections), open space, sport and recreation (Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision), adapting to climate change (Policy ESD 1: Mitigating and Adapting to Climate Change), SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)), biodiversity and the natural environment (Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment), Conservation Target Areas (Policy ESD 11: Conservation Target Areas), heritage assets (Policy ESD 15) and the Oxford Canal (Policy ESD 16).
- Ensuring that green infrastructure network considerations are integral to the planning of new development. Proposals should maximise the opportunity to maintain and extend green infrastructure links to form a multi-functional network of open space, providing opportunities for walking and cycling, and connecting the towns to the urban fringe and the wider countryside beyond.
- All strategic development sites (Section C: 'Policies for Cherwell's Places') will be required to incorporate green infrastructure provision and proposals should include details for future management and maintenance.

Eynsham Neighbourhood Plan

POLICY ENP2: DESIGN

All new development in the Parish, including streets and public areas should be of high quality in keeping with its immediate setting and character and where relevant, to the wider village and landscape context, providing a pleasant and safe place for all residents to live. The height of new buildings should reflect their setting and where the context permits, high quality modern design is to be encouraged. Street trees and appropriate planting are encouraged as an integral element of the design.

- A. Proposals for development within the conservation area or affecting its setting that do not conserve or enhance its character will not be supported. Proposals will be required to demonstrate that they are in accordance with National Policy, Policy EH10 of the WODC Local Plan and conform to the WODC Design Guide.
- B. Residential development proposals will be expected to comply with Building for Life (BfL12) or equivalent principles unless it can be demonstrated that these cannot be achieved or are being met in an alternative way.
- C. Development should, where appropriate include well designed Green Infrastructure - see also ENP4.
- D. Large-scale residential development, proposals of more than 100 homes and/or where this is a clear inter-relationship between one residential development and an adjoining proposal, should be supported by a masterplan.
- E. Sustainable drainage systems should be incorporated in line with national guidelines.

POLICY ENP4: GREEN INFRASTRUCTURE – THE SETTING FOR NEW DEVELOPMENTS

New developments should integrate all aspects of design, connectivity and the natural environment. Consideration should be given to the setting of new development and the relationship between village and countryside.

Within the framework of WOLP of Policies EH2-EH4, this should be achieved for both residential and non-residential development by:

- A. Appropriate and carefully planned landscaping including the creation of visual buffers between the edges of developments and open countryside by the planting of suitable hedgerows and trees.
- B. Inclusion of open spaces within and at the edges of developments.
- C. Using species and planting distances appropriate for their location, balancing public amenity and biodiversity.
- D. Designing the planting adjacent to paths and other publicly accessible areas to maximise user's safety and minimise opportunities for anti-social behaviour.
- E. Protecting existing Green Infrastructure, where it is prominent in the public realm, particularly the specific locations set out in ENP12, 13. Exceptions should only be made where public amenity benefit or bio-diversity gain can be clearly demonstrated (see also ENP4(a)).
- F. Where necessary in respect of larger development proposals, a viable plan shall be in place for the long-term maintenance of any included Green Infrastructure secured through a legal agreement or other appropriate mechanism before consent is granted.

POLICY ENP4 (a): ENHANCING BIODIVERSITY

In order to contribute to the achievement of increased biodiversity within the Eynsham Neighbourhood Plan Area proposals for both residential and non-residential development should where appropriate:

- A. Include a biodiversity action plan which demonstrates how net bio-diversity gain will be achieved.
- B. Include measures to ensure that water-courses are protected to preserve the sensitive environment on site and downstream, including preserving or enhancing their status as defined by the Water Framework Directive .
- C. Seek to protect 'Best and Most Versatile' agricultural land (See ENP14.14) unless demonstrably impractical.
- D. Not adversely affect the integrity of the Oxford Meadows SAC.

POLICY EPN7: SUSTAINABLE TRANSPORT

In support of WODC Policy T1, new development shall have safe access to local transport networks by private car and public transport.

