



## Schedule of Proposed Minor Modifications

### Introduction

1. This Schedule sets out the Proposed Minor Modifications to the Publication Version of South Oxfordshire Local Plan (January 2019) which was submitted for examination in March 2019. It supersedes the minor modifications previously set out in:
  - CSD13B Schedule of Proposed Minor Modifications (July 2020)
2. This Schedule sets out:
  - A minor modification reference number for each modification e.g. MN1.
  - Where relevant, an appropriate cross reference to the Submission version of the Plan. Please note that page numbers refer to the page numbers in the hard copy version of the Submitted Plan.
  - The modification proposed.
  - The reasoning for the proposed amendment.
  - The stage at which the Modification was proposed e.g. at submission, in response to the Inspector's Questions, in response to the Inspectors' Matters and Issues, during or after the examination hearings.
3. In the Schedule, any changes are shown as follows:

Deleted text is shown in ~~striketrough~~

Additions to the text are shown in **bold underline**
4. **These minor modifications are for information only. This is not an examination document. It is not part of the consultation, so comments are not invited on these minor modifications.**
5. To see the documents we are consulting on during the six week public consultation between 21 September and 2 November 2020, please visit our website at [southoxon.gov.uk/newlocalplan](https://southoxon.gov.uk/newlocalplan).

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>Changes applicable throughout the Plan</b>					
MN1	Throughout	n/a	Amend all paragraph and policy numbering throughout the Plan to reflect the deletions and additions to the Plan identified during examination.	Paragraph and policy numbering will need to be updated to reflect all amendments to the Plan identified throughout the examination process.	Post hearings
<b>Table of Contents</b>					
MN2	Contents Page	1	<b><u>Appendix 4 - Land Inset From The Green Belt - 261</u></b>	Reference to appendix 4 is missing	In response to matters and issues June 2020
<b>Forward</b>					
MN3	Forward	5	Forward to be updated or removed following adoption of the Plan.	Task following adoption.	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>CHAPTER 1 - Introduction</b>					
<b>Introduction</b>					
MN4	1.6 - 1.8	8	<p><del>What have we done to date?</del></p> <p><del>1.6 We have previously consulted at the following stages</del></p> <ul style="list-style-type: none"> <li><del>• Issues and Scope – June 2014</del></li> <li><del>• Refined Options – february 2015</del></li> <li><del>• Preferred Options – June 2016</del></li> <li><del>• Second Preferred Options – april 2017</del></li> <li><del>• Final Publication Version (1st) – October 2017</del></li> </ul> <p><del>1.7 the first two stages of consultation were based on a plan that ran until 2031. We are required to ensure that, once the plan is adopted, it has a life of 15 years from the date of adoption so that it provides an effective plan for future development.</del></p> <p><del>1.8 Our work programme indicates that the plan is likely to be adopted in 2019, therefore the plan must run to at least 2034.</del></p>	Out of date text	Post hearings
	Diagram following 1.16	10	<p>Update diagram on page 10 to ensure it is accurate.</p> <p>- update to reflect LDS and delete three blue bubbles in green bubble.</p>	To ensure information in the Plan is up to date	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
		11 to 14	<p><del>What we have done so far</del> <b><u>How the Plan was prepared</u></b></p> <p>1.19 The Local Plan preparation process started in June and July 2014 <b><u>and the Plan was adopted in December 2020. The Local Plan has been prepared and supported by an evidence base, it has been the subject of numerous public consultations.</u></b> when the council held a Local Plan Issues and Scope public consultation, which was the first public stage of preparing the new Local Plan. It asked a number of questions about how the Local Plan could approach planning for additional housing, where business and job growth could be located, and how the Local Plan can improve transport, infrastructure, shopping and community facilities. You can see the consultation document on our website at <a href="http://www.southoxon.gov.uk/issuesandscope">www.southoxon.gov.uk/issuesandscope</a>.</p> <p>1.20 nearly 4,000 comments from the Issues and Scope consultation were received, from almost 800 individuals and organisations. The Issues and Scope consultation report is available at <a href="http://www.southoxon.gov.uk/issuesandscope">www.southoxon.gov.uk/issuesandscope</a> and this provides a detailed summary of the main themes arising from the responses. 1.21 the comments received informed the more detailed refined Options consultation, which was held between 19 february and 2 april 2015. This was effectively a part two of the Issues and Scope work, which helped to refine the wide range of issues in the previous consultation before moving to this more formal Preferred Options stage. the consultation document can be seen on the website at <a href="http://www.southoxon.gov.uk/services-and-advice/planning-andbuilding/planning-policy/local-plan-2032/local-plan-2032-consultati">www.southoxon.gov.uk/services-and-advice/planning-andbuilding/planning-policy/local-plan-2032/local-plan-2032-consultati</a>.</p> <p>1.22 Over 3,200 responses were received from 750 individuals and organisations.</p>	Officer minor mods check for out of date text	Post hearings

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			<p>The refined Options consultation report provides a detailed summary of the main themes, and can be found at <a href="http://www.southoxon.gov.uk/sites/default/files/2015%2006%2001%20FINAL%20LP2031%20Refined%20Options%20Consultation%20Report%20+%20cover_0.pdf">www.southoxon.gov.uk/sites/default/files/2015%2006%2001%20FINAL%20LP2031%20Refined%20Options%20Consultation%20Report%20+%20cover_0.pdf</a>. the responses received from this second consultation informed the first Preferred Options document.</p> <p>1.23 The third stage in the process was a Preferred Options version of the Local Plan. Consultation on this document was undertaken between June and August 2016. This stage of the Local Plan preparation set out the preferred approach in respect of a number of issues. the first Preferred Options version of the Local Plan did not include any development management policies. The consultation document can be seen on the website at the following location <a href="http://www.southoxon.gov.uk/sites/default/files/SODC%20LP2032%20preferred%20options%20low-res.pdf">www.southoxon.gov.uk/sites/default/files/SODC%20LP2032%20preferred%20options%20low-res.pdf</a>.</p> <p>1.24 7,893 comments were received in response to this consultation stage from 1,331 individuals and organisations. the Preferred Options consultation report provides a summary of these issues and the council's response to them. The consultation responses covered a number of areas of support and objection to the emerging Local Plan. there was support for the emerging spatial strategy and distribution, though others considered that development should have a greater focus at Didcot and also at Oxford. Some of the responses received were unclear as to why so</p>		

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			<p>many homes were being proposed, though there were representations from the development industry which argued that the Local Plan did not deliver enough new homes. Some respondents considered the rural areas should help to deliver more housing, whilst others indicated that there was insufficient infrastructure to support this. common themes included planning for infrastructure and ensuring that roads could accommodate the increase in traffic. Site specific issues were raised in relation to proposed development at chalgrove and also suggestions were made as to other locations where development could be located, such as at Culham.</p> <p>1.25 The preparation of the second Preferred Options report was informed by the previous consultation stages and from the development of the evidence base to support and justify the policies and allocations it contained.</p> <p>1.26 approximately 7,666 responses from 1,369 individuals and organisations to the Second Preferred Options version of the Local Plan were received. These responses were particularly focussed on the following key issues:</p> <ul style="list-style-type: none"> <li>• Duty to cooperate matters</li> <li>• Housing numbers</li> <li>• Proposed strategic allocations</li> <li>• Infrastructure</li> </ul> <p>The consultation report can be found on the council's website.</p> <p>1.27 the Publication version of the Local Plan built upon the earlier iterations of the Plan and it was based upon the most up to date evidence. It was published in October 2017, however the council have reviewed the Local Plan's strategic allocations within the Local Plan since this first Publication Version. The Publication Local Plan (1st) is available on the council's website.</p>		

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	n/a	14	Update Diagram of Local Plan documents to ensure it is accurate, including adding to Diagram of Local Plan documents: Landscape capacity assessment <b><u>&amp; Historic Landscape Characterisation Project</u></b>	To ensure the diagram is up to date and add missing component of evidence that is not referenced in diagram	Submission Schedule of Modifications March 2019 (CSD13- N2)
<b>CHAPTER 2 - The Publication Version</b>					
MN5	Whole of Chapter 2 - paragraphs 2.1-2.16	15 - 17	This Chapter requires deletion as following examination it is no longer up to date.	To ensure the Plan is up to date	Post hearings
<b>CHAPTER 3 - Vision and Objectives</b>					
<b>Our Vision for 2024</b>					
MN6	3.5	19	We have continued to support development at the towns and larger villages. Growth will support employment opportunities and deliver regeneration and infrastructure with a focus on delivering housing and employment at Science Vale <sub>1</sub> . We will also <del>strengthen the heart of the district by allocating</del> new development at strategic locations.	Officer identified	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	Vision and objectives - following 3.9	20	New paragraph: <b><u>The impacts of COVID-19 on the economy and lifestyle were emerging during the examination of this plan. The plan provides new homes, jobs and infrastructure to meet needs. South Oxfordshire is an area of traditionally high demand and it is reasonable to assume that this will remain the case throughout the plan period. Science Vale and the Ox-Cam arc is an area which is likely to be important for the country's recovery. The plan contains sufficient flexibility (for example in its employment policies) to provide an appropriate framework for changing lifestyles and needs. If development needs prove slower in coming forward, or change, this will be monitored (see chapter 12 of the plan). The plan can be reviewed if necessary.</u></b>	To explain how the plan addresses the effects on the COVID-19 pandemic	In response to matters and issues June 2020
<b>Strategic Objectives</b>					
MN7	Objective 5.1	23	Deliver high quality, innovative, well designed and locally distinctive developments in sustainable locations <del>in accordance with</del> <b>regard to</b> the South Oxfordshire Design Guide.	Officer identified	Post Hearings
	Objective 1.1	21	Support the settlement hierarchy, the growth and development of Didcot Garden Town, the delivery of new development in <del>the heart of</del> the district, the growth of our market towns and the vitality of our villages.	Officer identified	Post Hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>CHAPTER 4 - Our Spatial Strategy</b>					
<b>Introduction</b>					
MN8	4.3	25	4.3 The plan seeks to meet needs identified for South Oxfordshire as well as all the needs <b>apportioned to the District</b> arising from our neighbour Oxford city. A joint work programme with the other Oxfordshire authorities has been progressing on the scale of Oxford city's unmet needs and how they can best be met.	Additional wording to reflect apportionment	Submission Schedule of Modifications March 2019 (CSD13- N3)
<b>The Strategy</b>					
MN9	4.6	26	Historically, growth in South Oxfordshire has been largely focused upon Didcot and the market towns of Thame, Wallingford and Henley-on-Thames. Other than Wallingford, these towns are located towards the boundary of our District and the historic focus of development to the periphery of the district has led to a reduction in development to support the investment in services and infrastructure in other areas, <del>particularly the centrally located heart of South Oxfordshire</del>	To address concerns expressed at the Matter 5 hearing session	Matter 5 at examination

