

February 9th 2018Chris Hargraves
Planning Policy Manager
West Oxfordshire District Council

By email only

Dear Chris

Habitats Regulations Assessment of the West Oxfordshire Composite Local Plan Further Main Modifications February 2018

West Oxfordshire District Council developed a Local Plan that was submitted in 2015 proposing a housing target of 10,500 in the period 2011 – 2031 (525 per annum). The Local Plan was subject to HRA but based on a housing quantum of 13,200 homes as per the SHMA (2014). The purpose of this was to present a 'worst-case' scenario in terms of potential impact of future development on any European sites.

The Local Plan has been subject to independent examination that concluded that the housing allocation was insufficient, the Inspector stating that:

“The local plan’s housing requirement of 10,500 has not been justified. The Council’s evidence to support its housing requirement has been worked-up independently of its partners in the rest of the HMA without due regard for consistency across the HMA and the potential wider implications of its actions.”

“I am unable to identify what the housing requirement should be. It is likely to be between the recommended figure in the SHMA (660dpa) and that in the plan (525dpa).”

“In any further work, the Council will need to consider the implications for the plan of any apportionment to West Oxon of Oxford City’s unmet housing needs...”

Following the independent examination in 2015, the Council amended the Local Plan and the HRA of these Main Modifications forms the basis of the most recent report to inform a HRA, which was prepared in November 2016.

Conclusions of November 2016 Report to Inform HRA of West Oxfordshire’s Local Plan including Main Modifications

The Local Plan Main Modifications included an increased proposed quantum of housing of 15,950. The report to inform a HRA took this into account and it was concluded that there

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remained no prospect of a likely significant effect of the West Oxfordshire Local Plan on any European sites through any impact pathways except potentially air quality on the Oxford Meadows SAC.

It was considered likely that housing across Oxfordshire will result in an increase in nitrogen deposition and NO_x concentration within a small part of the Oxford Meadows SAC as it lies adjacent to the A34 and A40. The Oxfordshire authorities are undertaking more detailed studies to investigate air quality within the SAC adjacent to the A34 and A40, which will in turn inform specific mitigation interventions. As a precaution, until that study is completed, it was assumed that an air quality effect may exist and appropriate plan-level measures to address the issue (as accepted for other local authorities) were identified and reflected in the Local Plan proposed Main Modifications allowing a conclusion of no adverse effect to be reached and enabling the West Oxfordshire Local Plan to be adopted.

In order to ensure that the Council's robust measures to improve air quality across the district are shown to be effective in terms of protection of the SAC, it was recommended that the Council should adopt a partnership approach to monitoring of air quality on the SAC.

Report to Inform HRA of Further Main Modifications (February 2018)

Following the Examination hearings it was confirmed by the Inspector that (subject to further modifications to the effect of those now proposed by the Council) the local plan, as previously proposed to be modified, is likely to be capable of being found legally compliant and sound. West Oxfordshire DC now plans to undertake public consultation as soon as possible on those modifications that have not yet been consulted upon.

It is therefore necessary for these further main modifications to be subjected to HRA in order to determine whether they would alter any of the conclusions previously reached regarding the HRA of the Council's Local Plan including Main Modifications (November 2016).

The HRA screening of the Further Main Modifications are presented in Table 1. This solely examines the Further Main Modifications to the Local Plan in order to determine whether any of these lead to a requirement to amend the November 2016 report to inform a HRA of the Local Plan including Main Modifications. As such this report should be read in conjunction with the November 2016 report for context. This report does not seek to comprehensively recap all the issues and analyses that were covered in the November 2016 document but specifically seeks to identify any issues with the proposed Further Main Modifications themselves.

The HRA analysis of the Further Main Modifications does not identify any substantial changes to the Local Plan in HRA terms. The proposed changes generally provide for clarification, and factual updates. The most substantive proposed main modification is to Policy H1 and to linked policies WIT2b, WIT4, CA3, CN2, EW2 and BC1 that discuss the provision of housing numbers in the context of delivery of 'at least' a certain quantum rather than a 'total of.' However, any potential increase above 15,950 new dwellings is clearly linked to these being supplied via Neighbourhood Plans, which will themselves be subject to HRA and be prepared in accordance with the overall distribution of housing and in accordance with other relevant plan policies.

Changes in the distribution of housing amongst settlements does not materially alter the outcomes of the November 2016 HRA as the screening out of possible air quality effects on Oxford Meadows SAC was applicable to the quantum of development across the district and not at specific settlements.

As such the Council's Proposed Further Main Modifications to the Local Plan can be screened out from further consideration regarding HRA.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'G Down', is positioned below the closing text.

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Appendix A: Habitats Regulations Assessment of the Proposed Schedule of further Main Modifications to West Oxfordshire Composite Local Plan

Table 1 undertakes screening of the Schedule of Main Modifications to the Composite Local Plan document.

Cells identified in green in the ‘Potential HRA Implications’ column contain text to confirm that the Modification does not provide any linking impact pathways that could impact upon European sites. These are screened out and do not require further consideration.

1. Table 1: Habitats Regulations Assessment of Schedule of Main Modifications to the Composite Local Plan Document

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
<ul style="list-style-type: none"> OS1 	<ul style="list-style-type: none"> No Change 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> No HRA implications.
<ul style="list-style-type: none"> OS2 	<p><u>Policy OS2 – Locating Development in the Right Places</u> <u>Main Service Centres, Rural Service Centres and Villages</u></p> <ul style="list-style-type: none"> A significant proportion of new homes, jobs and supporting services will be focused 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. Further allocations may be made through Neighbourhood Plans. 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 Cotswolds Garden Village - will be created to the north of Eynsham to contribute towards Oxford City’s needs. This will comprise 	<ul style="list-style-type: none"> Reference made to Policy H1. Reference to Oxfordshire Cotswolds Garden Village. Recognition of the two site allocations proposed at Long Hanborough. Additional reference included with regards to limiting development in small villages, hamlets and open countryside. Reference made to policy H2. 	<ul style="list-style-type: none"> Assumed Long Hanborough development are those in Policies EW1f and EW1g No additional development proposed, therefore modification does not provide for any new or elevated potential impact pathways linking policy to European sites

¹ Only included where a policy is amended.

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<p>a self-contained settlement based on 'garden village' principles and will play a complementary role to Eynsham.</p> <ul style="list-style-type: none"> • 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. • The rural service centres of Bampton, Burford and Charlbury are relatively constrained and are intended to accommodate a modest level of development of an appropriate type that will help to reinforce their existing service centre role. A number of site allocations are proposed to ensure identified needs are met. Further allocations may be made through Neighbourhood Plans. 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. <p><u>Small Villages, Hamlets and Open Countryside</u></p> <ul style="list-style-type: none"> • 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. Appropriate Proposals for residential development will be considered under policy H2. • Proposals for non-residential development that is regarded as appropriate development will include: <ul style="list-style-type: none"> • reRe-use of appropriate existing buildings which would lead to an enhancement of their immediate setting, with preference given to employment, tourism and community 		

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<p>uses;</p> <ul style="list-style-type: none"> • new accommodation proposed in accordance with policies specifically for travelling communities; pProposals to support the effectiveness of existing businesses and sustainable tourism; • ddDevelopment which will make a positive contribution to farm and country estate diversification; and • ttTelecommunications development sited and designed to minimise impact upon the environment. <p>Proposals for residential development will be considered in accordance with Policy H2 of this Local Plan.</p> <p><u>General Principles</u></p> <ul style="list-style-type: none"> • 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; • ffForm 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; • aaAs far as is reasonably possible protect or enhance the local landscape and the setting of the settlement/s; • nnNot 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; • bbBe provided with safe vehicular access and safe and convenient pedestrian access to supporting services and facilities; • nnNot be at risk of flooding or likely to increase the risk of flooding elsewhere; • Conserve and enhance the natural, historic and built environment; 		

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<ul style="list-style-type: none"> Safeguard mineral resources; In the AONB, give great weight to conserving landscape and scenic beauty and comply with national policy concerning major development; in In the Green Belt, comply with national policies for the Green Belt; and be Be supported by all necessary infrastructure including that which is needed to enable access to superfast broadband. 		
• OS3	• No Change	• N/A	• No HRA implications.
• OS4	• No Change	• N/A	• No HRA implications.
• OS5	<p><u>Policy OS5 – Supporting Infrastructure</u></p> <ul style="list-style-type: none"> Where necessary and viable, new New development will be required to deliver, or contribute towards the timely provision of essential supporting infrastructure either directly as part of the development, or through an appropriate financial contribution towards off-site provision. On larger development sites , phasing of development will be required and later phases may be contingent on essential infrastructure being in place. This will include, where applicable the strategic infrastructure items identified within the Council’s Infrastructure Delivery Plan (IDP) and CIL Regulation 123 list as well as non-strategic infrastructure requirements including those associated with individual development proposals. Such provision will be secured through appropriate mechanisms including the use of planning conditions, planning obligations and the Community Infrastructure Levy (CIL). 	<ul style="list-style-type: none"> Minor text amendments to include reference to phasing of development. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites
• H1	<u>Policy H1 – Amount and Distribution of Housing</u>	• Instead of 15,950 dwellings	• This policy outlines the

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<ul style="list-style-type: none"> Provision will be made for a total of at least at least 15,950 homes in the period 2011 – 2031. This will comprise 13,200 homes in the period 2011 – 2031 to meet West Oxfordshire’s identified housing needs 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, a significant proportion of new homes will be provided at Witney, Carterton and Chipping Norton. Existing commitments will be complemented by a number of site allocations on suitable, available sites. Due to the size of the settlement and its proximity and connections to Oxford City, Eynsham will make a significant contribution towards meeting identified housing needs with a strategic urban extension to be provided to the west of the village. A new rural service centre, ‘West Oxfordshire Garden Village’ will be created to the north of the A40 near Eynsham. This will be a free-standing new settlement based on ‘garden village’ principles. Woodstock is suitable for a reasonable scale of development, whilst protecting its important historic character and the setting of Blenheim Palace. Provision for new housing will also be made at the rural service centres of Bampton, Burford and Charlbury. Existing commitments will be complemented by a number of site allocations on suitable, available sites. Provision for new housing will also be made in the remainder of each sub-area at appropriate village locations with existing commitments complemented by a number of site allocations on suitable, available sites. The In accordance with the overall strategy set out in Policy OS2, the proposed distribution of housing to meet West Oxfordshire’s identified housing needs taking account of past completions and anticipated future supply is anticipated to be as follows: <ul style="list-style-type: none"> Witney sub-area 4,400 4,702 homes 	<p><i>‘in total’</i> now changed to <i>‘at least’</i>.</p> <ul style="list-style-type: none"> Increases in number of homes allocated at Witney. 	<p>provision of at least 15,950 new dwellings in and around: Witney, Carterton, Chipping Norton, Eynsham - Woodstock, and Burford – Charlbury. However, it is confirmed that the provision for any housing numbers above 15,950 will be supplied via Neighbourhood Plans, which will themselves be subject to HRA and prepared in accordance with the overall distribution of housing and in accordance with other relevant plan policies.</p> <ul style="list-style-type: none"> Although the number of dwellings proposed/completed at Witney has increased by 302 over previous estimates, the conclusions of the HRA November (2016) in relation to likely significant effects on Oxford Meadows SAC were reached on the basis of housing allocations across West Oxfordshire, and therefore an increase at Witney does not materially alter the conclusions of that HRA.

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<ul style="list-style-type: none"> • Carterton sub-area 2,600 2,680 homes • Chipping Norton sub-area 2,400 2,047 homes • Eynsham – Woodstock sub-area 2,800 5,596 homes • Burford – Charlbury sub-area 4,000 774 homes <ul style="list-style-type: none"> • 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. • Additional sites may for example be identified through Neighbourhood Plans increasing housing supply above that which has been identified and planned for in this Local Plan • A further 2,750 homes will be provided inThe 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. 		
<ul style="list-style-type: none"> • H2 	<p><u>Policy H2 – Delivery of New Homes</u></p> <ul style="list-style-type: none"> • The Council will deliver Provision will be made for at least 15,950 new homes in the period 2011 – 2031. 	<ul style="list-style-type: none"> • Sets out timescale for provision of new homes in West Oxfordshire. 	<ul style="list-style-type: none"> • No HRA implications. • This modification does not provide for any new or elevated

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- This will include 13,200 homes in the period 2011 – 2031 to meet West Oxfordshire’s housing needs and a further 2,750 homes in the period 2021 – 2031 to meet Oxford City’s housing needs.