- A. Where achievable, new developments should be accessed by motor vehicle from existing main roads (A40, B4044, B4449) and not through existing village roads. This provision should apply to both construction and residential traffic.
- B. Link roads between main roads or connecting main roads to residential streets should be designed and constructed in accordance with best practice such as Manual for Streets or OCC guidance and include as appropriate, suitable noise reduction measures to protect residents from noise pollution.
- C. Residential streets (those giving access to individual properties) should be designed and constructed in accordance with best practice such as Manual for Streets or OCC guidance and include where appropriate a 20mph speed limit to complement other village streets that will also have the same speed limits in force.
- D. Measures to utilise and improve Eynsham's existing good public transport should be included in all masterplans particularly to ensure an equally good service within a new development.
- E. Encouragement shall be given to the use of alternatives to private cars and documented in Travel Plans* submitted with each planning application where appropriate.
- F. For larger development sites where new school provision is made, applications should include access arrangements which include both safe walking and pick-up and drop-off arrangements for vehicle-borne students and staff.

*Travel Plans are required by OCC for all new developments.

POLICY ENP8: CONNECTED PLACE – INTEGRATION OF NEW DEVELOPMENTS WITH THE VILLAGE

The village should be connected and integrated with new developments, having regard to the walking distances set out in Note A and Table 1. To achieve this effectively development proposals should:

- A. Where appropriate demonstrate at least one 'Designated Path' providing direct, secure, safe access to 'key facilities' (ENP1 D) and the village centre for pedestrians, cycles, push-chairs and mobility vehicles. These designated routes should be constructed to adopted standards.
- B. Provide paths wide enough for concurrent use by permitted wheeled equipment and pedestrians in accordance with guidance from OCC.

- C. Provide, wherever practical, a green corridor to the open countryside and link up with existing footpaths and bridleways while not having any adverse effect on the village character.

POLICY ENP9: PARKING

In support of West Oxfordshire Local Plan Policy T4, new developments should not exacerbate existing parking problems within the existing village centre and shall ensure adequate and appropriate parking for new residents.

- A. Development that reduces the available parking space in Eynsham will not normally be permitted.
- B. New development shall include appropriate parking for both residents and visitors.
- C. Safe storage for bicycles and, where appropriate, motorized mobility vehicles shall be provided.
- D. Where possible provision should be made for the charging of electric vehicles at each new home. Where this cannot be achieved provision for the charging of plug-in and other ultra-low emission vehicles should be made in safe, accessible and convenient locations.

POLICY ENP13: TREES

Trees frame the landscape context of the village and development should, as far as practical, preserve or enhance the quality and quantity of tree cover of sites affected by development.

- A. Wherever possible existing healthy mature trees should be preserved, particularly as part of hedgerows and site boundaries.
- B. Trees lost or in poor condition should be replaced on site (or nearby) to preserve and enhance the landscape context of the village and the new development.

POLICY ENP14: SUSTAINABLE GROWTH

New development should protect the character and community of Eynsham and seek to establish similar qualities in any new settlement such as the proposed Garden Village.

All proposals shall be required to:

- A. Sustain the village character, which results from its walkability and its designated and non-designated heritage assets.
- B. Development should sustain and enhance the significance of designated and non-designated heritage assets and avoid harm to them and their settings.
- C. Protect the wider village setting including its relationship to the Oxford Green Belt and the wider countryside.
- D. Have regard to the impact on the natural environment and safeguard existing trees, hedgerows and watercourses.
- E. Protect the Thames floodplain including Flood Risk Assessment and sequential testing in proposals where required.

- F. Ensure that the rural setting of the village is retained in terms of the long-term quality and stability of any new Urban – Countryside boundary.
- G. The form of any development should have regard to its impact on the village edge as viewed from public paths and bridleways, particularly over open fields towards the historic village centre and significant distant landscape features such as Wytham Hill. Developments should include new paths to link in with the existing path network wherever practical.
- H. Provide accessible and safe connectivity between new development and Eynsham for pedestrians, cyclists, riders and motorised vehicles designed to minimise the impact on through traffic and existing road users.
- I. Avoid congestion in the village by limiting vehicular access through the village to new developments.
- J. Where appropriate include housing specifically adapted for the elderly or disabled close to relevant services.

Salt Cross AAP

POLICY 13: MOVEMENT AND CONNECTIVITY KEY DESIGN PRINCIPLES

The Garden Village must be a place where streets, through high quality design, lead to a greater economic and social well-being and improved health for residents, by creating an environment for healthy lifestyles, sustainable travel and zero carbon economy. A design-led approach that prioritises people rather than vehicles, including car free zones and shared spaces, must be adopted to instigate cultural/behavioural change.