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	4.8	26	Each of these options has been consulted upon and tested through the Sustainability appraisal. the preferred option for the council is to principally focus development at Science Vale and sustainable settlements (which include towns and Larger villages), where over 70% of housing will be located and to deliver elements of some of these options rather than favouring any one scenario in isolation. The strategy draws together the Core Strategy approach with development at Science Vale and next to the neighbouring major urban area of Oxford. It is also complemented by the <del>identification of new settlements and the</del> location of development to fund regeneration and by the Local Plan raising densities. Drawing on a combined approach to the distribution of new housing development enables a series of benefits to be delivered through the Local Plan and this ensures that the housing needs of the District can be accommodated.	Error to reference to new settlements - there are no allocated new settlements in the Plan.	Submission Schedule of Modifications March 2019 (CSD13-N4)
<b>Policy STRAT1: The Overall Strategy</b>					
MN10	n/a	28	<del>Strengthening the heart of South Oxfordshire</del>	To address concerns expressed at the Matter 5 hearing session	Matter 5 at examination
	n/a	28	Amend bullet 1 to: Focusing major new development in Science Vale including <b>sustainable growth at</b> Didcot Garden town and Culham so that this area can play an enhanced role in providing homes, jobs and services with improved transport connectivity;	Wording suggested by responder to Regulation 19 consultation, wording proposed is reflective of the aim of the strategy	Submission Schedule of Modifications March 2019 (CSD13-N5)

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	n/a	29	Amend last bullet: Support <u>ing</u> and enhanc <u>ing</u> our historic environment	Typographical error	Submission Schedule of Modifications March 2019 (CSD13- N67)
<b>Policy STRAT2: South Oxfordshire Housing and Employment Requirements</b>					
MN11	5	35	The locations and trajectory for housing development is identified in <del>policies</del> <b>Policy H1</b> .	To correct references	Submission Schedule of Modifications March 2019 (CSD13-N69)
	Explanatory Text				
	4.16	30	The NPPF <sub>4</sub> and Planning Practice Guidance <sub>5</sub> <del>direct</del> <b>expects</b> Local Planning Authorities to use the “standard method” to establish the minimum local housing need figure. For South Oxfordshire this results in an annual housing need of 556 homes a year. This figure represents the minimum annual housing need for South Oxfordshire. It does not automatically translate into the housing requirement for the Local Plan that will need to take into account other factors when determining the homes to plan for.	To reflect NPPF revision released Feb 2019.	Submission Schedule of Modifications March 2019 (CSD13-N6)
	4.27	32	The Council considers that it can meet the full 4,950 homes apportioned to South Oxfordshire through this agreement, and proposes to monitor this between 1 April 2021 and 31 March <del>2031</del> <b>2035</b> . <del>in accordance with the memorandum.</del>	To address subsequent changes from proposed modification to Policy STRAT2	Matter 1 and 2 hearing sessions

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	4.28	32	Oxford City Council ran a consultation on their proposed submission Local Plan in November 2018. Their Local Plan identifies a housing target of 1,400 homes a year based on the Oxfordshire SHMA, the Oxfordshire Growth Deal, and a 2018 SHMA “roll forward”. This Council has agreed to support Oxford City in meeting their housing needs to <del>2031-2036</del> , in accordance with the timescales of the Oxfordshire Growth Deal. The Local Plan does so through providing a total of 4,950 homes between 1 April 2021 and 31 March <del>2031</del> <u>2035</u> .	To address subsequent changes from proposed modification to Policy STRAT2	Matter 1 and 2 hearing sessions
	4.30	33	Along with the other authorities in Oxfordshire, the Council will continue to monitor the housing needs of Oxford City. The <del>joint strategic spatial</del> <u>Oxfordshire</u> plan <u>2050</u> will be the appropriate plan for addressing any needs that arise after <del>2031</del> <u>2036</u> .	To refer to the latest name of the Oxfordshire Plan 2050 - renamed after publication of the South Oxfordshire Local Plan in December 2018 and to address subsequent changes from proposed modification to Policy STRAT2	Matter 1 and 2 hearing sessions

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	4.31	33	<p><del>It is recognised that there is significant uncertainty regarding the precise level of unmet need which Oxford City may find on the conclusion and adoption of their own Local Plan. In addition, there</del> <b>There</b> is an uncertainty as to how the emerging Oxford to Cambridge corridor might impact on South Oxfordshire and the other Districts of Oxfordshire. A Ministerial Statement has now been published endorsing the recommendations of the NIC to establish a new corridor between the two cities, but uncertainty remains as to how the corridor is to actually be created and how the growth plans adopted by Councils across the corridor might be aligned. South Oxfordshire will be undertaking a review of its Local Plan once both Oxford City and South Oxfordshire have adopted their plans and the implications of the Oxford to Cambridge corridor, including the route of a proposed Expressway between the two cities, are clearer. This is the most appropriate and responsible manner in which to plan for additional homes until the full extent is known</p>	To recognise that Oxford City's capacity has been determined through their Local Plan examination.	Examination
	4.32	33	<p><del>Based on the Oxfordshire Growth Deal and SHMA evidence, to meet South Oxfordshire's own housing requirement we need to plan for approximately 2,099 additional new homes over the 2011—2034 period. The Local Plan also helps Oxford city meet its obligations under the Oxfordshire Housing and Growth Deal, therefore the total needed to plan for is 7,049 new homes to 2034</del></p>	To address subsequent changes from proposed modification to Policy STRAT2	Matter 1 and 2 hearing sessions
	4.33	34	<p><del>In total this equates to the need to provide 22,775 as our housing requirement in the plan period.</del></p>	To address subsequent changes from proposed modification to Policy STRAT2	Matter 1 and 2 hearing sessions

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>Policy STRAT4: Strategic Development</b>					
MN12	5	40	vii) a Heritage Impact Assessment;  viii) <del>and</del> an archaeological desk based assessment to provide an assessment of archaeological significance;	Small grammatical changes to ensure consistency and accuracy in wording following the addition of new criterion ix.	Post hearings
	6 (viii - ix)	40	viii) an integrated water management plan to include proposed foul and surface water drainage strategies; <del>and</del>  ix) leisure facilities and playing pitches as outlined in the Council's current Leisure Study, <b><u>and;</u></b>	Small grammatical changes to ensure consistency and accuracy in wording following the addition of new criterion x.	Post hearings
	6(ii-ix)	40	Renumbering required as there is a duplicate criteria (ii)	To renumber following deletion	Submission Schedule of Modifications March 2019 (CSD13-N70)

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>Policy STRAT6: Green Belt</b>					
MN13	2 - 5	43	Renumber paragraph numbers, as written paragraph 2 is missing. Renumber paragraph 3 to paragraph 2; paragraph 4 to paragraph 3; paragraph 5 to paragraph 4	Renumbering	Submission Schedule of Modifications March 2019 (CSD13-N72)
<b>Policy STRAT7: Land at Chalgrove Airfield</b>					
MN14	Explanatory Text				
	4.65	45	4.65 It is recognised that there exists uncertainty of this site and the outcome of a CPO. The housing trajectory clarifies that the Plan is not reliant on development coming forward on this site in the first five years of the Plan period and indeed, no completions have been identified on the site until <del>2026/2027</del> <b>2025/2026</b> at the earliest. The future of this site and the allocation will be monitored, and if circumstances change the allocation can be revisited through the first review of the Local Plan.	To take account of changes to the site trajectory	Post Hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	4.66	45	The airfield is flat and largely free from constraints. The site is <b>predominantly</b> “previously developed land”. There are no known archaeological or ecological constraints. “Chalgrove Field 1643”, a registered historic battlefield, is located adjacent to the site <b>partly within and to the east of the site and represents a significant constraint.</b>	To clarify what constraints the council has identified and typ	Submission Schedule of Modifications March 2019 (CSD13-N9)
<b>Policy STRAT8: Culham Science Centre</b>					
MN15	5	52	5. The Culham Science Centre is to be removed from the Green Belt and inset as shown on the Green Belt Inset Plan (Appendix 4) to enable this development to be brought forward.	Clarification	Post hearings
	4.69	49	4.69... It has recently been announced that there will be Government investment of almost £100m to CSC for fusion research to create two new Centres of Excellence. CSC cannot expand without necessary infrastructure, and this infrastructure is reliant on housing delivery at Culham to part fund including the <u>Didcot to Culham</u> <del>†</del> River <del>€</del> Crossing and Clifton Hampden <del>€</del> Bypass.	For future clarity and an update post-HIF funding confirmation	Post hearings and Matter 7 hearing sessions