- **The housing requirement will be phased over the plan period in accordance with the following table:**

• Year	• West Oxfordshire’s Needs	• Oxford City’s Needs	• Combined Annual Requirement
• 2011 - 2017	• 550 per annum	•	• 550 per annum
• 2017 – 2018	• 550	•	• 550
• 2018 – 2019	• 550	•	• 550
• 2019 – 2020	• 550	•	• 550
• 2020 – 2021	• 550	•	• 550
• 2021 – 2022	• 525	• 275	• 800
• 2022 - 2023	• 525	• 275	• 800
• 2023 – 2024	• 700	• 275	• 975
• 2024 - 2025	• 850	• 275	• 1125

potential impact pathways linking policy to European sites

Modification number **Policy Amendment (where included¹: modified text (deleted text shown as struck through and additional text shown in bold))** **Type of change** **Potential HRA Implications**

• 2025 – 2026	• 850	• 275	• 1125
• 2026 – 2027	• 850	• 275	• 1125
• 2027 – 2028	• 850	• 275	• 1125
• 2028 - 2029	• 850	• 275	• 1125
• 2029 – 2030	• 850	• 275	• 1125
• 2030 - 2031	• 850	• 275	• 1125
• TOTALS	• 13,200	• 2750	• 15,950

- ~~With regard to 5-year housing land supply the Council will apply the residual (Liverpool) approach with any under-supply (backlog) of housing to be delivered over the remaining plan period to 2031. The additional provision being made for Oxford City's housing needs will be incorporated into housing delivery assumptions from 2024 onwards.~~
- The 5 year housing land supply is to be calculated on the basis of the phased requirement set out in this table. The additional requirement of 2,750 dwellings to meet Oxford City's housing needs is set out separately for illustrative purposes but delivery and supply will be assessed against the combined annual requirement.
- When assessing the 5-year housing land supply the Council will apply the residual (Liverpool) approach with any under-supply (backlog) of housing to be delivered over the remaining plan period to 2031.
- The required level of housing delivery of **at least 15,950 homes** will be achieved

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	<p>through a combination of homes already completed, existing commitments, site allocations (strategic and non-strategic sites) and windfall development and any additional provision in Neighbourhood Plans.</p> <ul style="list-style-type: none"> • If, post adoption of the Local Plan, the phased housing requirement is consistently not delivered, or it becomes clear that this is likely to be the case during the remainder of the plan period, then the Council will undertake an early review of the plan. Such a review will consider up to date evidence on housing needs (including unmet needs from neighbouring authorities) and, if necessary, will allocate additional sites for housing. • Neighbourhood Plans may also contribute towards additional housing provision over and above this indicative requirement. • In determining future proposals for housing the Council will apply the following criteria depending on location. Proposals for housing will be determined as set out below: <u>Main Service Centres, Rural Service Centres and Villages</u> <ul style="list-style-type: none"> • 1. New dwellings will be permitted at the main service centres, rural service centres and villages in the following circumstances: <ul style="list-style-type: none"> • - On sites that have been allocated for housing development within a Local Plan or relevant neighbourhood plan; • - On previously developed land within or adjoining the built up area provided is not of high environmental value (e.g. ecology) and the loss of any existing use would not conflict with other plan policies and the proposal complies with the general principles set out in Policy OS2 and any other relevant policies in this plan. This will include the provision of starter homes exception sites; • - On undeveloped land within the built up area provided that the proposal is in accordance with the other policies in the plan and in particular the general principles in Policy OS2. • - On undeveloped land within or adjoining the built up area where convincing evidence is presented to demonstrate that it the proposed development is 		

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<p>necessary to meet identified housing needs, and it is in accordance with the distribution of housing set out in Policy H1 and is in accordance with consistent with the criteria in 3) below and other policies in this the plan in particular the general principles in Policy OS2.</p> <p><u>Small Villages, Hamlets and Open Countryside</u></p> <ul style="list-style-type: none"> • 2. New dwellings will only be permitted in the small villages, hamlets and open countryside where they comply with the general principles set out in Policy OS2 and in the following circumstances: <ul style="list-style-type: none"> • - where there is an essential operational or other specific local need that cannot be met in any other way, including the use of existing buildings. Where appropriate, new homes provided (other than replacement dwellings) will be controlled by an occupancy condition linked to the operational need and/or to the 'rural exception site' approach for permanent affordable dwellings; • - where residential development would represent the optimal viable use of a heritage asset or would be appropriate enabling development to secure the future of a heritage asset; • - residential development of exceptional quality or innovative design; • - new accommodation proposed in accordance with policies specifically for travelling communities; • - accommodation which will remain ancillary to existing dwellings*; • - replacement dwellings on a one for one basis; • - re-use of appropriate existing buildings which would lead to an enhancement of their immediate setting and where it has been demonstrated that the building is not capable of re-use for business, recreational or community uses, tourist accommodation or visitor facilities or where the proposal will address a specific local housing need which would otherwise not be met: and • - on sites that have been allocated for housing development within an adopted (made) neighbourhood plan. • General Principles 		

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<ul style="list-style-type: none"> In determining proposals for residential development regard will be had to the 'General Principles' set out in Policy OS2 – Overall Strategy as well as other relevant policies of this Local Plan. * Proposals for extensions or alterations to an existing dwelling to create a self-contained unit of accommodation may be subject to a condition ensuring the accommodation remains ancillary to the main dwelling. 		
<ul style="list-style-type: none"> H3 	<p><u>Policy H3 – Affordable Housing</u></p> <ul style="list-style-type: none"> In order to address identified affordable housing needs, the Council will require 'qualifying' market housing schemes to make an appropriate contribution towards the provision of affordable housing within the District. Small scale developments of 1 – 5 units will not be required to contribute. Within the Cotswolds AONB, medium-scale medium-scale housing schemes of 6-10 units and with which have a maximum combined gross floorspace of no more than 1,000m² or less will be required to make a financial contribution towards the provision of affordable housing off-site within the District. This commuted sum will be deferred until completion of the development to assist with viability. Outside of the Cotswolds AONB, medium-scale housing schemes of 6-10 units and with a maximum gross floorspace of 1,000m² or less will not be required to make a financial contribution towards affordable housing. Across the District as a whole, larger-scale larger-scale housing schemes of 11 or more units and/or with which have a maximum combined gross floorspace of more than 1,000m² will be required to provide affordable housing on-site as a proportion of the market homes proposed as follows: <ul style="list-style-type: none"> - High value zone (50%) - Medium value zone (40%) - Low value zone (35%) Reduced levels of affordable housing provision will be applied in relation to 	<ul style="list-style-type: none"> Removal of policy text referencing financial contributions to affordable housing. Minor amendments to increase percentages of high, medium and low value zones in relation to sheltered housing and extra-care housing and affordable housing provision. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<p>'supported living' accommodation including extra-care and sheltered housing as follows:</p> <p>The following levels of affordable housing provision will be applied in relation to sheltered housing and extra-care housing:</p> <p><u>Sheltered Housing</u></p> <ul style="list-style-type: none"> • - High value zone (3050%) • - Medium value zone (4040%) • - Low value zone (035%) <p><u>Extra-Care Housing</u></p> <ul style="list-style-type: none"> • - High value zone (4045%) • - Medium value zone (035%) • - Low value zone (010%) • In circumstances where it can be demonstrated that the level of affordable housing being sought would make a scheme unviable, a revised mix and type of housing will be considered before a lower level of affordable housing provision is accepted. Where external funding is available it may be applied to schemes to ensure affordability of rental levels or to increase the number or to change tenure or type of homes to meet priority needs. • Affordable housing mix and tenure will be responsive to identified local needs and site specific opportunities. A financial contribution for the provision of affordable housing on other sites in West Oxfordshire in lieu of on-site provision may be appropriate if it can be demonstrated that: <ul style="list-style-type: none"> • - It is not physically possible or feasible to provide affordable housing on the application site; or • - There is evidence that a separate site would more satisfactorily meet local housing need and contribute to the creation of mixed communities. • In some instances, a combination of on-site provision and a financial contribution may be appropriate. 		

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	<ul style="list-style-type: none"> West Oxfordshire District Council and its partners will work with Parish Councils, Registered Providers of affordable housing and local housing, community land and self-build trusts to identify additional suitable rural sites for small scale affordable housing schemes to meet specific local housing needs which cannot be met in any other way. All new homes on these sites will remain affordable in perpetuity to people in housing need who have a local connection with the parish or appropriate adjoining parishes. Sites will be well-related to the existing built-up areas of towns and villages. Where family homes are proposed priority will be given to locations within a reasonable walking distance of a primary school. The Council will consider the inclusion of an element of market housing in rural exception sites (RES) provided it is demonstrated to be necessary to delivery (e.g. by subsidising the affordable element). In such cases, any market housing would be expected to be a subsidiary element of a predominantly affordable housing scheme. 		
<ul style="list-style-type: none"> H4 	<p><u>Policy H4 – Type and Mix of New Homes</u></p> <ul style="list-style-type: none"> All residential developments will be required to provide or contribute towards the provision of a good, balanced mix of property types and sizes. Developers will be required to demonstrate how their proposal would help create a more balanced housing stock within the District and meet the needs of a range of different groups having regard to specific local needs. Particular support will be given to proposals for specialist housing for older people including but not restricted to, extra-care housing. Opportunities for extra care will be sought in the main and rural service centres and other locations with good access to services and facilities for older people. In recognition of the ageing population the Council will also require larger housing developments of 50 or more units to provide a percentage of new homes as accessible and adaptable housing designed to meet Building Regulations Requirement M4(2) (formerly lifetime homes). This will be a matter for negotiation but as a minimum the Council will seek the provision of at least 25% of market and affordable homes to this 	<ul style="list-style-type: none"> Reference to wheelchair adaptable homes. Amendments to include the provision of 24 additional pitches for non-travelling gypsies and 3 plots for travelling show people. Additional references made to strategic location for growth and strategic development areas. 	<ul style="list-style-type: none"> No HRA implications The policy includes an allocation of new dwellings for travelling communities who no longer travel. However, the allocation provided in policy H7 has been reduced in parallel. In any case, this modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<p>standard.</p> <ul style="list-style-type: none"> To support the anticipated increase in the number of people with disabilities (linked to the ageing population) the Council will require larger housing developments of 50 or more homes to provide a percentage of market and affordable homes as wheelchair adaptable dwellings designed to meet Building Regulation Requirement M4(3). This will be a matter for negotiation but as a minimum the Council will seek the provision of at least 5% of homes to this standard. Where wheelchair adaptable homes are provided they will be counted as contributing towards the 25% accessible and adaptable homes requirement. The provision of wheelchair accessible dwellings will be encouraged although is not required by this policy. Any wheelchair accessible dwellings that are provided will be restricted to those which the Council is responsible for allocating or nominating a person to live in that dwelling (i.e. affordable housing) in accordance with national policy. The provision of specialist housing for those with a disability will be supported in principle in accessible, sustainable locations subject to other policies in this plan. The District Council will work with the County Council and other relevant partners to identify suitable sites and opportunities. In recognition of the needs of households from the travelling communities who are no longer travelling, the Council will seek to ensure the provision of up to 24 additional pitches for non-travelling Gypsies and Travellers and up to 3 plots for Travelling Showpeople in the period to 2031. This will include consideration of all opportunities including within the strategic location for growth (SLG) and strategic development areas (SDAs) identified in the Local Plan. 		
<ul style="list-style-type: none"> H5 	<ul style="list-style-type: none"> No change 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> No HRA implications.
<ul style="list-style-type: none"> H6 	<p><u>Policy H6 – Existing Housing</u></p>	<ul style="list-style-type: none"> Minor text amendments for 	<ul style="list-style-type: none"> No HRA implications.

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	<ul style="list-style-type: none"> Changes to existing housing will be managed to maintain sustainable communities and a high quality environment in accordance with the following principles: <ul style="list-style-type: none"> - the loss of existing dwellings to other uses will only be permitted where it can be demonstrated they are in an unsuitable location for housing, do not provide satisfactory living accommodation, are not needed to meet an identified local housing need, or the proposed use will make a positive contribution to local services and facilities; - alterations, extensions or sub-division of existing dwellings will respect the character of the surrounding area and will not unacceptably affect the environment of people living in or visiting that area. Sub-division of existing dwellings in the open countryside and small villages will be limited to large properties where continued residential use cannot be secured in any other way; - proposals to replace an existing permanent dwelling which is not of historical or architectural value will be permitted on a one-for-one basis, provided the character and appearance of the surrounding area is not eroded, there would be no harmful impact on ecology or protected species and the replacement dwelling is of a reasonable scale relative to the original building. The District Council, in appropriate circumstances, will work with relevant organisations and property owners to ensure the number of empty homes is kept to a minimum. Proposals to bring empty residential properties back into occupation will be favourably supported in principle. 	<p>clarity.</p>	<ul style="list-style-type: none"> This modification does not provide for any new or elevated potential impact pathways linking policy to European sites
<ul style="list-style-type: none"> H7 	<p><u>Policy H7 – Travelling Communities</u></p> <ul style="list-style-type: none"> West Oxfordshire will provide at least 19 5 pitches and 5 plots to meet the needs of Gypsies and Travellers and Travelling Showpeople respectively from 20112016 – 2031. To help achieve a five-year housing land supply, additional provision will be made through: <ul style="list-style-type: none"> - Expansion and/or intensification of the existing Gypsy and Traveller sites for the provision of 4 1 – 2 pitches. 	<ul style="list-style-type: none"> Decrease in traveller pitch allocations (decreased from 19 pitches to 5). Allocation of 1-2 pitches to existing traveller sites. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<ul style="list-style-type: none"> • - Allocation of land at Cuckooood Farm, Freeland for an expanded showpeople's site to provide up to 6 plots (with 3 plots provided by 2021 and any remaining provision made beyond 2021). • To further ensure the availability of adequate accommodation for travelling communities we will also: <ul style="list-style-type: none"> • - safeguard existing sites • - extend existing sites where appropriate • - consider the scope to include specific provision as part of the larger strategic development areas including in particular the West Oxfordshire Oxfordshire Cotswolds Garden Village. • - bring forward new sites if required, either through planning permission or through the development plan process including allocations in neighbourhood plans. • New sites should meet the following criteria: <ul style="list-style-type: none"> • - be well located to the highway and public transport network, as well as having safe and convenient vehicular, cycle and pedestrian access to local services and facilities, especially schools, shops and healthcare; • - be of an appropriate location and scale not to have an adverse impact on environmental or heritage assets and the character and appearance of the surrounding area; • - not conflict with the objectives of Green Belt or AONB designation; • - not be located in areas at flood risk; and • - be designed in accordance with Government's Good Practice guidance. 		
• H8	• No change	• N/A	• No HRA implications.
• E1	<u>Policy E1 – Land for Employment</u>	• Decrease in provision of	• No HRA implications.