The following principles should govern the design of streets within Salt Cross:

- *Movement and access:* All movement corridors must be secure, safe and welcoming for all, including the elderly and disabled.
- *Sustainable travel:* Walking and cycling must be promoted as the preferred first choices of transport, reducing the impact on the environment and minimising carbon, NOx and particulate emissions.
- *Diversity:* Streets should provide variety, choice and sensory richness.
- *Ease of movement:* All areas of the Garden Village must be easy to get to and move through for all, and encourage physical activity.
- *Legibility:* All areas of Salt Cross should be easily understood and include a clear hierarchy of routes, streets and spaces. Wayfinding should encourage walking and cycling, by showing the time of the shortest route to bus stops, community facilities and Hanborough Station.
- *Adaptability:* The need for change as travel behaviour and technology evolves must be anticipated as far as is reasonably possible.
- *Designing for future maintenance:* Streets and spaces must be designed such that their quality can be easily and cost-effectively maintained over time and materials must age well, with good climate resilience.
- *Good streets and spaces:* Streets must be created to act as attractive outdoor spaces.

POLICY 14: ACTIVE AND HEALTHY TRAVEL

Walking and cycling routes must be coherent, direct, safe and attractive, whilst being inclusive and wide enough to accommodate people with disabilities and young children. Routes must be multi-purpose, providing access to services and facilities including schools and public transport, as well as serving leisure needs.

There must be multiple suitable access points for walking and cycling into the site, which connect to a coherent internal (and external) pedestrian and cycle network including to the proposed improvements to walking and cycling routes along the A40.

Existing public rights of way and cycle routes must be retained and enhanced to improve accessibility for all, both within and in the vicinity of the Garden Village. New roads crossing existing rights of way shall be minimised but where this is necessary, appropriate crossings must be provided.

New routes must be created both within and in the vicinity of the site to provide safe and convenient connections to key services and facilities including schools.

A grade-separated crossing (underpass) shall be provided between the Garden Village and Eynsham. The Salt Cross and West Eynsham Strategic Development Area developers will need to cover the design and construction costs of the underpass, with costs reasonably apportioned.

Segregated cycle and pedestrian provision via Lower Road to Hanborough Station shall be provided, with segregated facilities for cyclists and pedestrians also the preference within the Garden Village.

The concept of 'school streets' will be promoted, including along Cuckoo Lane and on other roads linking to the schools. Cuckoo Lane will be closed to through traffic whilst ensuring properties at the southern end are accessible.

Specific cycle and pedestrian zones will be included within the masterplan such that access for motor vehicles will be restricted at certain times (or at all times) to specific streets, or networks of streets.

The spine road through the Garden Village must be designed with a strong sense of place, where pedestrians and cyclists have a safe presence. Traffic calming measures and a 20mph speed limit across the whole Garden Village site should be introduced. It is important to ensure that the spine road does not lead to severance and divide the Garden Village, and adequate crossing points for pedestrians and cyclists must be provided.

Improvements of existing routes into Eynsham e.g. to ensure safe connections from the new underpass must be provided.

Evidence of safe routes to school must be provided and shall include crossing points on routes to school; school signage; barriers; zig zag 'keep clear' markings at crucial crossing points outside the school; appropriate roads/pavement/verge design; and appropriate highway parking provision which must be inline and not head-on parking.

For the Secondary School: 1 space per pupil plus 1 space per 3 staff. Entrances must be provided at various points around the school sites with excellent and safe access for all users including deliveries and school buses. Access for vehicles must be possible via a continuous circular route. The design of the school site shall accord with OCC requirements and standards for schools.

A40 infrastructure improvements for pedestrians and cyclists

S106 planning obligations will be required to secure financial contributions towards cycling and walking infrastructure including the B4044 cycle route and improvements to be delivered as part of the A40 corridor improvements. Specifically, the following will be provided along the A40 to support walking and cycling to/from the Garden Village, and the internal network of routes within Salt Cross must link into these:

Pedestrian and cycle crossings on A40

- A40/Witney road signalised junction: Upgraded pedestrian and cycle crossing.
- Crossing near Spareacre Lane: A new signalised crossing.
- Crossing near Hanborough Road: A new signalised crossing.