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	4.70	49	4.70 The Council recognizes the key role of the CSC site and supports and encourages its redevelopment. The site is <del>proposed to be inset from the Green Belt</del> <b><u>This site has been inset from the Green Belt as a result of this Plan.</u></b>	Corrections and factual update	Post hearings
	4.71	49	4.71 The Council will continue to support the redevelopment and intensification of the Culham Science Centre for research and science based business. At the adjacent 'No. 1 site' and land west of the railway <del>we will plan for</del> <b><u>the Council expects</u></b> a mixed use development <b><u>to be brought forward</u></b> including the retention of employment land, but with improved premises, comprehensively across the allocated site and Culham Science Centre. This provides an opportunity to provide significant development in a sustainable location. The Local Plan proposes development here that will have access to employment opportunities as well as public transport at the railway station. This will be a community within Science Vale that can make the most of advancing technologies such as clean heat and power generation and autonomous vehicles. This development will include a variety of services and facilities to support a new community including schools, health care and retail. Development in this location will also help enable much needed road infrastructure in the area <b><u>through part-funding. The road infrastructure is being forward funded from government in anticipation that there will be contributions from the developers benefitting from the infrastructure.</u></b>	Clarifications	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	4.72	50	<p>4.72 This Local Plan <del>proposes to</del> <b>has</b> inset Culham Science Centre and land adjacent to it from the Green Belt. The site is at the outer edge of the Green Belt. This location is also at a distance from the special historic setting of the City of Oxford and does not make a significant contribution towards the purposes of including land in the Green Belt to check the unrestricted sprawl of Oxford City. The exceptional circumstances justifying a release of the Green Belt through the Local Plan in this area are:</p> <ul style="list-style-type: none"> <li>• <b><u>To enable the Culham Science Centre to realise its full potential as a science campus where publicly funded science research and commercial technology growth can flourish.</u></b></li> </ul>	Factual update and to include the exceptional circumstance for removing Culham Science Centre from the Green Belt.	Post hearings and In response to matters and issues June 2020
	4.73	50	<p>4.73 The Council supports delivery of a new Thames crossing between <b>Didcot and</b> Culham <del>and Didcot Garden Town and</del> <b>as well as</b> the Clifton Hampden <del>by</del> <b>Bypass</b>, as identified in Policy TRANS1b. This crossing has strategic transport benefits and is required to support development <b>allocated in this</b> <del>proposed in the emerging South Oxfordshire Local Plan</del>, as well as development allocated in the Vale Local Plan Part 1 and <del>development proposed in the emerging Vale Local Plan Part 2</del>. It is also part of a package of transport infrastructure in this area as identified in the Science Vale <del>Area</del> <b>T</b>ransport Strategy in the Oxfordshire <u>Local Transport Plan 4</u>, which includes the Clifton Hampden Bypass and the Didcot Northern Perimeter Road.</p>	Corrections and factual update	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	4.74	50	<p>4.74 The timing of delivery of this <del>the following</del> infrastructure <b>is expected to be complete in 2024, as it is to be forward funded by the Government’s ‘Housing and Infrastructure Fund’ and other existing funding:</b></p> <ul style="list-style-type: none"> <li>•<b><u>the Didcot to Culham River Crossing; and</u></b></li> <li>•<b><u>the Clifton Hampden Bypass</u></b></li> </ul> <p>linked to proposed new development is complex, particularly given that funding for this package is expected to come from a variety of sources including developer funding, Garden Town and other government funds not yet confirmed. There is a significant amount of further detailed transport modelling and transport assessment work to support development and delivery of these schemes, including the Culham Crossing. This work, including development of a more detailed Micro-simulation transport model for Didcot Garden Town, is being progressed and funded in partnership with Oxfordshire County Council and Vale of White Horse, and will give an understanding in more detail of the impact and phasing of homes and jobs in the area linked to required infrastructure. This Oxfordshire County Council’s evidence will be used alongside other evidence, including the outputs of transport assessments from the proposed new development, to inform any limitations on the level of homes at the site linked to infrastructure funding to be set down at planning application stage.</p>	Clarifications to reflect the passage of time and change of circumstances	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	4.75	51	<p>4.75 <del>The STRAT9 site allocation is located adjacent to the Culham Brake Site of Special Scientific Interest (SSSI) at the north west corner of the site.</del> <b><u>The Culham Brake Site of Special Scientific Interest (SSSI) is located to the north west of the STRAT9 site allocation.</u></b> The Culham Brake SSSI is protected due to its national importance as one of the largest populations of the summer snowflake leucojum aestivum. High level assessments suggest that strategic development at Culham is unlikely to have any negative hydrological effect on the Culham Brake SSSI, as the SSSI is watered directly by the River Thames <b>Swift Ditch</b>. appropriate consideration should be given to the SSSI in developing detailed proposals for this site which should be in compliance with the <b><u>indicative</u></b> concept plan below.</p>	Clarifications	CSD13(b) and Post hearings
	n/a	N/A	<p>New paragraph following 4.75: <b><u>STRAT9 covers part of a minerals safeguarding area as identified in Oxfordshire County Council's Minerals and Waste Core Strategy and the Policies Map identifies the location of other minerals safeguarding in the vicinity.</u></b></p>	Clarification	CSD13(b) and Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>Policy STRAT9: Land Adjacent to Culham Science Centre</b>					
MN16	2	52	<del>2. The proposed development at Culham will deliver a scheme in accordance with an agreed comprehensive masterplan, taking into consideration this policy's concept plan. The masterplan must be prepared in collaboration with and agreed with the Local Planning Authority. Renumber subsequent policy paragraphs</del>	Deletion of repeated paragraph in Policy. Renumber the remaining policy paragraphs owing to deletion of paragraph 2	Submission Schedule of Modifications March 2019 (CSD13-N12)
	4 (v)	54	vi) a layout that has <b>land which</b> remains undeveloped to the northern border of the site and that should be utilised for flood plain storage, protecting the physical boundary features on the site;	Correction	Post hearings
	4(vii)	54	a layout and appropriate mitigation measures that protect Culham Brake Site of Special Scientific Interest (SSSI) which is <del>adjacent to the north-west corner of the site</del> <b>lies to the north-west of the site</b> , the Biodiversity Action Plan (BAP) priority sites to the north of Culham and that with the Culham Science Centre and numerous BAP priority habitats, including the BAP priority habitat south of Culham Railway Station.	To correct errors in the text. The site allocation was amended moving the site boundary further from the SSSI and this was not updated in the supporting text.	In response to matters and issues June 2020

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	7	55	6. Land adjacent to Culham Science Centre is <del>to be</del> removed from the Green Belt and inset as shown on the Green Belt inset plan (Appendix 4) to enable this development to be brought forward.	Clarification	Post hearings
<b>Policy STRAT10i: Berinsfield Local Green Space</b>					
MN17	Policy List, STRAT10i, and Monitoring and Review Chapter	2, 60 and 229	Policy STRAT10ii: Berinsfield Local Green Space	To reflect new Policy STRAT10: Berinsfield Garden Village and associated policy numbering changes.	Matter 15 written statement
<b>Policy STRAT11: Grenoble Road</b>					
MN18	Explanatory Text				
	4.90	60	Land to the south of Grenoble Road is adjacent to the south of Oxford City and <del>is</del> <b>was</b> <b>previously located entirely</b> within the Green Belt. <del>The site</del> <del>is</del> bordered on its northern edge by the Oxford Science Park, a caravan park, a Sewage Treatment Works, the Kassam Stadium an entertainment area, and the <del>Greater</del> <b>Blackbird</b> Leys neighbourhood. The site is entirely greenfield land and is comprised of several fields with tree lines and hedgerows defining most of its boundaries, with the exception of the A4074 on its western edge, and an electricity substation on its eastern edge.	To reflect the site's removal from the Green Belt and to make references to Blackbird Leys consistent.	Pre and post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	4.91	60	An urban extension to the southern edge of Oxford will promote a sustainable form of development that will in part help the city in addressing its housing commitments of the Oxfordshire Growth Deal. Development at Grenoble Road will provide specific benefits that would not be achievable elsewhere in the district; notably the provision of a new park and ride site to the south of Oxford, the provision of affordable housing, an extension to the South Oxford Science Park and the ability to contribute to the regeneration of <del>Greater</del> <b>Blackbird</b> Leys. Furthermore, the site would also benefit from the potential re-opening of the Cowley Branch Line at the Oxford Science Park.	To make references to Blackbird Leys consistent.	Pre-hearings
	4.92	61	There are several Green belt studies that have assessed the contribution of the land at Grenoble Road <del>makes</del> to the Green Belt: <ul style="list-style-type: none"> <li>• South Oxfordshire Green Belt Study (September 2015) – Kirkham Landscape Planning Ltd and Terra Firma Consultancy</li> <li>• Oxford Green Belt Study (October 2015) – Land Use Consultancy</li> <li>• South Oxfordshire Strategic Sites Green Belt Study (November 2018) – Land Use Consultancy</li> </ul>	To reflect the site's removal from the Green Belt	Post hearings
	4.93	61	The Terra Firma Report (September 2015) identified that Grenoble Road <del>currently provides</del> <b>provided</b> a strong sense of containment for the city. The study also concluded that the site <del>plays</del> <b>played</b> an important role in separating Oxford from Garsington, with some intervisibility between the site and Garsington, Marsh Baldon and Toot Baldon. The study recommended <del>that</del> <b>insetting</b> a small parcel of land to the southwest of the caravan park <del>is inset</del> from the Green Belt.	To reflect the site's removal from the Green Belt	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	4.95	61	4.95 the South Oxfordshire Strategic Sites Green Belt Study (November 2018) considered that the development of Grenoble Road would constitute urban sprawl, but the higher ground to the south provides containment that would limit the extent of this sprawl. <b>The study concluded that</b> Allocating the site would result in moderate harm to the Green Belt.	To reflect the site's removal from the Green Belt	Post hearings
<b>Policy STRAT12: Northfield</b>					
Explanatory Text					
MN19	4.102	65	The site at Northfield is located on the edge of Oxford city's administrative boundary <del>and is, in its entirety, within the Oxford Green belt.</del> The site is bounded in the north west by the Unipart factory and other key employment sites within the city, the B480 to the west, and Northfield Brook/agricultural land to the south and east. The site also relates well to other key business areas in Oxford city, including Oxford Science Park and Oxford Business Park. Furthermore, the site relates well with the strategic allocation within this Plan at Grenoble Road.	To reflect the site's removal from the Green Belt.	Post hearings
	4.104	65	<del>As stated above, the site is entirely within the Oxford Green Belt. The Local Plan therefore proposes to</del> <b><u>This site was previously located entirely within the Oxford Green Belt, however the Council took into account the government's policy in the NPPF relating to Green Belt and concluded that exceptional circumstances existed</u></b> to inset this site from the Green Belt. The site specific exceptional circumstances for doing this are: <ul style="list-style-type: none"> <li>•The development of this site will help to provide for Oxford City's unmet housing need, including affordable housing need, adjacent to and related to where that need arises.</li> </ul>	To reflect the site's removal from the Green Belt.	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	4.105	65	Alongside the Green Belt designation on the site, there are site also other constraints that development would be required to address. The southern part of the site contains an area of Flood Zone 2 and 3, with Hollow Brook and Northfield Brook running through this area. Furthermore, there is an increase in landscape sensitivity to the east of the site, which has a stronger relationship with the surrounding landscape. A line of electricity pylons runs across the eastern edge of the site. Development will have to be sensitively designed to address these constraints. <del>In line with the Concept Plan below.</del>	To reflect the site's removal from the Green Belt.	Post hearings