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<p><i>Provision of New Employment Land</i></p> <ul style="list-style-type: none"> • Employment Development Land and Employment Sites are those which include predominantly office-based, industrial or storage and distribution activities (B class uses) or related sui generis uses. Including existing commitments, the following Employment Development Land provision is identified to meet employment needs: <ul style="list-style-type: none"> • - Witney Sub-Area – 20ha 18ha to the west of Witney including 10ha to be provided as part of the West Witney (North Curbridge) urban extension and 8ha within the existing employment area around Downs Road through existing commitments and previous Local Plan allocations. with land to the west of Downs Road identified as an ‘area of future long-term development potential’ (See Policy WIT4). • - Carterton-Sub-Area – 5ha 6ha including land at West Oxon Business Park, and Land at Ventura Park (4.5ha) and land east of Monahan Way (1.5ha) with further consideration to be given to additional sites for employment use in appropriate locations. as required with the overall objective of securing an additional 10 hectares of employment land in a suitable, sustainable location or locations. This will include the provision of around 4ha on land on the corner of Monahan Way and Carterton Road which is allocated for employment use subject to relocation of the existing sports pitches. • - Chipping Norton Sub-Area - 9.5 hectares of employment land to be provided as part of the Land East of Chipping Norton Strategic Development Area (SDA). • - West-Oxfordshire Cotswolds Garden Village – around 40 hectares of employment land in the form of a campus-style ‘science park’ to be taken forward through an Area Action Plan (AAP). • - Other Towns Villages and Rural Areas – At least 5ha within existing commitments with 2ha at Lakeside Standlake (previous Local Plan allocation). • The take up of land for employment will continue to be monitored and the need for further provision considered through Neighbourhood Plans and any future Local Plan review. 	<p>business land in Witney from 20ha to 18ha.</p> <ul style="list-style-type: none"> • Increase in provision of business land in Caterton from 5ha to 6ha. • Decrease in provision of business land in Chipping Norton from 9ha to 5ha. 	<ul style="list-style-type: none"> • This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<ul style="list-style-type: none"> • Where justified, new employment allocations may be subject to an Article 4 Direction in the interests of safeguarding local employment opportunities. Proposals for new employment premises and sites may be subject to a condition limiting permitted development rights to protect the employment use. • <i>Existing Employment Sites</i> • Proposals to improve the effectiveness of employment operations on existing employment sites will be supported where commensurate with the scale of the town or village and the character of the area. This may include redevelopment, replacement buildings or the expansion of existing employment uses. • Non-employment uses on employment sites will be resistedrefused except in the following circumstances: <ul style="list-style-type: none"> • - where it can be demonstrated that the site or premises are not reasonably capable of being used or redeveloped for employment purposes; or • - where the site or premises are considered unsuitable on amenity, environmental or highway safety grounds for employment uses; or • - where the proposed use includes community, leisure, or retail uses which are complementary and compatible to the functioning of the employment site and the local community, and conform with Policy E6 – Town Centres; or • - where substantial community benefits would be achieved by allowing alternative forms of development. 		
• E2	• No change	• N/A	• No HRA implications.
• E3	• No change	• N/A	• No HRA implications.
• E4	<u>Policy E4 – Sustainable Tourism</u>	• Small text amendment	• No HRA implications.

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<ul style="list-style-type: none"> • Tourism and leisure development which utilises and enriches the natural and built environment and existing attractions of West Oxfordshire to the benefit of visitors and local communities will be supported. • New tourist and visitor facilities should be located within or close to Service Centres and Villages and reuse appropriate existing buildings wherever possible. In small villages, hamlets and the open countryside, new tourism and visitor facilities may be justified in the following circumstances: <ul style="list-style-type: none"> • where there is a functional linkage with a particular countryside attraction; or • the nature of the tourist and visitor facility is such that it could not reasonably be located within or close to Service Centres and Villages; or • to secure the diversification of a farm enterprise or country estate in accordance with Policy E2; or • the proposal will re-use an appropriate building in accordance with Policy E3 • Subject to specific locational or functional requirements, the town centre first approach will be applied to tourism and leisure development, including hotels. • Proposals in the Cotswolds AONB should conserve and enhance the landscape quality and biodiversity of the area and support the objectives of the Cotswolds AONB Management Plan and Sustainable Tourism Strategy. • In the Lower Windrush Valley the Council will continue to work with the Lower Windrush Valley Project and the County Council as Mineral Planning Authority to identify appropriate opportunities for tourism and leisure development. Proposals which complement the rural character of the area and deliver comprehensive long term recreational access, community or nature conservation benefits will be supported. • The Council, working in partnership with other organisations, will support tourism and leisure proposals which are sensitive to and where possible enhance the ecological, landscape and heritage value of the River Thames. The provision or extension of permanent base moorings and associated facilities will be allowed in suitable locations off the main river channel, provided these do not harm the ecological, landscape or heritage value of the river and provide an enhancement where possible. 	<p>relating to enhancement of landscape and biodiversity in the Cotswolds AONB</p>	<ul style="list-style-type: none"> • This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
<ul style="list-style-type: none"> E5 	<p><u>Policy E5 - Local Services and Community Facilities</u></p> <ul style="list-style-type: none"> The Council will support the development and retention of local services and community facilities to meet local needs and to promote social wellbeing, interests, interaction and healthy inclusive communities. Proposals Development proposals that would result in the loss of community facilities and services will only be supported where it can be clearly shown that: <ul style="list-style-type: none"> appropriate alternative provision of at least equivalent suitability and accessibility, particularly by foot, will remain, and or; in the case of pubs, shops and other commercially run services and facilities, the existing use is no longer viable and is incapable of being made viable or adapted to retain a viable service or facility including as a community run enterprise. A robust marketing exercise will be required to demonstrate that the use or premises is unviable in accordance with separate guidance published by the Council. In considering development proposals for the loss of local services and community facilities, the Council will have regard to whether a site or facility is registered as an Asset of Community Value. 	<ul style="list-style-type: none"> Small text amendments to refer to development proposals. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites
<ul style="list-style-type: none"> E6 	<p><u>Policy E6 - Town Centres</u></p> <ul style="list-style-type: none"> Town centres will be supported as the focus for shopping, leisure, community facilities and services. The Council will work with local businesses, residents, parish and town councils to ensure town, village and neighbourhood centres remain vibrant, accessible and meet local needs. The following town centres are defined on the proposals map: <ul style="list-style-type: none"> Principal town centre – Witney Primary town centres – Carterton, Chipping Norton Town centres with a significant tourist role – Burford, Woodstock 	<ul style="list-style-type: none"> Small amendments to criteria for primary and secondary shopping frontages. Reference to provision of public car parking. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<ul style="list-style-type: none"> The Council will apply the sequential and impact tests set out in the National Planning Policy Framework to new shopping and other town centre development proposals, including office development. Impact assessments will be required for significant proposals (over 500m² net sales floorspace) where they are not in a centre or in accordance with a local or neighbourhood development plan. Primary and secondary shopping frontages are defined on the proposals map in Witney, Carterton and Chipping Norton. Within primary shopping frontages the change of use development resulting in the loss of shops (A1 use) will be refused unless the criteria set out in this policy can be met in full. resisted. Within secondary shopping frontages, development proposals for shops and other town centre uses, such as restaurants or cafes, will be allowed where they would complement and enhance the shopping offer of the defined shopping frontage. The Development resulting in the loss of town centre uses in these frontages will be refused unless the criteria set out in this policy can be met in full. resisted and excessive concentrations Concentrations of single uses will not be allowed where this would be likely to cause issues of amenity or affect the vitality of the area. In the town centres of Burford and Woodstock development resulting in the loss of shops and other town centre uses will be resisted refused unless the criteria set out in this policy can be met in full. Concentrations of single uses will not be allowed where this would be likely to cause issues of amenity or affect the vitality of the area. Where development resulting in the loss of shops or other town centre uses is proposed contrary to this policy it will need to be satisfactorily demonstrated that: <ul style="list-style-type: none"> through following a robust marketing exercise that the site or premises are not reasonably capable of being used or redeveloped for these uses; or that the alternative use will positively contribute to the function, vitality and viability of the town centre. The Council will work in partnership to promote and enhance the attractiveness of all 		

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	<p>town centres addressing where possible issues of publicity, security, parking and accessibility. Improvements to the public realm will be sought through high design standards which will apply to all town centre development.</p> <p>Development proposals which significantly increase car parking demand in our town centres will be expected to make appropriate public car parking provision or equivalent financial contributions in accordance with Policy T4 (Parking Provision) of this plan.</p>		
<ul style="list-style-type: none"> T1 	<ul style="list-style-type: none"> No change 	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> No HRA implications.
<ul style="list-style-type: none"> T2 	<p><u>Policy T2 – Highway Improvement Schemes</u></p> <ul style="list-style-type: none"> All development will be required to demonstrate safe 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 and new Garden Village identified in this Local Plan: <ul style="list-style-type: none"> - Downs Road junction, Witney - Shores Green Slip Roads, Witney - West End Link Road, Witney - Northern Distributor Road, Witney - Eastern Link Road, Chipping Norton 	<ul style="list-style-type: none"> Inclusion of text relating to the Oxfordshire Cotswolds Garden Village and Area Action Plan (AAP). 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<ul style="list-style-type: none"> • - Western Link Spine Road, Eynsham • Northern Link Road, West Oxfordshire Garden Village • 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 Oxfordshire County Council 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. 		
• T3	• No change	• N/A	• No HRA implications.
• T4	• No change	• N/A	• No HRA implications.
• EH1a	<u>Policy EH1a - Cotswolds Area of Outstanding Natural Beauty</u> <ul style="list-style-type: none"> • In determining development proposals within the Cotswolds Area of 	• New policy. Policy provides for the conservation and	• No HRA implications.

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	<p>Outstanding Natural Beauty (AONB) and proposals which would affect its setting, great weight will be given to conserving and enhancing the area’s natural beauty, landscape and countryside, including its wildlife and heritage. This will include consideration of any harm to the contribution that the settlement makes to the scenic beauty of the AONB. The Cotswolds Conservation Board’s Management Plan and guidance documents are material considerations in decision making relevant to the AONB.</p> <ul style="list-style-type: none"> Major development will not be permitted within the AONB other than in exceptional circumstances, as required by national policy and guidance. <p>Proposals that support the economy and social wellbeing of communities located in the AONB, including affordable housing schemes and small scale renewable energy development, will be supported, provided they are consistent with the great weight that must be given to conserving and enhancing the landscape and natural scenic beauty of the area.</p>	<p>enhancement of the Cotswolds AONB.</p>	
<ul style="list-style-type: none"> EH1 	<p><u>Policy EH1 - Landscape Character</u></p> <ul style="list-style-type: none"> 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 respect 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. When determining development proposals within or impacting upon the 	<ul style="list-style-type: none"> Minor text amendments relating to improving the existing dark-sky. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<p>Cotswolds Area of Outstanding Natural Beauty, great weight will be given to the conservation of the area's landscape and scenic beauty.</p> <ul style="list-style-type: none"> 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. 		
<ul style="list-style-type: none"> EH2 	<p><u>Policy EH2 - Biodiversity and Geodiversity</u></p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> - 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; 	<ul style="list-style-type: none"> Reference to plantations and ancient woodland sites. Reference included to BS42020:2013 and the use of DEFRA Biodiversity offsetting guidance. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<ul style="list-style-type: none"> - ensuring development does not prevent the achievement of 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; - all major and minor applications demonstrating a net gain in <u>biodiversity</u> 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 developments retaining features of biodiversity value on site and incorporating biodiversity enhancement features. All developments will be expected to provide towards the provision of necessary enhancements in areas of biodiversity importance. 		
<ul style="list-style-type: none"> EH3 	<p><u>Policy EH3 – Public Realm and Green Infrastructure</u></p> <ul style="list-style-type: none"> The existing areas of public space and green infrastructure assets 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. 	<ul style="list-style-type: none"> Minor text amendments to clarify roles of public space and green infrastructure with reference to climate change. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<ul style="list-style-type: none"> • and new multi-functional areas of space will be created to achieve improvements to the network (through 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. • Public realm and publicly accessible green infrastructure network considerations should be integral to the planning of new development. • New development should: <ol style="list-style-type: none"> i. not result in 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 ii. Development proposals will be expected provide opportunities for necessary 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, iii. providing 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 iv. maximise opportunities for urban greening such as through appropriate landscaping schemes and the planting of street trees v. consider the integration of green infrastructure into proposals as 	<ul style="list-style-type: none"> • Reference made to the Council's Green Infrastructure Plan, Open Spaces Strategy, Playing Pitch Strategy, Living Landscape Schemes and locally identified Nature Improvement Areas. 	