Improved pedestrian/cycle provision at A40 junctions

To improve provision for pedestrians and cyclists at junctions along the A40 in the vicinity of Eynsham, junction reconfiguration and improvements will be provided at the following locations:

- A40/Cuckoo Lane
- A40/Witney Road
- Esso petrol station entrance/egress
- Eynsham Roundabout
- A40/Cassington Signals
- Horsemere Lane: closure to traffic with access maintained for equestrians, pedestrians and cyclists.

Upgraded A40 footway/cycleway

Upgraded shared-use footways and cycleways will be provided along the A40 as part of the A40 Corridor improvements ensuring that a continuous route is provided between Witney, Eynsham Park & Ride and Oxford.

A40 Duke's Cut Bridge Works

The A40 corridor improvements will involve widening and/or strengthening these structures to enable the delivery of improved footway/cycleway provision. A new foot/cycle path connection from the A40 to the National Cycle Network (Route 5) along the canal towpath will also be delivered in the vicinity of the structures.

Speed limit

The speed limit along the A40 in the vicinity of Eynsham will be reduced from the National Speed Limit to a maximum of 50 mph.

Smart Technology: Provision of infrastructure to enable the smart, real-time monitoring of the take up of sustainable transport modes and car use must be provided within the Garden Village and on roads in the vicinity of the site.

Precise mapping of utilities' infrastructure to support long term maintenance must be provided within the Garden Village and as part of the A40 Corridor improvements.

POLICY 15: PUBLIC TRANSPORT

An integrated and innovative approach must be taken to public transport to facilitate high bus and rail patronage.

The Sustainable Transport Hub (centred on a new Park & Ride site) and supporting A40 infrastructure developments must be integrated in the Garden Village design, with a focus on pedestrian and cycling connectivity, whilst restricting private vehicular access to the Park & Ride site from the Garden Village.

Connections to Hanborough Station must be significantly improved and take account of the Masterplan being developed for the station. Consideration must be given to a new entrance from Lower Road south of the railway, with a focus on bus, pedestrian and cycling accessibility.

Development must ensure provision of high quality, comfortable and fully accessible bus stops. If bus stops are located further than 400 metres from dwellings due to a higher frequency service being provided, appropriate provisions must be in place that enable the elderly and less mobile to still reach a bus stop easily.

Financial contributions will be required for the improvement of A40 corridor bus services between Carterton, Witney, Oxford and the Eastern Arc, including a bus service (3 buses per hour) through the Garden Village itself.

The planning application for the Park & Ride includes an 850 space car park, whilst the Local Plan Policy allows for 1,000 spaces. Consideration should therefore be given to accommodating means for future expansion of the site.

A40 corridor improvements

S106 planning obligations will be required to secure financial contributions towards the A40 Corridor infrastructure schemes and the required repayment of the HIF funding secured to facilitate the delivery of these schemes ahead of the receipt of S106 funding. S106 contributions will be required from developers at Salt Cross and other development sites proposed along the A40 corridor.

Specifically, the following will be provided by S106 funding:

- A40 Eastbound bus lanes: Between Eynsham Park & Ride and Wolvercote roundabout (including widening and/or strengthening works to the bridge structures at Duke's Cut).
- A40 Westbound bus lanes: Between Eynsham Park & Ride and Duke's Cut Bridges.
- Adjustments to A40 junctions and the provision of bus gates to give priority to buses joining the general traffic lane where continuous bus lanes cannot be provided.
- Improved bus stop provision.

Land will be safeguarded along the southern boundary of the Garden Village to support widening of the A40 to accommodate the bus lanes and shared foot/cycle paths.

Rail improvements

Financial contributions towards the North Cotswold Line Transformation will be required from developers at Salt Cross and other strategic development sites proposed along the A40 corridor that will benefit from improved rail accessibility in West Oxfordshire.