**Policy STRAT13: Land north of Bayswater Brook**

Explanatory Text					
MN20	4.107	68	<p>4.107 Land north of Bayswater Brook directly adjoins the eastern boundary of Oxford City. The site is <b>was previously located</b> entirely within the Oxford Green Belt-, <b>however the Council took into account the government's policy in the NPPF relating to the Green Belt, and concluded that exceptional circumstances existed</b> The Local Plan proposes to inset this site from the Green Belt. The exceptional circumstances for doing this are:</p> <ul style="list-style-type: none"> <li>• The site's proximity to major employment locations and a wide range of services and facilities means that there is high potential to support travel by walking and cycling;</li> <li>• The site is well positioned to connect with public transport provision in Oxford City; and</li> <li>• The development of this site will help to provide for Oxford City's unmet housing need, including affordable housing need, close to where that need arises.</li> </ul>	To reflect the site's removal from the Green Belt.	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	4.108	68	<p>The western and northern parts of the site are within <b>A designated Oxford view cone lies directly to the west of the site and is comprised of</b> a highly sensitive landscape, with views to and from Oxford City's historic core, as well as having strong connections with surrounding countryside. <del>The western and northern parts of the site are</del> <b>The sensitive areas located to the west and north of the site are not included within the allocation, as they are considered to be</b> of particular significance to Oxford's historic setting. <del>Built development should avoid these sensitive areas and</del> <b>Development</b> should instead be focused on the lower lying ground on the south and east of the site, which has a greater likelihood to accommodate acceptable development in landscape terms, as it is less visible from the wider area and has higher potential for mitigation to be achieved.</p>	Raised during hearings, Examiner agreed we should submit wording	Post Hearings
	4.117	70	<p>4.117 Land North of Bayswater Brook is also immediately adjacent to the site of Headington <del>Wisk</del> <b>Wick</b> Roman Villa. Any surviving aspects of the Headington <del>Wick</del> <b>Wisk</b> Roman Villa site or related high status Roman settlement could be considered to be of similar significance to a scheduled monument.</p>	To correct a spelling error	Post Hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>STRAT14: Land at Wheatly Campus</b>					
Explanatory Text					
MN21	4.122	74	The Local Plan <del>proposes to</del> <b>has</b> inset Wheatley Campus from the Green Belt. The site is adjacent to the village of Wheatley which is already largely inset from the Green Belt. The existing development within the site has compromised the site's openness and countryside character, and the site is well contained and too close to Wheatley to play any significant role in the setting or special character of Oxford City. The exceptional circumstances justifying a review of Green Belt through the Local Plan in this area are:...	To reflect the removal of this site from the Green Belt	Post Hearings
<b>CHAPTER 5 - Delivering New Homes</b>					
<b>Sources of Housing Supply</b>					
MN22	n/a	84	Update all housing supply references to NDPs made since the publication of the Local Plan: Para 5.6: In South Oxfordshire we currently have <del>12</del> <b>14</b> made Neighbourhood Development Plans. The majority of the sites allocated in these plans are on smaller sites, with only a handful of sites extending over 100 homes in total.	To reflect the most up to date NDP preparation status	Submission Schedule of Modifications March 2019 (CSD13-N33)

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>Policy H3: Housing in the towns of Henley-on-Thames, Thame and Wallingford</b>					
Explanatory Text					
MN23	5.16	89	Add to final sentence of para 5.16: <u>Neighbourhood planning groups will need to cooperate with infrastructure providers and statutory consultees to provide this evidence, and develop viable solutions for any infrastructure provision that is needed.</u>	Clarity	Submission Schedule of Modifications March 2019 (CSD13-N37)
	5.18	91	5.18 The Local Plan proposes the provision of 15% growth in the larger villages. This level of growth has been calculated using the existing housing stock as it was at 2011 - the base date of the Local Plan - and is on top of Core Strategy allocations where these exist. The larger villages have already collectively delivered <del>7</del> <b>14</b> % growth in housing based on completed dwellings between 1 April 2011 and 31 March 201 <del>8</del> <b>20</b> . The Plan is therefore planning positively for further growth over the remainder of the plan period. This will ensure that these places continue to grow and support the services and facilities that sustain them.	To reflect latest monitoring data as per PSD65	Post Hearings
<b>Policy H4: Housing in the Larger Villages</b>					
Explanatory Text					
MN24	5.25	92	Amend 5.25: <del>Ten</del> <b>Eleven</b> of these twelve villages are either in the process of preparing a Neighbourhood Development Plan, or already have a “made” plan. The Local Plan’s proposed strategy for housing distribution in the larger villages is for each settlement to grow proportionally by around 15% from the 2011 base date, plus any housing allocated to that village through the Core Strategy.	To reflect the most up to date NDP preparation status	Submission Schedule of Modifications March 2019 (CSD13-N40)

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	5.30	93	Add to final sentence of para 5.30: <b><u>Neighbourhood planning groups will need to cooperate with infrastructure providers and statutory consultees to provide this evidence, and develop viable solutions for any infrastructure provision that is needed.</u></b>	Clarity	Submission Schedule of Modifications March 2019 (CSD13-N341)
<b>Policy H9: Affordable Housing</b>					
Explanatory Text					
MN25	5.43	98	5.43: The starting position for the provision of affordable housing is outlined in Policy H9. <b><u>Policy H9 is supplemented by a robust evidence base demonstrating the viability of its requirements.</u></b>	Missing reference to evidence which is available and supports the policy	Submission Schedule of Modifications March 2019 (CSD13-N42)

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	5.46	100	<p>5.46 The exact amount of affordable housing and tenure mix on each site will be agreed through negotiation between developers and South Oxfordshire District Council, and Policy H9 will be the starting position. <del>A request for a departure from this by a planning applicant is expected to be supported by robust evidence, including viability assessments where required and will only be supported exceptionally.</del> The council's current housing strategy, and where relevant and appropriate, local housing needs surveys <b><u>including Oxfordshire County Council Children and Education Service needs surveys</u></b>, will inform these negotiations. <b><u>A request for a departure from the policy by a planning applicant is expected to be supported by robust evidence, including viability assessments. Lower levels of affordable housing provision or an alternative tenure mix will be acceptable where this is justified on viability grounds.</u></b> The council will monitor the delivery of affordable housing through Policy H9 and review the Housing Delivery Strategy periodically to ensure that the aim to provide a healthy mix of houses is fulfilled.</p>	To address concerns expressed at the Matter 3 hearing session	Matter 3 Hearing Session (in discussion with developer)