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	<p>an alternative or to complement 'grey infrastructure' (such as manmade ditches and detention ponds and new roads)</p> <p>vi. demonstrate how lighting will not adversely impact on green infrastructure that functions as nocturnal wildlife movement and foraging corridors.</p> <ul style="list-style-type: none"> 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. New development should not result in the loss of open space, sports and recreational buildings and land unless up to date assessment shows the asset is surplus to requirements or the need for and benefits of the alternative land use clearly outweigh the loss and equivalent replacement provision is made. Where appropriate, development will be expected to provide or contribute towards the provision of necessary improvements to open space, sports and recreational buildings and land*. * Regard will be had to the Open Space Study (2013) and Playing Pitch Strategy (2014) for West Oxfordshire 		
<ul style="list-style-type: none"> EH3a 	<p>Policy EH3a – Sport, Recreation and Children’s Play</p> <ul style="list-style-type: none"> New development should not result in the loss of open space, sports and recreational buildings and land unless up to date assessment shows the asset is surplus to requirements or the need for and benefits of the alternative land use clearly outweigh the loss and equivalent replacement provision is made. Where appropriate, development will be expected to provide or contribute towards the provision of necessary improvements to open space, sports and recreational buildings and land*. * Regard will be had to the Open Space Study (2013) and Playing Pitch Strategy (2014) for West Oxfordshire 	<ul style="list-style-type: none"> New policy. Allows for the protection of open space and for developments to provide open space. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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<ul style="list-style-type: none"> EH4 	<p><u>Policy EH4 - Decentralised and renewable or low carbon energy development (excepting wind turbines)</u></p> <ul style="list-style-type: none"> In principle, renewable and low-carbon energy developments, especially scale wind power, run-of-river hydropower and the use of biomass will be supported. Battery energy storage developments that aid the deployment of renewable and low carbon development across the wider electricity network will generally also be supported. Renewable or low-carbon energy development should be located and designed to minimise any adverse impacts, with particular regard to conserving the District’s high valued landscape and historic environment. In assessing proposals, the following local issues will need to be considered and satisfactorily addressed: <ul style="list-style-type: none"> - impacts on landscape, biodiversity, historic environment, agricultural land, residential amenity, aviation activities, highway safety and fuel/energy security, including their cumulative and visual impacts. Applicants for solar farms and wind power will be encouraged to locate new developments in ‘more suitable’ areas as shown in the suitability maps. Where applicants deem it necessary to develop ‘less suitable’ areas, clear justification will need to be provided. Applicants must demonstrate that cumulative effects do not become a significant or defining characteristic of the wider landscape, including across administrative boundaries and different landscape character types; - opportunities for environmental enhancement. Environmental enhancements, in addition to those required to mitigate and compensate any adverse impacts, will be sought, especially where they will contribute to Conservation Target Areas and Nature Improvement Areas; - potential benefits to host communities (including job creation and income generation). Applicants for wind energy development involving one or more wind turbines must also demonstrate that the planning impacts identified by affected local communities have been fully addressed. Any proposals for a solar farm involving best 	<ul style="list-style-type: none"> Small amendments to the wording of the policy to exclude wind power and turbines. Removal of text relating to justification for development within ‘less suitable areas’. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<p>and most versatile agricultural land would need to be justified by the most compelling evidence which demonstrates why poorer quality land has not been used in preference to best and most versatile agricultural land.</p> <ul style="list-style-type: none"> • Developments that are led by or meet the needs of local communities will receive particular support when considering the merits of renewable energy developments. Applicants should submit a written agreement between the applicant and a community energy enterprise demonstrating that the benefits of all or part of the project will flow to the community for the lifetime of the project. • The use of decentralised energy systems, including Combined Heat and Power (CHP) and District Heating (DH), especially woody biomass fuelled, will be encouraged in all developments. • An energy feasibility assessment or strategy which assesses viability and practicability for decentralised energy systems, including consideration of the use of local wood fuel biomass and other renewable energy initiatives will be required for: <ul style="list-style-type: none"> • - proposals on strategic development areas (SDAs) • - all residential development for 100 dwellings or more • - all residential developments in off-gas areas for 50 dwellings or more. • - all non-domestic developments above 1000m² floorspace • Where feasibility assessments demonstrate that decentralised energy systems are practicable and viable, such systems will be required as part of the development, unless an alternative solution would deliver the same or increased energy benefits. • Detailed guidance on renewable and low carbon energy technologies in West Oxfordshire, which includes information on submission requirements, national policy considerations and good practice, is published in a West Oxfordshire Renewable and Low Carbon Energy Guidance and Landscape Capacity Study. 		
<ul style="list-style-type: none"> • EH5 	<ul style="list-style-type: none"> • No change 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • No HRA implications.

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<ul style="list-style-type: none"> EH6 	<p><u>Policy EH6 - Environmental Protection</u></p> <ul style="list-style-type: none"> 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: <p><u>Air quality</u></p> <ul style="list-style-type: none"> 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. <p><u>Contaminated land</u></p> <ul style="list-style-type: none"> 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. <p><u>Hazardous substances, installations and airfields</u></p> <ul style="list-style-type: none"> Development should not adversely affect safety near notifiable installations and safeguarded airfields. <p><u>Artificial light</u></p> <ul style="list-style-type: none"> The installation of external lighting and lighting proposals for new remote rural buildings, particularly those in remote rural locations, will only be permitted where: <ul style="list-style-type: none"> i) the means of lighting is appropriate, unobtrusively sited and would not result in excessive levels of light; ii) the elevations of buildings, particularly roofs, are designed to limit light spill; iii) the proposal would not have a detrimental effect on local amenity, character of a settlement or wider countryside, intrinsically dark landscapes or nature conservation <p><u>Noise</u></p>	<ul style="list-style-type: none"> Reference made to the Minerals and Waste Local Plan. Additional reference to lighting proposals within rural areas. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<ul style="list-style-type: none"> 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. <p><u>Water resources</u></p> <ul style="list-style-type: none"> 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. <p><u>Waste</u></p> <ul style="list-style-type: none"> Planning permission will be granted for appropriately located Proposals for development that makes provision for the management and treatment of waste and recycling will need to be in accordance with the Oxfordshire Joint Municipal Waste Strategy Minerals and Waste Local Plan. and local waste management strategy. 		
<ul style="list-style-type: none"> EH7 	<ul style="list-style-type: none"> Policy EH7 – Historic Environment All development proposals should conserve or enhance the special character, appearance and distinctiveness of West Oxfordshire’s historic environment, and conserve or enhance the District’s heritage assets, and their significance and settings. New development that makes a positive contribution to the District’s environment will be encouraged and supported. Applications which affect, or have the potential to affect, heritage assets will be expected to: i) describe the significance of the asset and its setting, using appropriate expertise; at a level of detail proportionate to its significance and sufficient to understand the potential impact of the proposal; using appropriate references such as the Historic Environment Record, National Lists of designated assets and their 	<ul style="list-style-type: none"> Significant rewording of policy. Policy aims to protect the historic environment and the District’s heritage assets. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<p>descriptions, Conservation Area Appraisals and the County Historic Landscape Character Assessment and, if necessary, original survey (including, for assets of archaeological interest, an appropriate desk-based assessment and, where necessary, a field evaluation); and</p> <ul style="list-style-type: none"> • ii) set out the impact of the development on the heritage assets and its setting and a suggested mitigation that is proportionate to the impact and the significance of the heritage asset, including where possible positive opportunities to conserve and enjoy heritage assets as well as recording loss and advancing knowledge. • Proposals that will lead to harm to the significance of a designated (such as listed buildings, Scheduled Monuments, conservation areas and Registered Historic Parks and Gardens) or non-designated heritage asset (such as those of local significance as identified on local lists, archaeological deposits and historic landscapes) or its setting will be refused, unless a clear and convincing justification of public benefit can be demonstrated to outweigh that harm, taking account of the importance of the asset or area; the scale of harm and its potential to be avoided, reduced or adequately offset through modifications or conditions; and the nature and significance of the public benefit, using the balancing principles set out in Paragraphs 131-5 of the NPPF, including the four tests set out in Paragraph 133. • In particular: <ul style="list-style-type: none"> • Considerable weight and importance will be given to conserving the intrinsic universal values for which Blenheim Palace and Park is inscribed as a World Heritage Site (WHS), as guided by its WHS Management Plan. • Considerable weight and importance will be given to conserving the significance of listed buildings, both with regard to their fabric and their settings, and to conserving or enhancing the character or appearance of the District's Conservation Areas. • Great weight will be given to conserving or enhancing the significance of nationally important monuments (whether Scheduled or not) and Registered Parks and Gardens, both with regard to their fabric and their settings. 		

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	<p>• Where development is permitted that would result in harm to or loss of the significance of a heritage asset, developers will be required to record and advance understanding of the significance of that asset, in a manner appropriate to its importance and the impact, and to make that evidence publicly accessible.</p> <p>Policy EH7 – Historic Environment</p> <ul style="list-style-type: none"> • 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, considerable weight and importance will be given to conserving and/or enhancing the significance of designated heritage assets, including: <ul style="list-style-type: none"> • - the intrinsic 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 EW1); • - 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 archaeological 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 historical significance. • Significant weight will also be given to the local and regional value of non- 		

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	<p>designated heritage assets, including non-listed vernacular buildings (such as traditional agricultural buildings, chapels and mills), together with archaeological monuments that make a significant contribution to the District’s historic environment.</p> <ul style="list-style-type: none"> • All applications which affect, or have the potential to affect, heritage assets will be expected to: <ul style="list-style-type: none"> • i) 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; • ii) demonstrate that the proposal would, in order of preference: <ul style="list-style-type: none"> • a) 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); • b) 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.iii) 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. <p><u>Designated assets</u></p> <ul style="list-style-type: none"> • 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 substantive tangible public benefits that clearly and convincingly outweigh that the 		

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	<p>harm, using the balancing principles set out in national policy and guidance.</p> <p><u>Non-designated heritage assets</u></p> <ul style="list-style-type: none"> When considering proposals that affect, directly or indirectly, the significance of non-designated heritage assets, a balanced judgement will be made having regard to: <ul style="list-style-type: none"> the scale of any harm or loss; 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. <p><u>Record and advance understanding</u></p> <ul style="list-style-type: none"> 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.) 		
<ul style="list-style-type: none"> EH8 	<p><u>Policy EH8 - Conservation Areas</u></p> <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> I. 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 and appearance of the Conservation Area; 	<ul style="list-style-type: none"> New policy. This policy provides for to the conservation and enhancement of Conservation Areas. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<ul style="list-style-type: none"> • II. the development conserves or enhances the setting of the Conservation Area and is not detrimental to views within, into or out of the Area; • III. 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; • IV. the wider social and environmental effects generated by the development are compatible with the existing character and appearance of the Conservation Area; and • VI. there would be no loss of, or harm to, any feature that makes a positive contribution to the special interest, character or appearance of the Conservation Area, unless the development would make an equal or greater contribution. • Applications for the demolition of a building in a Conservation Area will only be permitted where it has been demonstrated that: <ul style="list-style-type: none"> • a) the building detracts from or does not make a positive contribution to the special interest, character or appearance of the Conservation Area; or • b) the building is of no historic or architectural interest or is wholly beyond repair and is not capable of beneficial use; and • c) 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. 		
<ul style="list-style-type: none"> • EH9 	<p><u>Policy EH9 – Listed Buildings</u></p>	<ul style="list-style-type: none"> • New policy. Provides for the 	<ul style="list-style-type: none"> • No HRA implications.