Specifically, there will be a focus on the development of Hanborough as a transport hub (as part of the wider infrastructure and service upgrade proposed for the North Cotswold Line). Details regarding the enhancement of Hanborough Station will be set-out in a Station Masterplan Supplementary Planning Document, but is likely to include: a station building; provision of a second platform; an accessible footbridge with lifts; new seating and waiting facilities; a secure cycle hub; new bus stops and waiting shelters; high quality real-time bus and train service information; and additional car parking.

POLICY 17: ROAD CONNECTIVITY AND ACCESS

The principal vehicular access points for Salt Cross will comprise:

- A new roundabout (the 'Western Development Roundabout') located on the A40 to the west of the proposed Park & Ride access junction. Additional junctions on the A40 will not be permitted as this would impact on traffic flow and congestion, and would undermine the benefits of the A40 corridor improvements.
- A new junction with Lower Road which will form the eastern access point for the spine road through the Garden Village.

Additional highway infrastructure to be provided will include:

- A spine road through the site, accessed from the 'Western Development Roundabout' on the A40, west of the Park & Ride access junction. This should be a through road in at least the early phases of development although the route should be future-proofed to enable it to be bisected (allowing for walk, cycle and bus access only) in future years if traffic conditions on the external road network enable this. The mechanism (triggers and a long stop) for the contribution beyond build-out of the site will be needed, as will innovative infrastructure to

enable monitoring of those triggers. An Innovation Plan will be needed for the site, which will include details of how monitoring will be undertaken using smarter technologies, how innovations within the development site will be future-proofed and what innovations will be integrated into the design and build, to be funded by the development.

- Signalisation of the A4095/Lower Road junction.
- Measures to deter through traffic travelling between the A40 and A4095 via Cuckoo Lane and Freeland Village. A change in priority on Cuckoo Lane to discourage traffic routing through Freeland Village must be provided and technologies to support monitoring of the effectiveness of this will be required.

All new infrastructure should be connected in real-time to traffic management.

Section 106 obligations will be required to secure financial contributions towards the A40 corridor infrastructure schemes and the required repayment of the HIF funding secured to facilitate the delivery of these schemes ahead of the receipt of S106 funding. S106 contributions for these schemes will be required from developers at Salt Cross and other sites proposed along the A40 corridor. Specifically, Section 106 contributions will be required towards the following highway schemes:

- Extension of the existing A40 dualling (between Witney and the new Park & Ride access junction).
- Improvements to the Lower Road/A40 roundabout.
- Highway junction and capacity improvements along the A40 as part of the A40 Corridor improvements.
- Provision of enhanced facilities at the proposed Eynsham Park & Ride.

Development proposals must be aligned and integrated with the A40 Corridor Strategy and proposed A40 Corridor improvements along the A40, in addition to other infrastructure improvements in the wider area. Construction and phasing of the development must be co-ordinated with other works on the A40. The number of houses that can be accessed via a single road link should comply with OCC's 'Residential Road Design Guide (2003) – Second Edition (2015)'.

All planning applications submitted for the Garden Village must include a Construction & Logistics Plan in order to minimise and mitigate the impact of construction traffic.

All commercial uses at the Garden Village must be supported by a Delivery and Servicing Plan to reduce and mitigate the impact of deliveries on the local road network e.g. through freight consolidation. This must be submitted and agreed as part of the full planning application. For residential areas, deliveries and servicing must be covered within the Travel Plan, with appropriate targets set.

Planning conditions/planning obligations will be used to secure the measures identified through the Construction & Logistics Plan and Delivery and Servicing Plan, and the targets included within them.

Any laybys impacted by proposed access arrangements must be mitigated/relocated with any associated costs of doing this funded by Salt Cross/West Eynsham SDA developments as appropriate.

Permission for development will only be granted where the Council is satisfied that the impact on the local and strategic road network and density of the development would be acceptable and does not compromise the delivery and benefits of the A40 Corridor improvements.

Planning applications for built development must be accompanied by details of how proposed development will help facilitate the delivery of transport improvements and mitigation measures.

First occupation of Salt Cross (unless car-free) will not be permitted until completion of the A40 bus lanes, and completion of the junction improvements at Pear Tree roundabout. Car-free development close to the A40/Park & Ride would however be considered in advance.

Mitigation measures must be implemented in accordance with an agreed phasing of development, with full implementation prior to occupation of the final development phase.