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>Policy H12: Self-Build and Custom Housing</b>					
Explanatory Text					
MN26	5.69	108	Where Self-Build plots are to be provided through Strategic Allocations in the Local Plan or on major development sites, the Council will support their provision where they are appropriately designed and incorporated into the masterplan for the site and consistent with other policies within the Development Plan. <b><u>On sites where developable plots are to be set aside for self and custom build, the council would support these plots being delivered individually or as collective self-build plots as part of a community led housing project.</u></b>	To address concerns expressed at the Matter 3 hearing session	Matter 3 Hearing Session
	5.71	108	5.71 <del>At the time of writing there are about 400</del> <b><u>The Council will monitor the number</u></b> people registered as interested in self and custom build homes in South Oxfordshire <b><u>and the number of permission granted on annual basis through the Authority Monitoring Report.</u></b> The Council will support the delivery of this type of home in appropriate locations. The 3% plot requirement in Policy H12 is the percentage required to deliver the existing level of homes on the register solely through the proposed strategic allocations as set out in STRAT policies 7,8,9,10j,11,12 and 13.	Officer identified	Post Hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>Policy H15: Safeguarding Gypsy, Traveller and Travelling Showpeople sites</b>					
Explanatory Text					
MN27	5.78	112	...and plots for Gypsies, Travellers and travelling Showpeople that meet the planning definition set out in PPTS (2015). The...	Typographical error	Submission Schedule of Modifications March 2019 (CSD13-N74)
<b>Policy H18: Replacement Dwellings</b>					
Explanatory Text					
MN28	5.84	115	<del>5.84 In the case of listed buildings, where the Council have a duty to ensure their protection and maintenance, the restoration of the original building is the prime objective. Other non-listed but attractive buildings should be retained and restored wherever possible because of the contribution they make to the character of the district.</del>	To take account of modifications and changes in circumstance that have taken place during the Examination of the Plan	Post Hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>Policy H19: Re-use of rural buildings</b>					
Explanatory Text					
MN29	5.91 but has been moved to after EMP11, along with 5.88-5.91, following deletion of H19	117	5.91 To prevent the proliferation of buildings in the countryside, planning permission for the conversion of farm buildings may be subject to conditions to prevent their replacement by new buildings under permitted development rights. Similarly, the Council is unlikely to grant planning permission for the conversion of buildings erected <b><u>as the result of a temporary permission or</u></b> under permitted development rights where they have clearly not been genuinely needed or used for agriculture.	To address concerns expressed at the Matter 3 hearing session	Matter 3 Hearing Session
<b>CHAPTER 6 - Employment and Economy</b>					
<b>Introduction</b>					
MN30	6.1	123	6.1 Oxfordshire is one of the strongest economies in the UK, <del>partially due to</del> <b><u>and is home</u></b> to one of the most important clusters...	For clarity	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	6.3	123	6.3 <del>Oxfordshire is developing a</del> <b>In 2019, OxLEP also published its</b> Local Industrial Strategy (LIS), which outlines how Oxfordshire will support the achievement of the National Industrial Strategy. The LIS <del>is being developed by OxLEP and</del> <b>will build</b> on the current SEP, providing a framework to guide <del>Government,</del> public and private sector investment decisions, <b>which itself will help</b> to make Oxfordshire <b>to secure its position as a</b> one of the top global innovation networks and support increased productivity of <del>all businesses across</del> <b>all business sectors</b> . <del>Whilst this strategy is in the development stage, the Local Plan can support this opportunity to build an ambitious programme for long term economic growth and increased productivity for all residents.</del>	To reflect that the LIS is now published	Post hearings
	6.5	124	6.5 South Oxfordshire's four towns are the main employment centres, <del>with our</del> <b>yet there is also employment provided by</b> rural areas providing a large number of small firms and some major international research institutions <b>elsewhere within the District...</b>	For clarity	Post hearings
<b>Economic Forecasts</b>					
MN31	6.10	125	...in the office, manufacturing and distribution sectors ( <del>'B class' jobs based on labour demand and local labour supply</del> ).	In light of changes to the Use Classes Order	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	6.11	125	<p>To plan for the economic growth forecast in the 2014 SHMA, the SOELRA forecasts <b>(based on its labour supply forecasting scenario)</b> that <del>between 33.2 and 35.9</del> hectares of additional employment land is required in the District over the period 2011 to <del>2033, 2034</del>. The Council has previously published a ‘South Oxfordshire Employment Land Review’ (ELR) in 2015 which forecasts a requirement of 24.4 hectares of employment land for the period 2014 to 2031 or approximately 31.6 hectares if extrapolated over the plan period. Therefore, the SOELRA sets a slightly higher requirement in line with the 2014 SHMA. Further to this, as <del>As the above</del> <b>this</b> employment forecast ends at 2033, to account for the additional <b>further two</b> years in the plan period beyond the date of the evidence base, an additional requirement of <del>between 1.5 to 1.63</del> <b>3.2</b> hectares is required (based on a pro-rata for the previous plan period). This results in an <b>minimum</b> employment requirement of <del>between 34.7 and 37.5</del> 39.1 hectares of employment land in the District over the period 2011 to <del>2034</del><b>2035</b>.</p>	To reflect changes to Policy EMP1 & STRAT2	Post hearings
	6.12	125	<p>The 2015 South Oxfordshire’s Employment Land Review (ELR) reports, that, within South Oxfordshire, employment land comprises approximately:</p> <ul style="list-style-type: none"> <li>• 40.7 hectares (234,100sqm) of gross office floorspace <del>(use class B1a)</del>; ; and</li> <li>• 265.1 hectares of gross industrial land</li> <li>• Approximately a third of this industrial land is <b>in</b> light industrial <del>type (B1c)</del> or general industrial use <del>(B2)</del>, with the majority characterised by <b>in</b> warehousing and distribution use <del>(B8)</del>.</li> </ul>	In light of changes to the Use Classes Order	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	6.13	126	The 2015 ELR undertook a review of the quality and characteristics of employment land in the District, identifying where <del>these</del> existing employment areas had capacity for expansion. <del>The 2015 ELR</del> <u>It</u> went on to make recommendations for the potential locations and approximate amounts of additional office, research and development ( <del>B1a/b</del> ) space:	In light of changes to the Use Classes Order	Post hearings
	6.14	126	The 2015 ELR also <del>makes</del> <u>made</u> recommendations for the potential locations and approximate amounts of additional industrial land ( <del>B1c/B2/B8</del> ) :	In light of changes to the Use Classes Order	Post hearings
<b>Strategy</b>					
MN32	6.18	127	The Local Plan's locations for employment are as follows: <ul style="list-style-type: none"> <li>• Within Science Vale: <ul style="list-style-type: none"> <li>• Culham Science Centre and the adjacent strategic site;</li> <li>• Didcot, <del>albeit</del> (with some <u>at Milton Park</u> in the Vale of White Horse);...</li> </ul> </li> </ul>	For clarity	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	6.19	127	The Local Plan supports developments at the Culham Science Centre and land to the west of the Science Centre which <u>focuses</u> growth within the 'Science Vale', close to Didcot and with rail links to Oxford. The Science Centre <u>site</u> and the adjacent land will be planned comprehensively <u>with and will incorporate an additional</u> 7.3 hectares of employment land. There will be opportunities for the replacement of temporary buildings at the Science Centre and an intensification of <u>existing</u> uses.	For clarity	Post hearings
<b>Policy EMP3: Retention of Employment Land</b>					
MN33	6.26	131	6.26 The district is an area of economic growth and demand for premises is usually high. However, <del>we accept that there could</del> <u>may</u> be instances where the continued use of a site for employment <del>may is</del> not be economically viable. In such circumstances, and before any planning permission for alternative, non-employment uses is granted, the Council will require evidence that the site has been marketed reasonably at a realistic price for at least one year. The Council are likely to take advice from property consultants about the evidence submitted and prevailing market conditions. The Council has a guidance note that demonstrates the sorts of marketing that will be necessary to meet the above criterion for market interest evidence. In the event that any employment use is demonstrably <del>economically</del> not <u>unviable in economic terms</u> , the Council require that a range or mix of alternative uses is explored and the policies in this Plan on other uses will apply.	For clarity	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>CHAPTER 7 - Infrastructure</b>					
<b>Policy INF1: Infrastructure Provision</b>					
MN34	Explanatory Text				
	7.10	149	...Key organisations include Oxfordshire county council, <del>the</del> Highways England, the NHS and Clinical Commissioning Groups, Town and Parish councils, Thames Water and the Environment Agency....	Typographical error	Submission Schedule of Modifications March 2019 (CSD13-N73)
<b>Policy TRANS1a: Supporting Strategic Transport Investment across the Oxford to Cambridge Expressway</b>					
	Explanatory Text				
MN35	7.13	150	The Local Plan will make a positive contribution towards delivering the ambitions set out for the Oxford to Cambridge Arc, <del>but it is recognized that the a</del> key infrastructure scheme, <b><u>the Oxford to Cambridge Expressway, was paused by Government in March 2020 for further work to be undertaken on other potential road projects that could support the Government's ambition for the Oxford-Cambridge Arc.</u></b> <del>s, namely the Oxford to Cambridge Expressway and East-West Rail, are currently in the development stage, and their impacts on South Oxfordshire are currently not known. In particular, the decision on a route for the Oxford to Cambridge Expressway around Oxford is not due until 2020<sup>23</sup>. ...</del>	For clarity	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	7.13	150	Update footnote 22 link: <del>www.gov.uk/government/publications/cambridge-milton-keynes-oxford-arc-study-government-response</del> <a href="https://www.gov.uk/government/publications/cambridge-milton-keynes-oxford-arc-study-government-response">https://www.gov.uk/government/publications/cambridge-milton-keynes-oxford-arc-study-government-response</a>	Link now expired, new link replaced	Post hearings
<b>Policy TRANS1b: Supporting Strategic Transport Investment</b>					
MN36	Explanatory Text				
	7.15	152	...New development can help fund and enable the provision of new public transport, walking and cycle links between homes, jobs, shops and other facilities such as health centres <b><u>and help tackle climate change...</u></b>	Addition to reflect the importance of climate change following the declared climate emergency.	With response to Inspector's questions May 2020 (PSD05-N76)
	Diagram following 7.15	153	Remove diagram	Diagram not referenced by policy and potential to become out of date.	Post hearings
<b>Policy TRANS3: Safeguarding of Land for Strategic Transport Schemes</b>					
MN37	1	156	....A new Thames <del>road</del> <b>River</b> crossing between Culham and Didcot Garden Town...	Correction	Matter 7 hearing statement

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>Policy TRANS6: Rail</b>					
Explanatory Text					
MN38	7.27	161	...At <u>a</u> strategic level, this needs to be informed by assessment of capacity and options for improvements across Oxfordshire and the wider area...	Correction	Post hearings
<b>Policy INF2: Electronic Communications</b>					
Explanatory Text					
MN39	7.29	162	...In line with the outcome of the centre government's 'Future Telecoms Infrastructure Review' and section 10 of the National Planning Policy Framework, there will be in particular <del>be</del> a need to provide full fibre broadband to new development coming forward over the next few years....	Correction	Post hearings
<b>Policy INF4: Water Resources</b>					
Explanatory Text					
MN40	7.33	165	...This is particularly important for development within Chalgrove, Didcot, Thame, Wheatley and around Oxford which have been identified as having significant constraints.	Correction	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>CHAPTER 8 - Natural and Historic Environment</b>					
<b>Introduction</b>					
MN41	8.3	167	8.3 The whole District is rich in biodiversity, including international, national and locally protected sites and habitats <b><u>and forms a part of a wider ecological network across the County</u></b> . Maintaining sustainable agricultural land and practices is important in preserving the district's rural character and landscape.	In response to OCC Regulation 19 response	Submission Schedule of Modifications March 2019 (CSD13-N52)
	8.6	167	8.6. The district has a rich cultural history that has provided South Oxfordshire with over 3,500 listed buildings, 52 scheduled monuments, 13 registered Parks and Gardens, a registered battlefield, and 72 conservation areas. Sadly in 2017 there are 15 sites on the Heritage at risk register. Parts of the district's natural environment and <del>some</del> <b><u>many</u></b> historic assets are of national significance. These heritage assets <sup>32</sup> help establish the distinctive character of South Oxfordshire. We seek to ensure the conservation, enhancement, enjoyment and understanding of all our heritage assets as they make a positive contribution to sustainable communities, including their economic vitality.	To reflect the assets of the District	Submission Schedule of Modifications March 2019 (CSD13-N53)

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>Policy ENV2: Biodiversity - Designated Sites, Priority Habitats and Species</b>					
MN42	1	171	1.The highest level of protection will be given to sites of international nature conservation importance (Special Areas of Conservation). Development that is likely to result in a significant effect, either alone or in combination, on such sites will need to satisfy the requirements of the <del>conservation of Habitat and Species regulations 2010 (as amended).</del> <b><u>Conservation of Habitats and Species 2017 (as amended).</u></b>	Updated regulation	In response to matters and issues June 2020
	3	172	Amend bullet: Ecological Networks ( <del>conservation</del> <b><u>Conservation</u></b> target <del>Target</del> Areas)	Typographical error	Submission Schedule of Modifications March 2019 (CSD13-N75)
<b>Policy ENV5: Green Infrastructure in New Developments</b>					
MN43	Explanatory Text				
	8.27	178	...Where new Green Infrastructure is identified as a mitigation requirement within the HRA this must be delivered by the applicant to meet requirements. <b><u>Green infrastructure can have an important role to play in enhancing biodiversity, acting as a carbon store, and enhancing the quality of life for residents. Applicants should refer to guides such as the Fieldfare Trust 'Countryside for All – A good practice guide to Disabled People's Access in the Countryside' and the South Oxfordshire Design Guide to ensure that the positive contributions of Green Infrastructure are maximised.</u></b>	The supporting texts highlights the importance of appropriate planting in the provision of Green Infrastructure to maximise biodiversity net gains and carbon storage in view of the declared climate emergency.	May 2020 in PSD25