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	<ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • i. conserve or enhance the special architectural or historic interest of the building’s fabric, detailed features, appearance or character and setting; • ii. 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 • iii 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. 	protection of Listed Buildings.	<ul style="list-style-type: none"> • This modification does not provide for any new or elevated potential impact pathways linking policy to European sites
<ul style="list-style-type: none"> • EH10 	<p><u>Policy EH10 – Traditional Buildings</u></p> <ul style="list-style-type: none"> • In determining applications that involve the conversion, extension or alteration of traditional buildings, proposals will not normally be permitted where this would: <ul style="list-style-type: none"> • I. extensively alter the existing structure or remove features of interest; • II. include extensions or alterations which would obscure or compromise the form or character of the original building. 	<ul style="list-style-type: none"> • New policy. This policy protects the character of traditional buildings. 	<ul style="list-style-type: none"> • No HRA implications. • This modification does not provide for any new or elevated potential impact pathways linking policy to European sites
<ul style="list-style-type: none"> • EH11 	<p><u>Policy EH11 – Historic Landscape Character</u></p> <ul style="list-style-type: none"> • In determining applications that affect the historic character of the landscape or townscape, particular attention will be paid to the following: <ul style="list-style-type: none"> • i) the age, distinctiveness, rarity, sensitivity and capacity of the particular historic landscape or townscape characteristics affected • ii) the extent to which key historic features resonant of the area’s character, such as hedgerows, watercourses and woodland, will be retained or replicated 	<ul style="list-style-type: none"> • New policy. Provides for the protection of historic landscape character. 	<ul style="list-style-type: none"> • No HRA implications. • This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<ul style="list-style-type: none"> • iii) the degree to which the form and layout of the development will respect and build on the pre-existing historic character (including e.g. street and building layouts) • iv) 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. 		
<ul style="list-style-type: none"> • EH12 	<p><u>Policy EH12 - Registered Historic Parks and Gardens</u></p> <ul style="list-style-type: none"> • Proposals for development that would affect, directly or indirectly, the significance of a Historic Park or Garden on Historic England’s Register of Historic Parks and Gardens will be permitted where the proposals: <ul style="list-style-type: none"> • I. conserve or enhance those features which form an integral part of the special character, design or appearance of the Historic Park or Garden; and • II. ensure that development does not detract from the special historic interest, enjoyment, layout, design, character, appearance or setting of the Historic Park or Garden, key views within, into and out from the Historic Park or Garden, or does not result in the loss of, or damage to, their form or features nor prejudice its future restoration. • Proposals that would enable the restoration of original layout and features where this is appropriate, based upon thorough research and understanding of the historical form, will be supported. 	<ul style="list-style-type: none"> • New policy. This policy aims to conserve and enhance registered parks and gardens with regard to development. 	<ul style="list-style-type: none"> • No HRA implications. • This modification does not provide for any new or elevated potential impact pathways linking policy to European sites
<ul style="list-style-type: none"> • EH13 	<p><u>Policy EH13 - Scheduled Monuments and Other Nationally Important Archaeological Remains</u></p> <ul style="list-style-type: none"> • Proposals for development that would affect, directly or indirectly, the significance of Scheduled Monuments or non-scheduled archaeological remains of demonstrably equal significance will be permitted where the proposals would conserve or enhance the significance of the Monument or remains, including the 	<ul style="list-style-type: none"> • New policy. Provides for the protection of Scheduled monuments. 	<ul style="list-style-type: none"> • No HRA implications. • This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<p>contribution to that significance of the setting of the Monument or remains.</p> <ul style="list-style-type: none"> Nationally important archaeological remains (whether scheduled or demonstrably of equivalent significance) should be preserved in situ. Any unavoidable harm to or loss of Scheduled Monuments or nationally important archaeological remains (justified in accordance with the principles set out in national planning policy and Policy EH7), should be: <ul style="list-style-type: none"> I minimised through: careful design, including modifying building footprints; the use of appropriate construction methods and temporary works; avoiding damaging landscaping proposals; seeking engineering design solutions; and II mitigated by a programme of archaeological investigation, recording and analysis. 		
<ul style="list-style-type: none"> EH14 	<p>Policy EH14 – Non-designated heritage assets</p> <ul style="list-style-type: none"> 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 Historic Parks and Gardens in Policies EH9, EH13 and EH12. 	<ul style="list-style-type: none"> New policy. Provides for the protection of non-designated heritage assets. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites
<ul style="list-style-type: none"> WIT1 	<p>Policy WIT1 – East Witney Strategic Development Area (450 homes)</p> <ul style="list-style-type: none"> Land to the east of Witney to accommodate a sustainable, integrated community that forms a positive addition to Witney, including: <ul style="list-style-type: none"> a) about 450 homes with a balanced and appropriate mix of residential 	<ul style="list-style-type: none"> Reference included to transport infrastructure and mitigating traffic impacts of development. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking

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	<p>accommodation to meet identified needs, including affordable housing. This will include c.30 homes on land adjacent to Stanton Harcourt Road (subject to landscape impact and flood risk) and c. 420 homes on land at Cogges Triangle (subject to landscape impact and surface water run-off).</p> <ul style="list-style-type: none"> • ai) comprehensive development to be led by an agreed masterplan. • b) development to be phased in accordance with the timing of provision of supporting infrastructure and facilities including the essential necessary improvements to the Shore's Green junction onto the A40 and related highway measures. • c) the provision of other supporting transport infrastructure, including mitigating proposals to mitigate the impact of traffic associated with the developmentdevelopment; the provision of appropriate financial contributions towards LTP4 transport schemes; provision of appropriate public transport (services and infrastructure) serving the site; and provision of ,and incorporating a comprehensive network for pedestrians and cyclists and public transport with linksgood connectivity provided to adjoining areas, including a particular emphasis on improving the linkages across the Windrush Valley into the town centre consistent with the aims and objectives of the Windrush in Witney Project and to Hanborough Station. • d) the provision of appropriate landscaping measures to mitigate the potential impact of development and associated infrastructure. • e) the provision of appropriate financial contributions towards primary and secondary education capacity enhancements. • f) biodiversity, landscape and public access enhancements within the Lower Windrush Valley including arrangements for future maintenance. • g) provision of appropriate green infrastructure including allotments. • h) appropriate measures to mitigate traffic noise. • hi) the conservation, and enhancement where possible, of the setting of the Cogges Scheduled Monument and the Witney and Cogges Conservation Area. • hii) the investigation, recording and safeguarding of the known and potential archaeological significance of the Area prior to any development taking place. The results 	<ul style="list-style-type: none"> • Additional reference made to Hanborough Station. 	<p>policy to European sites</p>

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	<p>of the investigation and recording should inform the final layout of the development and be deposited in a public archive.</p> <ul style="list-style-type: none"> i) 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. j) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements. k) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings. l) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build. 		
<ul style="list-style-type: none"> WIT2 	<p><u>Policy WIT2 – North Witney Strategic Development Area (1,400 homes)</u></p> <ul style="list-style-type: none"> Land to the north of Witney to accommodate a sustainable, integrated community that forms a positive addition to Witney, including: <ul style="list-style-type: none"> a) about 1,400 homes with a balanced and appropriate mix of residential accommodation to meet identified needs, including affordable housing; ai) comprehensive development to be led by an agreed masterplan; b) development to be phased in accordance with the timing of supporting infrastructure and facilities including delivery of the West End Link and Northern Distributor Road; c) the provision of other supporting transport infrastructure, including mitigating proposals to mitigate the impact of traffic associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; provision of appropriate public transport (services and infrastructure) serving the site; and provision of and incorporating a comprehensive network for pedestrians and cyclists and public transport with links good connectivity provided to adjoining areas 	<ul style="list-style-type: none"> Reference made to supporting transport infrastructure with regards to financial contributions. Reference to a new primary school removed. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<p>including the town centre and other key destinations;</p> <ul style="list-style-type: none"> • d) the provision of a new primary school on-site (2FE including nursery) on a 2.2ha site together with financial contributions towards secondary school capacity as appropriate. Alternatively, provision to be made for the expansion of Witney Community Primary School together with financial contributions towards secondary school capacity as appropriate; • di) the conservation and where possible enhancement of the setting of the grade II listed Middlefield Farmhouse and dovecote and the Witney and Cogges and Hailey Conservation Areas; • dii) 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 should be deposited in a public archive; • e) the provision of appropriate landscaping measures to mitigate the potential impact of development including a positive landscape framework to create a new town edge; • f) retention of important on-site hedgerows and plantation woodland; • g) biodiversity enhancements including arrangements for future maintenance; • h) provision of appropriate green infrastructure including allotments; • i) 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. This may include consideration of 'off-site' solutions. The sustainable drainage systems should be designed to provide a biodiversity enhancement. • j) all development should be steered to areas at least flood risk within Flood Zone 1 and flood alleviation measures to reduce flood risk associated with the Hailey Road Drain should be incorporated where appropriate. • k) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements. • l) ensuring that the design and construction of the West End Link has no undue 		

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	<p>impact on heritage assets and biodiversity and provides for mitigation and enhancements where feasible;</p> <ul style="list-style-type: none"> • 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. 		
<ul style="list-style-type: none"> • WIT2a 	<p><u>Policy WIT2a – Woodford Way Car Park, Witney</u></p> <ul style="list-style-type: none"> • Land at Woodford Way Car Park to accommodate around 50 new homes either as part of a residential or mixed-use scheme with other compatible town centre uses whilst retaining an appropriate amount of public car parking. • Key issues to be addressed as part of any development proposal will include: <ul style="list-style-type: none"> • a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing; • b) making efficient use of the site in terms of density and layout recognising the irregular site boundary and the need to provide passive supervision of the footpath along the southern boundary; • c) the provision of supporting transport infrastructure, including mitigating the impact of traffic associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; 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 town centre and other key destinations. • de) consideration of appropriate flood risk avoidance/mitigation; • ed) appropriate provision of and contributions towards supporting infrastructure; • fe) the need to provide a strong frontage to Woodford Way whilst ensuring that the height and design of any proposed buildings has regard to the topography of the site and the potential impact on adjoining occupants including in particular the single storey 	<ul style="list-style-type: none"> • Reference included to the provision of supporting transport infrastructure including mitigating increased traffic. 	<ul style="list-style-type: none"> • No HRA implications. • This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<p>bungalows to the west of the site;</p> <ul style="list-style-type: none"> • gf) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements; • hg) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings. 		
<ul style="list-style-type: none"> • WIT2b 	<p><u>Policy WIT2b – Land West of Minster Lovell</u></p> <ul style="list-style-type: none"> • Land to the west of Minster Lovell to accommodate around 85-125 new homes as part of a sustainable, integrated extension of the existing village. • Key issues to be addressed as part of any development proposal will include: • a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing; • b) the provision of primary vehicular access from the B4047; • c) giving great weight to conserving the setting of the Cotswold AONB to the north of the site including key views from the Cotswold AONB southwards towards the site ; • d) effective integration with the existing village including consideration of any pedestrian and cycle linkages; • e) a positive enhancement of the western edge of Minster Lovell including the approach from the west along the B4047; • f) development layout that respects the existing built form to the east of the site; • g) appropriate provision of and contributions towards supporting infrastructure; including the provision of supporting transport infrastructure, including mitigating the impact of traffic associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; 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 town centre and other key destinations. 	<ul style="list-style-type: none"> • Amendments to housing allocation (increased from 85 dwellings to 125). • Reference made to Cotswold AONB. • Additional references made to supporting transport infrastructure and mitigating traffic impacts. 	<ul style="list-style-type: none"> • No HRA implications • Although the number of dwellings proposed has increased, the conclusions of the HRA November (2016) in relation to likely significant effects on Oxford Meadows SAC were reached on the basis of housing allocations across West Oxfordshire, and therefore an increase at a specific location does not materially alter the conclusions of that HRA.

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	<ul style="list-style-type: none"> h) provision of open space on the south of the site to take account of the existing public open space on Ripley Avenue; i) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements; j) 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; k) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings. 		
<ul style="list-style-type: none"> WIT3 	<p><u>Policy WIT3 – Witney Town Centre Strategy</u></p> <ul style="list-style-type: none"> The overall objective is to maintain and enhance Witney Town Centre providing an accessible, attractive and diverse shopping, visitor and evening economy offer and the principal shopping and leisure destination for West Oxfordshire and the surrounding area. This will be achieved by: <ul style="list-style-type: none"> - Maintaining a strong and diverse shopping core with a good mix of retailers, focused on the High Street as the main pedestrian route and connector between the Woolgate and Marriotts Walk shopping centres. A primary shopping frontage is defined between these shopping centres and along the High Street where development proposals resulting in the loss of shops will be resisted-refused unless the criteria listed in Policy E6 (Town Centres) can be met in full. - Promoting the Market Square and Corn Street areas as shopping, leisure and cultural quarters, whilst avoiding excessive-resisting concentrations of single uses where this would be likely to cause issues of amenity or affect the vitality of the area that could impact on amenity or vitality. Secondary shopping frontages are defined in these and other areas where development proposals resulting in the loss of town centre uses will be refused unless the criteria listed in Policy E6 – Town Centres, can be met in full. The loss of town centre uses from secondary shopping frontages will be resisted. 	<ul style="list-style-type: none"> Minor text amendment to remove reference to Mark Square and Corn Street. Additional reference made to Policy E6 criteria. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<ul style="list-style-type: none"> - Investigating opportunities for phased, organic extension of the Woolgate shopping centre and at Welch Way to meet retailer needs, well connected to and strengthening the High Street. - Maintaining and enhancing the Market Square as an attractive public space which can be used for other purposes at other times. - Seeking to raise the profile of Witney as a visitor destination, investigating opportunities for additional accommodation and improved visitor facilities such as coach drop off/waiting areas. - Conserving and enhancing the special interest of the Witney Conservation Area and the significance of the other heritage assets in the town. - Enhancing the historic market town character and public realm by seeking to ensure investment in paved areas, street furniture, signage and shop fronts and through the provision of appropriate servicing and waste collection arrangements. - Ensuring the town centre, as a key destination, remains accessible, through the provision and management of car parking and through enhancing public transport, pedestrian and cycle routes and infrastructure. - In the Buttercross/Church Green area south of Corn Street and Langdale Gate, the further intensification of shopping or commercial development will be resisted except where the proposed use would be incidental to the primary permitted use of the building (e.g. working at home). Development proposals which significantly increase car parking demand will be expected to make appropriate public car parking provision or provide equivalent financial contributions. 		
<ul style="list-style-type: none"> WIT4 	<p><u>Policy WIT4 – Witney Sub-Area Strategy</u></p> <ul style="list-style-type: none"> The focus of new housing, supporting facilities and additional employment opportunities will be Witney. New development in the rest of the sub-area will be limited to meeting local community and business needs and will be steered towards the larger 	<ul style="list-style-type: none"> Policy amended to increase target number of new homes (increased from 4,400 to 4,702). Also stated that this figure is not a <i>'maximum ceiling to</i> 	<ul style="list-style-type: none"> No HRA implications. Although the number of dwellings proposed/completed at Witney has increased by 302 over

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	<p>villages.</p> <ul style="list-style-type: none"> Proposals for development in the sub-area should be consistent with the strategy which includes: <ul style="list-style-type: none"> - delivery of around 4,4004,702 new homes* to be focused on Witney and to include affordable housing and homes designed to meet a range of different needs including older people. - a Strategic Development Area of around 450 dwellings on the eastern side of Witney (see Policy WIT1) - a Strategic Development Area of around 1,400 dwellings to the north of Witney (see Policy WIT2) - a non-strategic housing allocation of 50 dwellings on Woodford Way Car Park, Witney (see Policy WIT2a) - a non-strategic housing allocation of 85125 dwellings on land west of Minster Lovell (see Policy WIT2b) - expansion of employment opportunities in the town through the retention and modernisation of existing sites, development of remaining available employment land (10ha8ha) and the provision of further employment land (at least 10ha) on the western edge of Witney to provide sufficient space for business expansion, relocation and inward investment land to the west of Down's Road identified as an 'area of future long-term development potential' to include consideration of opportunities for new housing and employment to meet identified development needs beyond 2031. - continuing to work with Oxfordshire County Council and landowners/developers to deliver improvements to key highway infrastructure to reduce traffic and pollution in the historic core and to improve the general flow of traffic and access to primary transport routes, with priority on delivering the A40/Downs Road junction (all traffic movements), Shore's Green junction (west facing slip roads) the West End Link and Northern Distributor Road and other supporting highway improvement measures - enhancing public transport, and pedestrian and cycle routes and infrastructure 	<p><i>development'</i> in accordance with Policy H1.</p> <ul style="list-style-type: none"> Policy included increase in dwellings proposed for the land west of Minster Lovell (increased from 85 dwellings to 125) Reduction in employment land allocation from 10ha to 8ha. 	<p>previous estimates, the conclusions of the HRA November (2016) in relation to likely significant effects on Oxford Meadows SAC were reached on the basis of housing allocations across West Oxfordshire, and therefore an increase at Witney does not materially alter the conclusions of that HRA.</p>

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	<p>together with managing car parking to reduce car use for short journeys</p> <ul style="list-style-type: none"> - avoiding development which will be at risk of or increase the risk of flooding and working with landowners/developers and partners such as the Environment Agency to deliver flood mitigation measures - protection and enhancement of the market town character and setting of Witney, neighbouring villages and the Windrush Valley including the particularly vulnerable gap between Witney and Ducklington - development on land within or where it would be visible from the Windrush in Witney Policy Area will be required to protect and enhance the intrinsic landscape, character, ecology and cultural value of the valley - protection, conservation and enhancement of the Cotswolds Area of Outstanding Natural Beauty (AONB) - Conservation and enhancement of the historic environment - ensuring that new development makes appropriate and timely provision for essential necessary supporting infrastructure, including new transport, education, 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 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). * Note: In accordance with Policy H1, the figure of 4,702 homes is not an absolute target or a maximum ceiling to development. 		
<ul style="list-style-type: none"> CA1 	<p><u>Policy CA1 – REEMA North and Central</u></p> <ul style="list-style-type: none"> Land at REEMA North and Central to accommodate a sustainable, integrated community that forms a positive addition to Carterton. Proposals for development should be consistent with the following: 	<ul style="list-style-type: none"> Reference made to transport infrastructure and the provision of pedestrian and cycle networks. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<ul style="list-style-type: none"> • a) a net increase of about 300 homes with a range of residential accommodation to meet identified needs including affordable housing. • b) provision of high quality pedestrian and cycle links to the Town Centre and other key destinations. • c) contribution towards education and indoor and outdoor leisure provision in the local area. • d) appropriate provision for green infrastructure. • e) necessary supporting transport infrastructure, including proposals to mitigate the impact of traffic associated with the development. the provision of supporting transport infrastructure, including mitigating the impact of traffic associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; 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 town centre and other key destinations. • f) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements. • g) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings. • h) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build. 		<p>policy to European sites</p>
<ul style="list-style-type: none"> • CA1a 	<p><u>Policy CA1a Land at Milestone Road, Carterton</u></p> <ul style="list-style-type: none"> • Land to the south of Milestone Road, Carterton to accommodate around 200 dwellings as a well-integrated and logical extension of the existing built form of the town. • Proposals for development should be consistent with the following: <ul style="list-style-type: none"> • a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing; 	<ul style="list-style-type: none"> • Reference made to transport infrastructure and the provision of pedestrian and cycle networks. 	<ul style="list-style-type: none"> • No HRA implications. • This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<ul style="list-style-type: none"> • b) provision of satisfactory vehicular accesses from Milestone Road via a through road and appropriate pedestrian and cycle connections; • c) appropriate provision of and contributions towards essential supporting infrastructure, including the provision of supporting transport infrastructure, including mitigating the impact of traffic associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; 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 and other key destinations. • d) development to take account of the height, scale and density of surrounding buildings; • e) where necessary, provision of noise mitigation measures to take account of potential noise from RAF Brize Norton • f) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements. • g) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings. • h) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build. 		
<ul style="list-style-type: none"> • CA1b 	<p><u>Policy CA1b Land at Swinbrook Road, Carterton</u></p> <ul style="list-style-type: none"> • Land to the east of Swinbrook Road, Carterton to accommodate around 70 dwellings as a well-integrated and logical extension of the existing built form of the town. • Proposals for development should be consistent with the following: <ul style="list-style-type: none"> • a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing • b) provision of satisfactory vehicular access and appropriate pedestrian and cycle connections; the provision of supporting transport infrastructure, including 	<ul style="list-style-type: none"> • Reference made to transport infrastructure and the provision of pedestrian and cycle networks. 	<ul style="list-style-type: none"> • No HRA implications. • This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<p>mitigating the impact of traffic associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; 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 and other key destinations.</p> <ul style="list-style-type: none"> • c) density, layout and form of development that integrates effectively with the adjoining residential scheme to the south of the site; • d) appropriate provision of and contributions towards essential supporting infrastructure including extension/enhancement of Kilkenny Country Park and/or provision or improvement of other sports/recreation facilities; • e) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements. • f) 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. • g) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings. 		
<ul style="list-style-type: none"> • CA2 	<p><u>Policy CA2 – Carterton Town Centre Strategy</u></p> <ul style="list-style-type: none"> • Carterton Town Centre will become the local retail centre of choice for those living and working in the town and surrounding villages: • Provide a wider range of well integrated shops, eating and drinking establishments, leisure opportunities, public spaces and ancillary town centre facilities including ancillary residential development. • Create distinctive and attractive shopping frontages through high quality traditional and contemporary design and landscaping, utilising high quality materials with some local references, and retaining and enhancing existing trees and planted areas where appropriate. 	<ul style="list-style-type: none"> • References made to secondary shopping frontages along Alvescot Road, Burford Road and Black Bourton Road. References to criteria in Policy E6 made. 	<ul style="list-style-type: none"> • No HRA implications. • This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<ul style="list-style-type: none"> Retain and provide adequate car parking and provide for improved access, particularly for pedestrians, cyclists and public transport users, whilst not precluding the potential for pedestrianisation. A primary shopping frontage is defined to the south side of Alvescot Road and Brize Norton Road to provide a focal point for shopping within the town centre. Development proposals resulting in the loss of shops within this defined frontage will be resisted refused unless the criteria listed in Policy E6 (Town Centres) can be met in full. Secondary shopping frontages are defined along the northern side of Alvescot Road, Burford Road and the western side of Black Bourton Road. Development resulting in the loss of town centre uses from these shopping frontages will be refused unless the criteria listed in Policy E6 (Town Centres) can be met in full. and excessive concentrations of uses that could affect amenity or vitality will be avoided. The concentrations of single uses will not be allowed where this would be likely to cause issues of amenity or affect the vitality of the area. Potential redevelopment of a number of opportunity sites including land on the western side of Burford Road, the southern side of Alvescot Road and the western side of Black Bourton Road. To provide more active and vibrant frontages and efficient use of available space potentially through mixed-use development of complementary uses. The main streets will be promoted as a distinctive tree-lined 'green avenue' with gateway features used to demarcate arrival into the Town Centre. Improvements to the main crossroads to facilitate vehicular, pedestrian and cycle movement and improve the quality of the surrounding environs. Improvements to the quality of the public realm including the provision of public art and street furniture. Developer contributions and funding from other potential sources will be sought towards these and other Town Centre improvements as appropriate. 		

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<ul style="list-style-type: none"> CA3 	<p><u>Policy CA3 – Carterton Sub-Area Strategy</u></p> <ul style="list-style-type: none"> The focus of new housing, supporting facilities and additional employment opportunities will be Carterton. New development in the rest of the sub-area will be limited to meeting local community and business needs and will be steered towards the rural service centre and larger villages. Proposals for development in the sub-area should be consistent with the strategy which includes: <ul style="list-style-type: none"> - delivery of around 2,600 2,680 new homes* to be focused on Carterton and to include affordable housing and homes designed to meet a range of different needs including older people. - redevelopment of existing sub-standard MOD housing including a non-strategic housing allocation of around 300 dwellings (net) at REEMA North and Central (see Policy CA1) - a non-strategic housing allocation of around 200 dwellings at Milestone Road, Carterton (see Policy CA1a) - a non-strategic housing allocation of around 70 dwellings at Swinbrook Road, Carterton (see Policy CA1b) - satisfactorily accommodating the needs of RAF Brize Norton and of local communities and visitors and working with RAF Brize Norton to meet their needs and ensure their impacts are mitigated wherever possible - provision of around 6 ha of business land including retention of remaining land for businesses (5ha4.5ha) at West Oxfordshire Business Park and Ventura Park in addition to the provision of an additional 1.5ha of employment land as part of the committed mixed-use urban extension east of Monahan Way. Working in partnership with the Town Council and landowners to identify further opportunities for business land provision within and adjoining Carterton. with the aim of delivering at least 10 hectares of high quality business land over the period of the Local Plan. This will include the provision of around 4ha on land on the corner of Monahan Way and Carterton Road which is allocated for employment use subject to the relocation of the existing 	<ul style="list-style-type: none"> Policy amended to include increased housing target (increased from 2,600 to 2680). Policy amended to include reference to 6ha of business lane in the Carterton Sub-Area. Reference made to Council’s Infrastructure Delivery Plan. 	<ul style="list-style-type: none"> No HRA implications. Although the number of dwellings proposed has increased over previous estimates, the conclusions of the HRA November (2016) in relation to likely significant effects on Oxford Meadows SAC were reached on the basis of housing allocations across West Oxfordshire, and therefore an increase at a specific location does not materially alter the conclusions of that HRA.

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	<p>sports pitches (see Policy E1).</p> <ul style="list-style-type: none"> • - a stronger and more attractive and well-connected town centre in accordance with the Carterton Town Centre development strategy (Policy CA2) • - working with the highway authority, the Town Council and other partners to improve connections between Carterton and the primary road network and deliver essential necessary-strategic transport improvements including the upgrading of the B4477 Minster Lovell Road to A-road standard and supporting complementary measures plus the promotion of west facing slip roads at the junction of the B4477 and A40. Developer contributions and other potential sources of funding will be sought as appropriate. • - Enhancing the frequency and coverage of bus services to key destinations as well as the quality of waiting facilities and improving conditions throughout the town for pedestrians and cyclists. • - maintaining, enhancing and extending the green buffer on the northern edge of Carterton including between Carterton and Brize Norton village • - protection and enhancement of the biodiversity and leisure value of the Shill Brook Valley • - maximising opportunities for enhancements within the Conservation Target Areas (CTAs) • - protection and enhancement of the character and setting of Carterton and the identity of neighbouring villages • - Conservation and enhancement of the historic environment and heritage assets • - avoiding development which will be at risk of or increase the risk of flooding and working with landowners/developers and partners such as the Environment Agency to deliver flood mitigation measures • - ensuring that new development makes appropriate and timely provision for essential necessary supporting infrastructure, including new transport, education, health, green infrastructure, and other community facilities such as new cemetery space in accordance with the Council's Infrastructure Delivery Plan provision of new green infrastructure, community and leisure facilities. 		