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>Policy ENV6: Historic Environment</b>					
MN44	Explanatory Text				
	New paragraph after 8.31	180	<b><u>The Council will support Neighbourhood Development Plans where they seek to assess their heritage assets and add to the evidence base.</u></b>	To reflect the inspector's advice in IC6	in response to matters and issues June 2020
<b>Policy ENV7: Listed Buildings</b>					
MN45	Explanatory Text				
	Under 8.33	181	Add new paragraph to explanatory text: <b><u>"Many listed buildings, due to their age and construction, have features which could support roosting bats. To ensure compliance with relevant legislation, species survey information will be required, and ecological conditions applied to consents granted, in instances where proposed works to listed buildings would be reasonably likely to impact roosting bats."</u></b>	To reflect the LPA responsibility as a "competent authority" under The Conservation of Habitats and Species Regulations 2017 (as amended). Regulation 9(3) puts a responsibility on the LPA to consider how, in exercising any of our functions, our decision making impacts the goals of the Habitats	Submission Schedule of Modifications March 2019 (CSD13-N54)

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
				Directive (main piece of European law protecting certain species and sites). The Council's legal opinion (and a relevant appeal decision) has confirmed that we should be considering how works to a listed building, that do not require planning permission (re-roofing, roof insulation, internal conversion), may impact protected species - mainly bats.	
<b>Policy EP4: Flood Risk</b>					
Explanatory Text					
MN46	8.51	192	8.51 Refuse and recycling storage and collection facilities should be designed and provided in accordance with <b>regard to</b> the South Oxfordshire Design Guide and South Oxfordshire and Vale of White Horse District Council's Waste Planning Guidance which can be found on the Council's website.	Officer identified	Post Hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>CHAPTER 9 - Built Environment</b>					
<b>Policy DES8: Efficient Use of Resources</b>					
Explanatory Text					
MN47	9.26	207	In South Oxfordshire, the prudent use of natural resources is a key element of delivering sustainable development <b>as this contributes to tackling climate change</b> . The council encourages applicants to consider how our existing resources can be used effectively and efficiently when planning and designing development proposals	The supporting text highlights the integrated approach to addressing the climate emergency.	With PSD25 May 2020 (appendix 16)
<b>Policy DES9: Promoting Sustainable Design</b>					
Explanatory Text					
MN48	9.31	209	Increasing our resilience to the likely impact of climate change and promoting a low carbon future is one of the Local Plan's strategic objectives in response to The Climate Change Act (2008) <b>as amended (2019)</b> which mandates an <del>80</del> <b>100%</b> reduction in carbon dioxide emissions by 2050.	A modification is proposed to reflect the changes to the Climate Change Act following the parliamentary declaration of a climate emergency.	With response to Inspector's questions May 2020 (PSD05-N86)

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	9.33	209	The South Oxfordshire Water cycle Study identified South Oxfordshire as being in an area of water stress. In order to address this the Policy <b>INF4: Water Resources</b> applies a higher standard for water efficiency.	A modification is proposed to reflect where the water efficiency requirement is included in the Plan. Policy INF4 requires the optional enhanced level of water efficiency as prescribed by current building regulations.	With response to Inspector's questions May 2020 (PSD05-N87)
	9.35	209	The Government has established that through Part L of the building regulations, emissions allowed from new buildings will be reduced incrementally and that “zero carbon” buildings will be required within the plan period. The Housing and Planning Act 2016 stipulated that a review of minimum energy performance requirements under building regulations must be carried out and it is expected that <del>changes will be made to</del> current standards <b><u>will be improved with the introduction of the Future Homes Standard during 2020.</u></b>	An amendment is proposed reflecting the government’s renewed commitment to the introduction of a “Future Homes Standard”.	With response to Inspector's questions May 2020 (PSD05-N88)

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>CHAPTER 10 - Ensuring the Vitality of Town Centres</b>					
<b>Introduction</b>					
MN49	10.10	216	10.10 Aside from the above centres, small parades/local shops not covered by this Policy are still an important feature within a neighbourhood. Where new local parades/shops are provided, like those planned for within strategic allocations they are required to meet the day-to-day need of the local community only, <u>with the exception of Chalgrove Airfield where it is expected a greater level of provision will be supported given the scale and location of the development and the need to promote more sustainable travel patterns. A retail impact assessment is required to ensure proposals do not have a significant adverse impact on the district's town centres.</u>	To address concerns expressed at the Matter 11 hearing session	Examination
<b>Policy TC3: Comparison Goods Floorspace Requirements</b>					
Explanatory Text					
MN50	10.18	219	10.18In Wallingford, permission was granted in 2018 for a Lidl food store (P17/S3651/FUL) at Lupton Road on the Hithercroft Industrial Estate with a net tradeable floor area of 2,125sqm. This site is <del>now</del> currently under construction and when operational, <u>and</u> the convenience goods floor space requirement for Wallingford <del>will have</del> <u>has</u> been met for the duration of the Plan period.	Update status of application	Post Hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>APPENDIX 1 - Glossary</b>					
MN51	Access to Natural Greenspace Standard (ANGSt)	243	<p>ANGSt is a tool in assessing current levels of accessible natural greenspace, and planning for better provision.</p> <p>The three underlying principles of ANGSt are:</p> <ul style="list-style-type: none"> <li>a) Improving access to greenspaces</li> <li>b) Improving naturalness of greenspaces</li> <li>c) Improving connectivity with greenspaces</li> </ul> <p>ANGST sets a maximum recommended standard on walking distance people should have to travel to have access to accessible natural greenspace.</p> <p>For more information see “Nature Nearby” publication from Natural England, available online at: <del><a href="http://publications.naturalengland.org.uk/publication/40004">http://publications.naturalengland.org.uk/publication/40004</a></del>  <a href="https://webarchive.nationalarchives.gov.uk/20140605145320/http://publications.naturalengland.org.uk/publication/40004?category=47004">https://webarchive.nationalarchives.gov.uk/20140605145320/http://publications.naturalengland.org.uk/publication/40004?category=47004</a></p> <p>For more information please visit:  <del><a href="http://www.naturalengland.org.uk/regions/east_of_england/ourwork/gi/accessiblenaturalgreenspacestandardangst.aspx">www.naturalengland.org.uk/regions/east_of_england/ourwork/gi/accessiblenaturalgreenspacestandardangst.aspx</a></del>  <a href="https://webarchive.nationalarchives.gov.uk/20140605111422/http://www.naturalengland.org.uk/regions/east_of_england/ourwork/gi/accessiblenaturalgreenspacestandardangst.aspx">https://webarchive.nationalarchives.gov.uk/20140605111422/http://www.naturalengland.org.uk/regions/east_of_england/ourwork/gi/accessiblenaturalgreenspacestandardangst.aspx</a></p>	Link requires updating as it has expired.	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	B1, B2, B8 use classes	244	<p><del>B1, B2, B8 use classes</del>  <del>Business uses as defined in the Town and Country Planning (Use Classes) Order 1987.</del>  <del>B1 covers offices, research and development and light industrial.</del>  <del>B2 covers general industrial.</del>  <del>B8 covers storage or distribution.</del></p> <p><b><u>Employment Uses</u></b></p> <p><b><u>Commercial, Business and Service uses as defined in Class E of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020.</u></b></p>	To update for forthcoming Changes to the Use Classes Order	PSD66
	Better Broadband for Oxfordshire Project	244	Better Broadband for Oxfordshire is a £25m project to bring fibre broadband to over 90% of homes and businesses in the county. It's a collaboration between Oxfordshire County Council, the Government (through BDUK) and BT that will boost the local economy by creating and protecting jobs. For more information please visit: <a href="http://www.betterbroadbandoxfordshire.org.uk/home">www.betterbroadbandoxfordshire.org.uk/home</a> <a href="https://digitalinfrastructureoxfordshire.co.uk/">https://digitalinfrastructureoxfordshire.co.uk/</a>	Link requires updating as it has expired.	Post hearings
	Local Transport Plan (LTP)	249	For more information please visit: <a href="http://www.oxfordshire.gov.uk/cms/content/localtransport-plan-2011-2030">www.oxfordshire.gov.uk/cms/content/localtransport-plan-2011-2030</a> <a href="https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/policy-and-overall-strategy">https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/policy-and-overall-strategy</a>	Link requires updating as it has expired.	Post hearings
	Oxfordshire Local investment Plan	250	For more information please visit: <a href="http://www.oxford.gov.uk/Direct/OxfordshireLocalInvestmentPlan.pdf">www.oxford.gov.uk/Direct/OxfordshireLocalInvestmentPlan.pdf</a> <a href="https://www.oxford.gov.uk/downloads/download/501/oxfordshire_local_investment_plan">https://www.oxford.gov.uk/downloads/download/501/oxfordshire_local_investment_plan</a>	Link requires updating as it has expired.	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	Oxfordshire Skills Strategy	250	Sets the future direction for skills development in the county to 2020 to support economic growth. For more information please visit: <del>www.oxfordshireskillsboard.org/oxfordshire-skillsstrategy-2020/-</del> <a href="https://www.oxfordshirelep.com/about/our-strategies/skills-strategy">https://www.oxfordshirelep.com/about/our-strategies/skills-strategy</a>	Link requires updating as it has expired.	Post hearings
	Oxfordshire Statement of Cooperation	250	The Oxfordshire Statement of Cooperation outlines matters on which the six local authorities in Oxfordshire will continue to cooperate. In particular, the document sets out how the parties involved will manage the outcomes of the Strategic Housing Market Assessment, should any of the Local Planning Authorities in Oxfordshire not be able to meet their full objectively assessed housing need. For more information please visit: <del>www.oxfordshire.gov.uk/cms/content/spatial-planning-and-infrastructurepartnership</del>	Link has expired and no new link on web to refer to.	Post hearings
	Thames Water Resources Management Plan (WRMP)	252	Water companies in England and Wales are required to produce a Water Resources Management Plan (WRMP) every five years which sets out how they aim to maintain water supplies over a 25 year period. For more information on Thames Water's Water Resources Management Plan, please visit: <del>www.thameswater.co.uk/about-us/5392.htm</del> <a href="https://www.thameswater.co.uk/about-us/regulation/water-resources">https://www.thameswater.co.uk/about-us/regulation/water-resources</a>	Link requires updating as it has expired.	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>APPENDIX 2 - Strategic Allocation Maps</b>					
MN52		254-257	Amendment to the title of each strategic allocation map to remove the word 'Proposed'. Title to be amended as following <del>Proposed</del> Strategic Allocation' followed by site name.	Update terminology used to reflect stage of plan	Post hearings
		254-257	Amendment to the key of each strategic allocation map to remove the word 'Proposed'. Key to be amended as following to read <del>Proposed</del> Strategic Allocation	Update terminology used to reflect stage of plan	Post hearings
		254-257	Minor amendment to text in key so singular is used rather than plural where relevant.	Correction to spelling/grammar	Post hearings
		255	Amendment to the Land at Chalgrove Airfield Map to incorporate changes to boundary of the Registered Historic Battlefield. See Appendix A for map change.	Necessary as a result of changes to the boundary made by Historic England	With response to inspectors questions May 2020 (CSD13-N83)
<b>APPENDIX 3 - Site Allocations</b>					
MN53	n/a	258	Amendment to the key of the site allocation map for Didcot and Nettlebed to remove the word 'Proposed' when referring to the housing allocations in the plan. Key to be amended as following to read <del>Proposed</del> Housing Allocations	Update terminology used to reflect stage of plan	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	n/a	258	Amendment to the title of site allocations map for Nettlebed to delete the word proposed. Title to be amended to <del>Proposed</del> -Site Allocations	Update terminology used to reflect stage of plan	Post hearings
	n/a	259	Amendment to appendix 3 Wallingford employment allocation map (now incorporated as site allocations map) to reduce the size of EMP7i to reflect that part of the site has been built out for retail use, see application P17/S3651/FUL to be removed. See Appendix B for map change.	To reduce the size of EMP7i to reflect that part of the site has been built out for retail use, see application P17/S3651/FUL to be removed.	Post hearings
	n/a	259	Delete employment allocation map for Didcot and Wallingford, as employment allocations are already shown on Didcot site allocation map and new Wallingford site allocation map. See Appendix B for deletion.	To avoid repetition	Post hearings
<b>APPENDIX 4 - Green Belt Proposed Changes</b>					
MN54	n/a	261	Amendment to the title of appendix 4. <u>Land Inset From The</u> Green Belt <del>Proposed</del> Changes	Update terminology used to reflect stage of plan	Post hearings
	n/a	261-263	Amendment to the title of Green Belt boundary map to remove the word 'Proposed'. Title to be amended as following; <del>Proposed</del> Inset Green Belt Boundary	Update terminology used to reflect stage of plan	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
	n/a	261-263	Amendment to the key of each Green Belt Boundary map to remove the word 'Proposed' and to reflect correct tense. Key to be amended as following to read; <del>Proposed area</del> <u>Land to be removed inset</u> from the Green Belt	Update terminology used to reflect stage of plan	Post hearings
<b>APPENDIX 5 - Safeguarding Maps</b>					
MN55	n/a	269	Change map title - A new Thames <del>road</del> <u>River</u> crossing between Culham and Didcot Garden Town	Suggested by Oxfordshire County Council to better reflect function of the crossing	Submission Schedule of Modifications March 2019 (CSD13- N65)
	n/a	267, 268, 269, 274	Update the safeguarding maps in Appendix 5 (and corresponding update to the policies map) for the following schemes: Benson Bypass, Clifton Hampden Bypass, Science Bridge Didcot, Thames River Crossing Between Culham and Didcot Garden Town and Watlington Bypass. See Appendix C for map changes.	To reflect work done to date by the County Council	In response to matters and issues June 2020
<b>APPENDIX 6 - Didcot Garden Town Principles</b>					