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	<ul style="list-style-type: none"> - 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. * Note: In accordance with Policy H1, the figure of 2,680 homes is not an absolute target or a maximum ceiling to development. 		
<ul style="list-style-type: none"> CN1 	<p><u>Policy CN1 – East Chipping Norton Strategic Development Area (1,4001,200 homes)</u></p> <ul style="list-style-type: none"> Land to the east of Chipping Norton to accommodate a sustainable, integrated community that forms a positive addition to the town, including: <ul style="list-style-type: none"> a) about 1,4001,200 homes with a balanced and appropriate mix of residential accommodation to meet identified needs, including affordable housing; ai) comprehensive development for the whole site including land north and south of London Road to be led by an agreed masterplan; b) provision for additional business floorspace of around 95 ha on land to the north of London Road; c) the provision of appropriate landscaping measures to mitigate the potential impact of development; d) the provision of supporting transport infrastructure, including mitigating the impact of traffic associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; 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 and other key destinations. In particular, satisfactory vehicular access arrangements should to be agreed in principle with the highway authority and demonstrated through a robust Transport Assessment (TA) to include the provision of an eastern link road connecting the Banbury Road to the B4026/A361 via London Road. This will be provided as an integral part of the proposed SDA; 	<ul style="list-style-type: none"> Minor amendment to refer to a decrease in overall housing requirement (1,400 new homes reduced to 1,200). Employment quantum decreased from 9ha to 5ha. Reference included to mitigating the impact of traffic from the development. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<ul style="list-style-type: none"> • e) the provision of a new primary school on-site (2FE (including nursery) on a 2.22ha site; • g) provision of local convenience shopping, community and leisure facilities through the creation of a local centre, with due consideration given to any potential impact on the vitality and viability of the town centre; • h) green space and biodiversity enhancements including arrangements for future maintenance recognising that part of the sites falls within the Glyme and Dorn Conservation Target Area (CTA); • hi) the investigation, recording and safeguarding of the known and potential archaeological significance of the Area prior to the commencement of development. The results of the investigation and recording should inform the development and be deposited in a public archive; • i) 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. • j) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements. • k) mitigation measures to ensure there is no detrimental impact on groundwater quality • l) supporting transport infrastructure, including proposals to mitigate the impact of traffic associated with the development including on the air quality management area (AQMA) and incorporating a comprehensive network for pedestrians, cyclists and public transport with links to adjoining areas; • m) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings; and • n) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build. • o) Lighting proposals relating to the site will need to have due regard to the potential 		

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	<p>impact on the AONB, in particular the Rollright Stones Dark Skies Discovery Site.</p> <ul style="list-style-type: none"> • p) The issue of health care provision and capacity of the Chipping Norton Health Centre to absorb additional patient numbers to be taken into account as part of any masterplan for the site. • q) Where necessary, replacement/re-provision of any allotments that are lost as a result of the proposed development, in an appropriate, accessible location. 		
<ul style="list-style-type: none"> • CN2 	<p><u>Policy CN2 – Chipping Norton Sub-Area Strategy</u></p> <ul style="list-style-type: none"> • The focus of new housing, supporting facilities and additional employment opportunities will be Chipping Norton. New development in the rest of the sub-area will be limited to meeting local 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: <ul style="list-style-type: none"> • - Delivery of around 2,400 2,047 new homes* to be focused on Chipping Norton to include affordable housing and homes designed to meet a range of different needs including older people. • - A strategic mixed-use development area of around 1,400 1,200 dwellings on the eastern side of Chipping Norton (see Policy CN1) • - Retention and where appropriate modernisation of existing business premises together with the provision of additional business land of 9 5 hectares to be provided as part of the East Chipping Norton SDA on land to the north of London Road. • - conservation and enhancement of the town’s landscape setting and heritage assets. • - protection of the Cotswolds Area of Outstanding Natural Beauty (AONB). • - working with the highway authority, the town council and other partners to reduce the impact of through traffic, especially lorries, upon the town centre and its air quality. This will include the provision of a new eastern link road to be delivered as an integral part 	<ul style="list-style-type: none"> • Minor amendment to refer to a decrease in overall housing requirement (2,400 new homes reduced to 2,047). However an assumption has been made that this requirement “<i>is not an absolute target or a maximum ceiling to development,</i>” subject to conformity with Policy H1. • Employment quantum decreased from 9ha to 5ha. • References included with regards to inclusion of green infrastructure and open spaces within the strategic development. 	<ul style="list-style-type: none"> • No HRA implications. • Although the number of dwellings proposed has not been limited, Further Main Modifications to Policy H1 have been assessed and it has been concluded that this does not materially alter the conclusions of the November 2016 HRA.

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	<p>of the East Chipping Norton Strategic Development Area (SDA).</p> <ul style="list-style-type: none"> - improving the range, frequency and speed of bus services to key destinations. - improving conditions throughout the town and surrounding areas for pedestrians and cyclists, including accessibility to bus and rail services. - a stronger town centre with new opportunities for retail and community facilities on land between High Street and Albion Street A primary shopping frontage is defined at the High Street and Market Place. - management of public car parking areas and the provision of adequate public car parking capacity to help support the town centre. - ensuring that new development makes appropriate and timely provision for essential necessary supporting infrastructure including new transport, education, 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 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). - provision of new education and community facilities. - rRedevlopment of suitable previously developed sites within the town provided they are not of high environmental value and the loss any existing use would not conflict with other relevant plan policies. * Note: In accordance with Policy H1, the figure of 2,047 homes is not an absolute target or a maximum ceiling to development. 		
<ul style="list-style-type: none"> EW1a 	<p><u>Policy EW1a –WestOxfordshire Cotswolds Garden Village Strategic Location for Growth Strategic Development Area(2,200 homes)</u></p>	<ul style="list-style-type: none"> Minor amendments made to wording. No new allocation of 	<ul style="list-style-type: none"> No HRA implications. This modification does not

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	<ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> • 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) comprehensive development to be led by an Area Action Plan (AAP). • ed) about 40 hectares of business land (B-class) in the form of a 'campus-style' science park. • ed) provision of a new park and ride site (1,000 spaces) with associated eastbound bus priority lane along the A40. • fe) 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. g) the provision of other supporting transport infrastructure, including proposals to mitigate the impact of traffic associated with the development, and incorporating a comprehensive network for pedestrians, cyclists and public transport with links to adjoining areas, including a particular emphasis on improving linkages to Hanborough Station and to Eynsham and on enhancing Hanborough Station as a transport interchange. • 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 	<p>houses.</p> <ul style="list-style-type: none"> • Reference to the provision of vehicle access with associated impacts mitigated for. Also allows for the provision of public transport and pedestrian and cyclist networks. 	<p>provide for any new or elevated potential impact pathways linking policy to European sites</p>

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	<p>Eynsham and on enhancing Hanborough Station as a transport interchange.</p> <ul style="list-style-type: none"> • hg) development to be phased in accordance with the timing of provision of essential supporting infrastructure and facilities. • ih) the provision of appropriate landscaping measures to mitigate the potential impact of development and associated infrastructure. • ji) biodiversity enhancements including arrangements for future maintenance. • kj) provision of appropriate green infrastructure including allotments, open space, improvements to public rights of way and access to the wider countryside 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). • lk) appropriate measures to mitigate traffic noise. • ml) 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. • nm) 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. • on) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements. • po) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings. • qp) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build. <p>q) appropriate measures to safeguard and take account of the operational requirements of the existing aggregate recycling facility within the site and also to</p>		

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	<p>safeguard sand and gravel deposits where appropriate having regard to the policies of the Minerals and Waste Local Plan.</p>		
<ul style="list-style-type: none"> EW1b 	<p><u>Policy EW1b – West Eynsham Strategic Development Area (1,000 homes)</u></p> <ul style="list-style-type: none"> Land to the west of Eynsham to accommodate a sustainable integrated community that forms a positive addition to Eynsham, including: <ul style="list-style-type: none"> 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 linkspine 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 2.22 ha site to enable future expansion together with financial contributions towards secondary school capacity as appropriate. e) the provision of other supporting transport infrastructure, including proposals to mitigate the impact of traffic associated with the development in particular the impact on the existing village, and incorporating a comprehensive network for pedestrians, cyclists and public transport with links to adjoining areas, including a particular emphasis on improving linkages into Eynsham, to the West Oxfordshire Garden Village and into the surrounding countryside. 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 	<ul style="list-style-type: none"> Minor text amendments to reflect the title of the new wester spine road. Includes reference to mitigating for impacts of traffic associated with the development. Also allows for the provision of public transport and pedestrian and cyclist networks. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<p>and into the surrounding countryside.</p> <ul style="list-style-type: none"> • 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) provision of appropriate green infrastructure including allotments, 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 unavoidable harm or loss is minimised, as far as possible mitigated and justified in accordance with Policy EH13. • 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. 		

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<ul style="list-style-type: none"> EW1c 	<p><u>Policy EW1c – Land East of Woodstock (300 homes)</u></p> <ul style="list-style-type: none"> Land to the east of Woodstock, north of the A44 Oxford Road to accommodate around 300 dwellings as a well-integrated and logical extension of the existing built form of the town. Proposals for development should be consistent with the following: <ul style="list-style-type: none"> a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing. b) ensuring that development is consistent with Policy EW1 in respect of the protection, promotion and conservation of does not have a harmful impact on designated heritage assets and the setting of the Blenheim Palace World Heritage Site (WHS) and its setting. c) landscape dominated design with the provision of appropriate measures to mitigate the potential landscape, visual and heritage impact of the development including the retention and strengthening of existing hedgerows, use of appropriate building heights and materials and the provision of structural planting and semi-natural green space to protect the rural setting of the WHS and to achieve a positive enhancement of the approach to Woodstock from the south east. d) provision of satisfactory vehicular access onto the A44 Woodstock Road and appropriate pedestrian and cycle connections and supporting transport infrastructure, including mitigating the impact of traffic associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; 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 key destinations including integrating with Woodstock, Hanborough Station and Oxford Parkway Station. e) appropriate provision of and contributions towards supporting infrastructure; f) the developer will be required to provide an assessment of any impacts on 	<ul style="list-style-type: none"> No new allocation of houses. Reference to the provision of vehicle access with associated impacts mitigated for. Also allows for the provision of public transport and pedestrian and cyclist networks. Minor reference to mitigating impacts of the development to landscape, visual and heritage assets. Reference to undertaking assessments on air quality and hydrological impacts of development to Blenheim Park SSSI. 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<p>Blenheim Park SSSI, particularly in terms of air quality or hydrological impacts, in relation to this specific site and the cumulative impact of the three allocated sites in Woodstock.</p> <ul style="list-style-type: none"> • fg) biodiversity enhancements including arrangements for future maintenance. • gh) 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 and not cause harm to the Blenheim Park SSSI. • hi) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements. • ij) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings. • jk) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build. 		
<ul style="list-style-type: none"> • EW1d 	<p><u>Policy EW1d – Land north of Hill Rise, Woodstock (120 homes)</u></p> <ul style="list-style-type: none"> • Land to the north of Hill Rise, Woodstock to accommodate around 120 dwellings as a well-integrated and logical extension of the existing built form of the town. • Proposals for development should be consistent with the following: <ul style="list-style-type: none"> • a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing. • b) ensuring that development is consistent with Policy EW1 in respect of the protection, promotion and conservation of does not have a harmful impact on the setting of the Blenheim Palace World Heritage Site (WHS) and its setting. • c) landscape dominated design with the provision of appropriate measures to mitigate the potential landscape, visual and heritage impact of the development including the retention and strengthening of existing hedgerows, use of 	<ul style="list-style-type: none"> • No new allocation of houses. • Reference to the provision of vehicle access with associated impacts mitigated for. Also allows for the provision of public transport and pedestrian and cyclist networks. • Minor reference to mitigating impacts of the 	<ul style="list-style-type: none"> • No HRA implications. • This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<p>appropriate building heights and materials, retention of key views and the provision of structural planting and extensive areas semi-natural green space, with built development kept away from the eastern and northern parts of the site including where it adjoins the A44.</p> <ul style="list-style-type: none"> • ed) provision of satisfactory vehicular accesses and appropriate pedestrian and cycle connections including appropriate accommodation of the existing public right of way through the site and provision of a safe and efficient means for bus services to terminate and turn at the site in forward gear. • e) the provision of supporting transport infrastructure, including mitigating the impact of traffic associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; 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 and other key destinations. • ef) appropriate provision of and contributions towards supporting infrastructure; • eg) replacement/enhancement of the existing children's play area and public open space adjacent to Rosamund Drive. • h) the developer will be required to provide an assessment of any impacts on Blenheim Park SSSI, particularly in terms of air quality or hydrological impacts, in relation to this specific site and the cumulative impact of the three allocated sites in Woodstock. • fi) biodiversity enhancements including arrangements for future maintenance. • gj) 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. • hk) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements. • il) demonstrate the use of renewable energy, sustainable design and construction 	<p>development to landscape, visual and heritage assets. Also includes text on mitigating the impacts of traffic associated with the development.</p> <ul style="list-style-type: none"> • Reference to undertaking assessments on air quality and hydrological impacts of development to Blenheim Park SSSI. 	

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	<p>methods, with a high level of energy efficiency in new buildings.</p> <ul style="list-style-type: none"> • im the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build. 		
• EW1e	<p><u>Policy EW1e – Land north Banbury Road, Woodstock (250-180 homes)</u></p> <ul style="list-style-type: none"> • Land to the north of Banbury Road, Woodstock to accommodate around 250-180 dwellings as a well-integrated and logical extension of the existing built form of the town. • Proposals for development should be consistent with the following: <ul style="list-style-type: none"> • a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing. • b) provision of satisfactory vehicular access from Banbury Road and Green Lane and appropriate pedestrian and cycle connections including incorporation of the existing public right of way across the site. • c) the provision of supporting transport infrastructure, including mitigating the impact of traffic associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; 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 and other key destinations. • de appropriate provision of and contributions towards supporting infrastructure; • ed ensuring that development is consistent with Policy EW1 in respect of the protection, promotion and conservation of does not have a harmful impact on the setting of the Blenheim Palace World Heritage Site (WHS) and its setting, including key views. • f) landscape dominated design with the provision of appropriate measures to mitigate the potential landscape, visual and heritage impact of the development including the retention and strengthening of existing hedgerows, use of appropriate building heights and materials, retention of key views and the 	<ul style="list-style-type: none"> • Reduction of the number of housing allocations in the land north of Banbury Road (decrease from 250 dwellings to 180). • Reference to the provision of vehicle access with associated impacts mitigated for. Also allows for the provision of public transport and pedestrian and cyclist networks. • Minor reference to mitigating impacts of the development to landscape, visual and heritage assets. • Reference to undertaking assessments on air quality and hydrological impacts of development to Blenheim Park SSSI. 	<ul style="list-style-type: none"> • No HRA implications. • This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<p>provision of structural planting and extensive areas semi-natural green space, with built development kept away from the western parts of the site. Particular regard must be had to the setting of the listed buildings on Banbury Road including the provision of a substantial landscape buffer.</p> <ul style="list-style-type: none"> • eg) biodiversity enhancements including arrangements for future maintenance. Development will be required to make a positive contribution towards the adjoining Conservation Target Area (CTA). • h) The developer will be required to provide an assessment of any impacts on Blenheim Park SSSI, particularly in terms of air quality or hydrological impacts, in relation to this specific site and the cumulative impact of the three allocated sites in Woodstock. • fi) 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. • gj) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements. • hk) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings. • il) the developer will be required to set aside 5% of the developable plots for those wishing to undertake custom/self-build. 		
<ul style="list-style-type: none"> • EW1f 	<p><u>Policy EW1f – Land at Myrtle Farm, Long Hanborough (50 homes)</u></p> <ul style="list-style-type: none"> • Land at Myrtle Farm to the east of Corn Hyde, Long Hanborough to accommodate around 50 dwellings as a well-integrated and logical extension of the existing built form of the village. • Proposals for development should be consistent with the following: • a) provision of a mix of house types and tenures including affordable housing in 	<ul style="list-style-type: none"> • No new allocation of houses. • Reference to the provision of vehicle access with associated impacts mitigated for. Also allows 	<ul style="list-style-type: none"> • No HRA implications. • This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<p>accordance with Policy H3 – Affordable Housing.</p> <ul style="list-style-type: none"> b) provision of satisfactory vehicular access and appropriate pedestrian and cycle connections. the provision of supporting transport infrastructure, including mitigating the impact of traffic associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; 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 and other key destinations including integrating with Long Hanborough village, Hanborough Station and interurban cycle routes. c) appropriate provision of and contributions towards supporting infrastructure; d) retention and enhancement of the existing vegetation along the northern site boundary to ensure effective screening of the development from wider views. e) 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. f) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements. g) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings. h) conserve and enhance the special interest, character and appearance of the Millwood End Conservation Area. 	<p>for the provision of public transport and pedestrian and cyclist networks.</p>	
<ul style="list-style-type: none"> EW1g 	<p><u>Policy EW1g – Land at Oliver’s Garage, Long Hanborough (25 homes)</u></p> <ul style="list-style-type: none"> Land at Oliver’s Garage, Long Hanborough to accommodate a small high quality development of around 25 dwellings as a well-integrated and logical redevelopment of an existing use within the built area of the village. 	<ul style="list-style-type: none"> No new allocation of houses. Reference to the provision 	<ul style="list-style-type: none"> No HRA implications. This modification does not provide for any new or elevated potential impact pathways linking

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	<ul style="list-style-type: none"> • Proposals for development should be consistent with the following: <ul style="list-style-type: none"> • a) provision of a mix of house types and tenures including affordable housing in accordance with Policy H3 – Affordable Housing. • b) making efficient use of the site through an appropriate density of development and innovative, high-quality design. • c) appropriate provision of and contributions towards supporting infrastructure. • d) consideration of any potential decontamination mitigation measures necessary as a result of the existing garage use of the site. • e) provision of satisfactory vehicular access and supporting transport infrastructure, including mitigating the impact associated with the development; the provision provision of appropriate financial contributions towards LTP4 transport schemes; 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 key destinations including integrating with Long Hanborough village, Hanborough Station and interurban cycle routes. appropriate pedestrian and cycle connections. • f) connection to the mains sewerage network which includes infrastructure upgrades where required. • g) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings. 	<p>of vehicle access with associated impacts mitigated for. Also allows for the provision of public transport and pedestrian and cyclist networks.</p>	<p>policy to European sites</p>
<ul style="list-style-type: none"> • EW1h 	<p><u>Policy EW1h – Former Stanton Harcourt Airfield (50 homes)</u></p> <ul style="list-style-type: none"> • Land at the former Stanton Harcourt Airfield, Stanton Harcourt to accommodate a high quality development of around 50 dwellings as a well-integrated and logical redevelopment of an existing previously developed site adjacent to the existing settlement edge. • Proposals for development should be consistent with the following: <ul style="list-style-type: none"> • a) provision of a mix of house types and tenures including affordable housing in 	<ul style="list-style-type: none"> • No new allocation of houses. • Reference to the provision of vehicle access with associated impacts mitigated for. Also allows for the provision of public 	<ul style="list-style-type: none"> • No HRA implications. • This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	<p>accordance with Policy H3 – Affordable Housing.</p> <ul style="list-style-type: none"> • b) provision of satisfactory vehicular access and supporting transport infrastructure, including mitigating the impact associated with the development; the provision of appropriate financial contributions towards LTP4 transport schemes; 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 key destinations including integrating with Long Hanborough village, Hanborough Station and interurban cycle routes.appropriate pedestrian and cycle connections. • c) appropriate provision of and contributions towards supporting infrastructure; • d) positive incorporation of any defining site characteristics and features of historic significance to the former role of the site as an airfield. • e) appropriate measures to ensure there are no potential issues arising from land contamination associated with the site and the adjoining landfill. • f) 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. • g) connection to the mains sewerage network which includes infrastructure upgrades where required including any necessary phasing arrangements. • h) demonstrate the use of renewable energy, sustainable design and construction methods, with a high level of energy efficiency in new buildings. • i) conservation or enhancement of the special interest, character and appearance of the Conservation Area and significance of the adjoining Devil's Quoits scheduled monument and undertaking of an archaeological investigation of the site. 	<p>transport and pedestrian and cyclist networks.</p>	
<ul style="list-style-type: none"> • EW1 	<p><u>Policy EW1 – Blenheim World Heritage Site</u></p>	<ul style="list-style-type: none"> • Minor wording changes to 	<ul style="list-style-type: none"> • No HRA implications.

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	<ul style="list-style-type: none"> The exceptional cultural significance (Outstanding Universal Value) of the Blenheim World Heritage Site will be protected, promoted and conserved for current and future generations. Accordingly, proposals which conserve and enhance the attributes and components that comprise the Outstanding Universal Value of the Site, as identified in the Statement of Outstanding Universal Value Statement and in line with the Blenheim Palace World Heritage Site Management Plan, will be supported. In accordance with the National Planning Policy Framework, great weight will be given to the conservation of the Outstanding Universal Value of the World Heritage Site and any harm or loss to its significance will require clear and convincing justification. Development proposals that would lead to substantial harm to or loss of those attributes and components of the Site will be unacceptable, unless it can be demonstrated that any such harm or loss is necessary to achieve substantial public benefit that outweigh that harm or loss. Such harm will be wholly exceptional. Where development proposals would lead to less than substantial harm to those attributes and components, that harm will be weighed against the public benefits of the proposals. When assessing the impact of a proposed development on the Outstanding Universal Value, great weight will be given to the conservation and enhancement of the Outstanding Universal Value and to the integrity and authenticity of the World Heritage Site. Consideration of impact will be made of proposals within, or potentially affecting, the World Heritage Site and its setting, including areas identified as being of special importance for the preservation of long distance views to and/or from the Site (as shown on the Blenheim Palace Management Plan). Particular regard will be given to the design quality of the proposal (including scale, form and massing), its relationship to context (including topography, built form, views, vistas and effect on the skyline) and the implications of the cumulative effect of changes. By helping to sustain and enhance the significance of the World Heritage Site, the Blenheim Palace Management Plan is a material consideration in assessing development proposals. Proposals relating to the World Heritage Site should seek to support the aims 	<p>reference and highlight the Outstanding Universal Value of Blenheim in line with the UNESCO World Heritage Centre.</p>	<ul style="list-style-type: none"> This modification does not provide for any new or elevated potential impact pathways linking policy to European sites

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	and objectives of the Management Plan.		
• EW2	<p><u>Policy EW2 – Eynsham – Woodstock Sub-Area Strategy</u></p> <ul style="list-style-type: none"> The focus of new development will be Eynsham, Woodstock and the Oxfordshire 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: <ul style="list-style-type: none"> - delivery of about 5,550 5,596 new homes* to include affordable housing and homes designed to meet a range of different needs including older people. This will include will include the provision of 2,800 homes to meet West Oxfordshire's housing needs and a further 2,750 homes (from 2021 – 2031) homes to meet the needs of Oxford City. - a Strategic Development Area (SDA) 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 EW1a) 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 EW1b) - a non-strategic housing allocation of 300 homes on land east of Woodstock (see Policy EW1c) - a non-strategic housing allocation of 120 homes on land north of Hill Rise, Woodstock (see Policy EW1d) - a non-strategic housing allocation of 250 180 homes on land north of Banbury Road, Woodstock (see Policy EW1e) 	<ul style="list-style-type: none"> Overall housing number increased from 5,550 to 5,596. Emphasis on maximising the opportunities to enhance Conservation Target Areas and create green infrastructure. 	<ul style="list-style-type: none"> No HRA implications. Although the number of dwellings proposed has increased over previous estimates, the conclusions of the HRA November (2016) in relation to likely significant effects on Oxford Meadows SAC were reached on the basis of housing allocations across West Oxfordshire, and therefore an increase at a specific location does not materially alter the conclusions of that HRA.

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	<ul style="list-style-type: none"> • - a non-strategic housing allocation of 50 homes on land at Myrtle Farm, Long Hanborough (see Policy EW1f) • - a non-strategic housing allocation of 25 homes on land at Oliver’s Garage, Long Hanborough (see Policy EW1g) • - a non-strategic housing allocation of 50 homes on the former Stanton Harcourt Airfield (see Policy EW1h) • - 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 West-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 necessary 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 		

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	<p>maximises opportunities to create and strengthen green infrastructure in accordance with the Council's Green Infrastructure Plan (to be prepared).</p> <ul style="list-style-type: none"> • - 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 EW1). • - 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. 		

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
• BC1a	• POLICY DELETED	• POLICY DELETED	• No HRA implications.
• BC1b	• POLICY DELETED	• POLICY DELETED	• No HRA implications.
• BC1c	• POLICY DELETED	• POLICY DELETED	• No HRA implications.
• BC1d	• POLICY DELETED	• POLICY DELETED	• No HRA implications.
• BC1	<p><u>Policy BC1 – Burford – Charlbury Sub-Area Strategy</u></p> <ul style="list-style-type: none"> The focus of new development will be Burford and Charlbury. Burford and Charlbury are relatively constrained by their AONB location and are suitable for a modest level of development in accordance with Policy OS2. Development in these rural service centres will therefore be of an appropriate scale and type that would help to reinforce the existing 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: <ul style="list-style-type: none"> - delivery of about 4,000 774 new homes* to include affordable housing and homes designed to meet a range of different needs including older people. • a non-strategic housing allocation of 50 homes on land north of Woodstock Road, Stonesfield (see Policy BC1a) • a non-strategic housing allocation of 85 homes on land east of Burford (see Policy BC1b) • a non-strategic housing allocation of 40 homes on land north of Jeffersons 	<ul style="list-style-type: none"> Minor amendment to refer to a decrease in overall housing requirement (1000 dwellings reduced to 774). However an assumption has been made that this requirement “<i>is not an absolute target or a maximum ceiling to development</i>” in accordance with Policy H1. 	<ul style="list-style-type: none"> No HRA implications. Although the number of dwellings proposed has not been limited, Further Main Modifications to Policy H1 have been assessed and it has been concluded that this does not materially alter the conclusions of the November 2016 HRA.

Modification number	Policy Amendment (where included ¹ : modified text (deleted text shown as struck through and additional text shown in bold))	Type of change	Potential HRA Implications
	<p>Piece, Charlbury (see Policy BC1c)</p> <ul style="list-style-type: none"> • a non-strategic housing allocation of 44 homes on land south of Milton Road, Shipton under Wychwood (see Policy BC1d) • - protection conservation and enhancement of the Cotswolds Area of Outstanding Natural Beauty (AONB) • - protection conservation and enhancement of the historic environment and heritage assets • - protection and enhancement of the Upper Windrush Valley and Wychwood Project Area • - maximising opportunities for enhancements within the Conservation Target Areas (CTAs). • - enhancing public transport and pedestrian and cycle routes and infrastructure together with managing car parking to reduce car use for short journeys • - avoiding development which will increase the risk of flooding and working with partners such as the Environment Agency to deliver flood mitigation measures • - support for additional small-scale employment opportunities including sustainable tourism and rural diversification • - Ensuring development has access to superfast broadband to facilitate home-working • -seeking the retention and development of local services and community facilities throughout the sub-area and ensuring Burford 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 parking provision in appropriate locations • - ensuring that new development makes appropriate and timely provision for necessary essential supporting infrastructure, including new transport, education, health, green infrastructure and other community facilities in accordance with the IDP. • The Council will work in partnership with Oxfordshire County Council to consider appropriate measures to mitigate the impact of HGV traffic on Burford. 		

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	<ul style="list-style-type: none">* Note: In accordance with Policy H1, the figure of 774 homes is not an absolute target or a maximum ceiling to development.		

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