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
MN56	n/a	278	<p>Didcot Garden Town Principles <u>Boundaries</u></p> <p><del>1. Design The Garden Town will be characterised by design that adds value to Didcot and endures over time; it will encourage pioneering architecture of buildings and careful urban design of the spaces in between, prioritising green spaces over roads and car parks. All new proposals should show the application of the council's adopted Design Guide SPD and demonstrate best practice design standards.</del></p> <p><del>2. Local Character The Garden Town will establish a confident and unique identity, becoming a destination in itself that is distinctive from surrounding towns and villages whilst respecting and protecting their rural character and setting. Didcot's identity will champion science, natural beauty, and green living, in part delivered through strengthened physical connections and active public and private sector collaboration with the Science Vale.</del></p> <p><del>3. Density and tenure The Garden Town will incorporate a variety of densities, housing types and tenures to meet the needs of a diverse community. This will include high density development in suitable locations, such as in central Didcot and near sustainable transport hubs; higher density development will be balanced by good levels of public realm and accessible green space. Professionally managed homes for private rent (also known as Build to Rent) could play an important role in meeting housing need.</del></p>	To reflect the move to STRAT3 figure 1	Post hearings

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
			<p>4. Transport and movement The Garden Town will reduce reliance on motorised vehicles and will promote a step-change towards active and public transport through the creation of a highly legible, attractive and accessible movement network and the appropriate location of housing, employment and leisure facilities. The Garden Town will seek to improve opportunities for access to sport and physical activities through Sport England’s Active Design Principles. Cycling and pedestrian links between the Garden Town, its surrounding villages, natural assets and the strategic employment sites will be enhanced.</p> <p>5. Heritage The Garden Town will conserve and enhance heritage assets, both designated and non-designated, within and adjacent to the development area. This includes the Scheduled Monuments of the settlement sites north of Milton Park and east of Appleford and any archaeological remains and historic landscapes and/ or landscape features identified in the Oxfordshire Historic Environment Record, the Oxfordshire Historic Landscape Character Assessment, other sources and/ or through further investigation and assessment.</p> <p>6. Landscape and Green Infrastructure New development in the Garden Town will enhance the natural environment, through enhancing green and blue infrastructure networks, creating ecological networks to support an increase (or where possible achieve a net gain) in biodiversity and supporting climate resilience through the use of adaptation and design measures. The Garden Town will also seek to make effective use of natural resources including energy and water efficiency, as well as exploring opportunities for promoting new technology within developments.</p>		

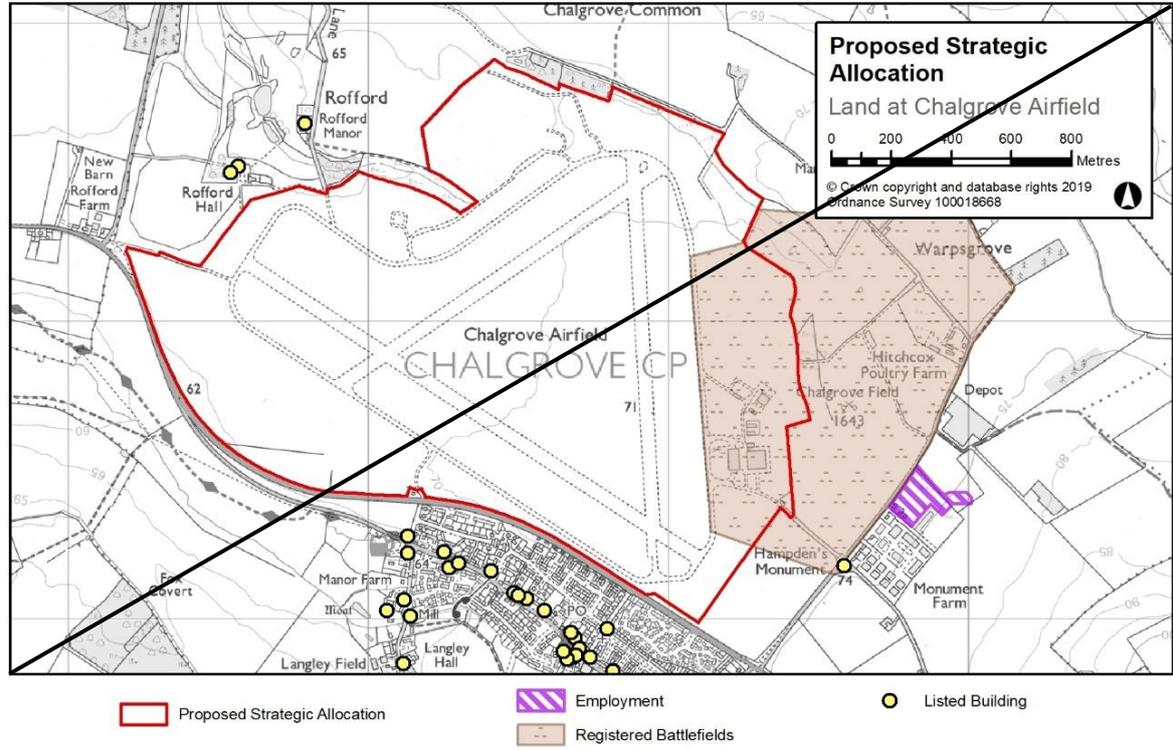
Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
			<p>Innovative habitat planting and food growing zones will characterise the Garden Town and, in turn, these measures will support quality of life and public health.</p> <p>7. Social and community benefits The planning of the Garden Town will be community focused, creating accessible and vibrant neighbourhoods around a strong town centre offer of cultural, recreational and commercial amenities that support well-being, social cohesion and vibrant communities. The Garden Town will embrace community participation throughout its evolution. It will promote community ownership of land and longterm stewardship of assets where desirable.</p>		
<b>APPENDIX 7 - Settlement Hierarchy</b>					
MN57	Appendix 7 Settlement Hierarchy	280	Delete 'Berrick Salome' and 'Cuddesdon' from the Other Villages list. Insert 'Berrick Salome' and 'Cuddesdon' under the Smaller Villages list	Drafting error – This was changed in settlement assessment background paper but not carried forward to Appendix 7.	Submission Schedule of Modifications March 2019 (CSD13-N66)

Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>APPENDIX 12 - Listed Buildings, Heritage at risk and Conservation Areas in South Oxfordshire</b>					
MN58	Listed Buildings	287	To access a list of the Listed Buildings within South Oxfordshire please follow the link below: <del><a href="https://historicengland.org.uk/listing/the-list/results?searchtype=nhleadvanced">https://historicengland.org.uk/listing/the-list/results?searchtype=nhleadvanced</a></del> <b><u><a href="https://historicengland.org.uk/listing/the-list/results/?searchType=NHLE+Simple&amp;search=south+oxfordshire">https://historicengland.org.uk/listing/the-list/results/?searchType=NHLE+Simple&amp;search=south+oxfordshire</a></u></b>	Link requires updating as it has expired.	Post Hearings
	Heritage at risk	287	To access a list of heritage assets at risk within South Oxfordshire please follow the link below: <del><a href="https://historicengland.org.uk/advice/heritage-at-risk/search-register/results/?advsearch=1&amp;Lpa=South%20Oxfordshire&amp;searchtype=harsearch">https://historicengland.org.uk/advice/heritage-at-risk/search-register/results/?advsearch=1&amp;Lpa=South%20Oxfordshire&amp;searchtype=harsearch</a></del> <b><u><a href="https://historicengland.org.uk/advice/heritage-at-risk/search-register/results/?q=south%20oxfordshire&amp;searchtype=harsearch">https://historicengland.org.uk/advice/heritage-at-risk/search-register/results/?q=south%20oxfordshire&amp;searchtype=harsearch</a></u></b>	Link requires updating as it has expired.	Post Hearings
<b>APPENDIX 16 - How Climate Change is addressed in the Local Plan</b>					
MN59	New appendix 16	300	Addition of Climate Change Delivery Matrix as new Appendix 16 (See separate document labelled as Appendix D).	To explain how the Local Plan responds to the declared climate change emergency	With response to inspectors questions May 2020 (PSD05-N86)

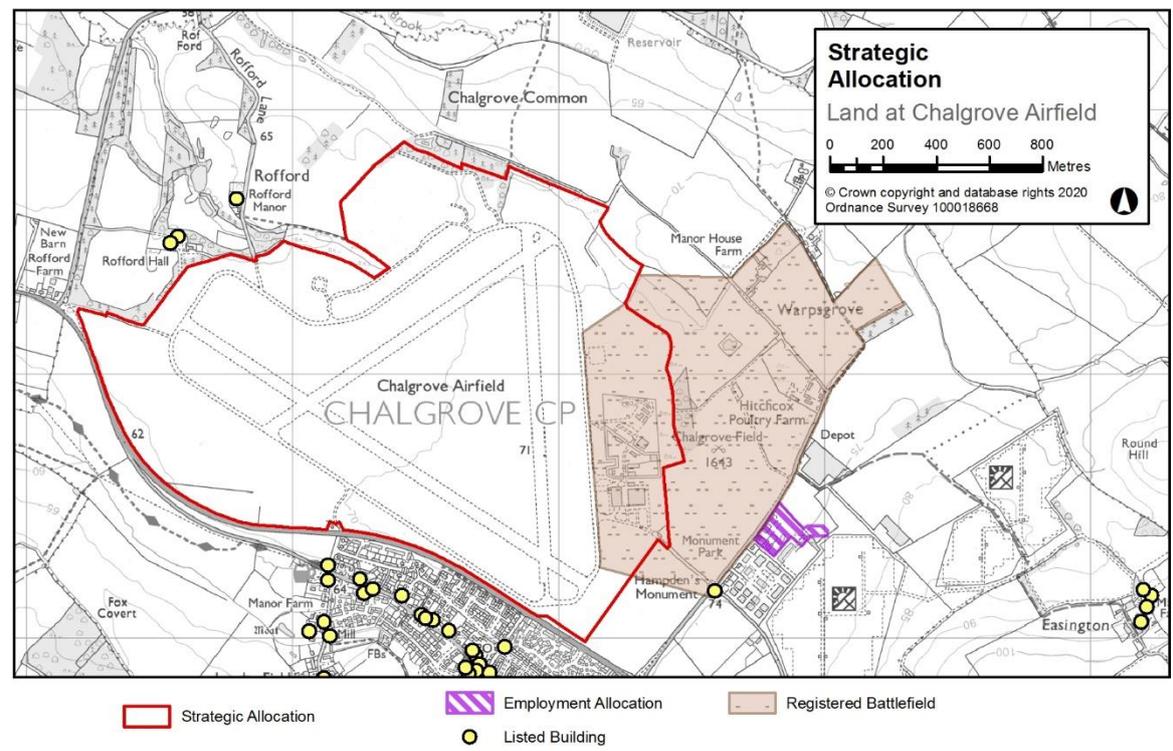
Minor Modification No.	Para No./Section	Page No.	Minor Modification	Reasoning	Stage Modification Proposed
<b>CONCEPT PLANS</b>					
MN60	STRAT7, 8, 9, 10, 11, 12, and 13	46, 51, 58, 62, 66, 70	Update concept plans title; <del>Proposed Strategic Allocations</del> <u>Indicative</u> Concept Plan	To address concerns raised at the hearings	Post hearings

# Appendix A – (MN52) Appendix 2, Amendment to Land at Chalgrove Airfield Strategic Allocation Map

Submission Map:

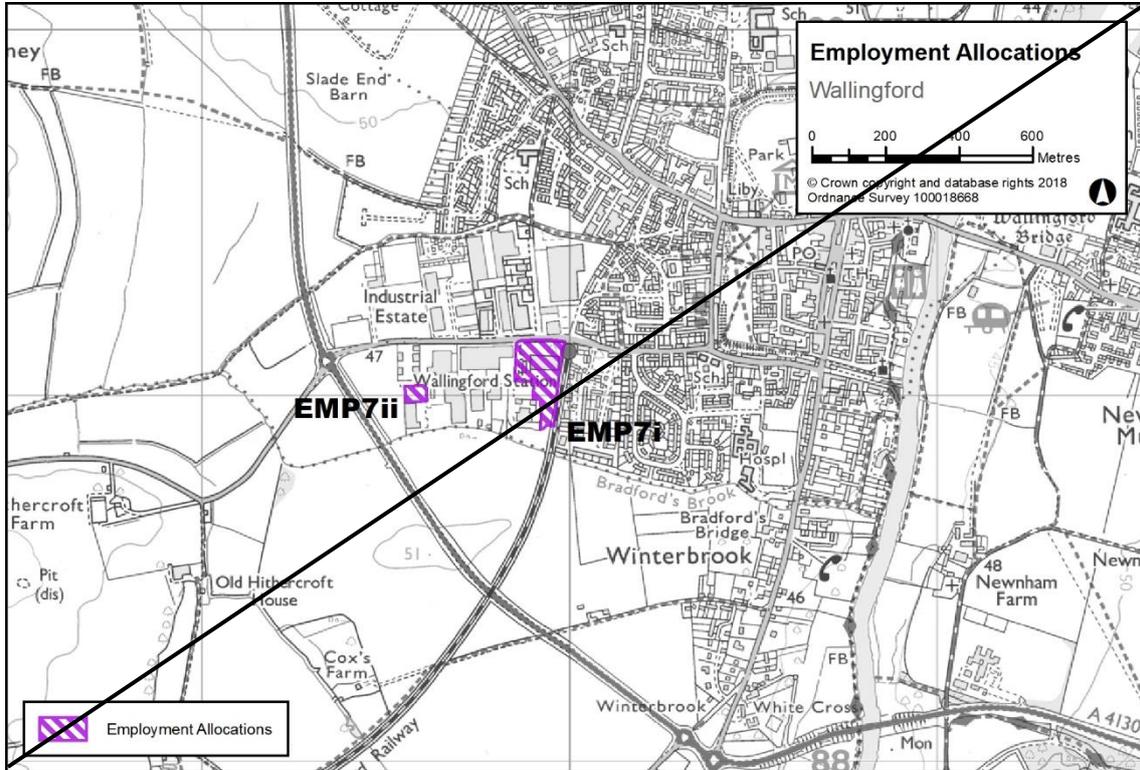


Proposed Amendment to the Map:

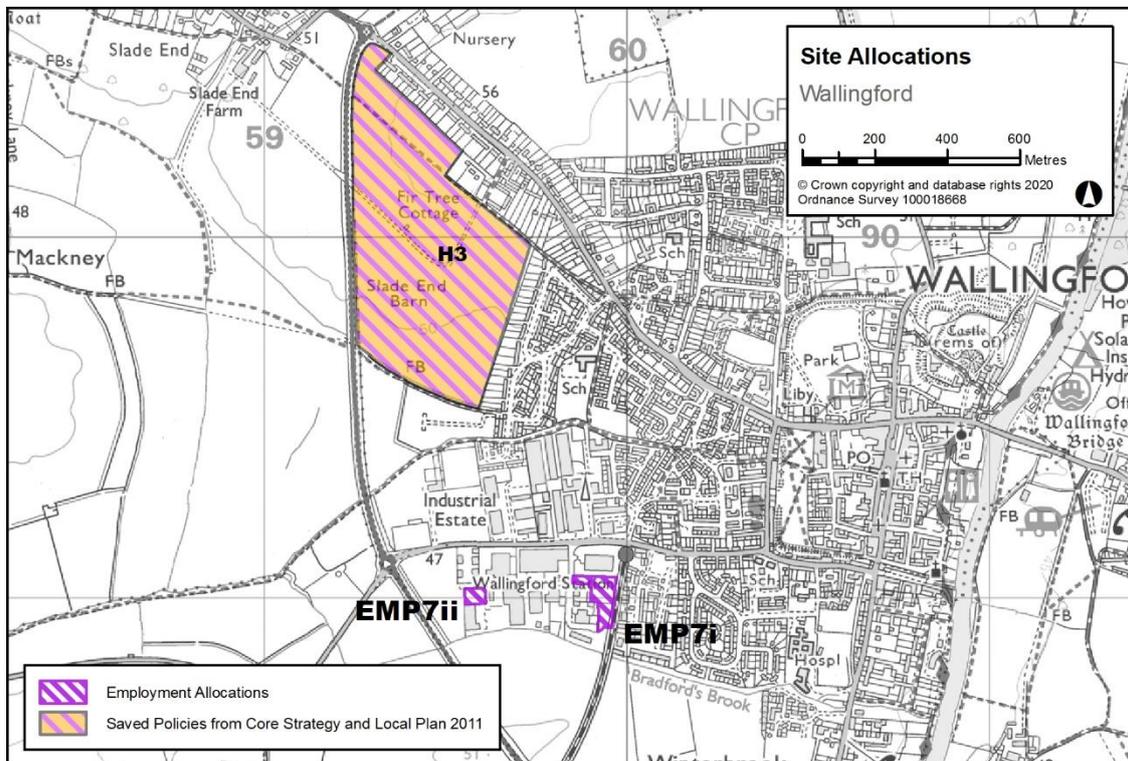


# Appendix B – (MN53) Appendix 3, Amendment to Wallingford Site Allocations Map

Submission Map:

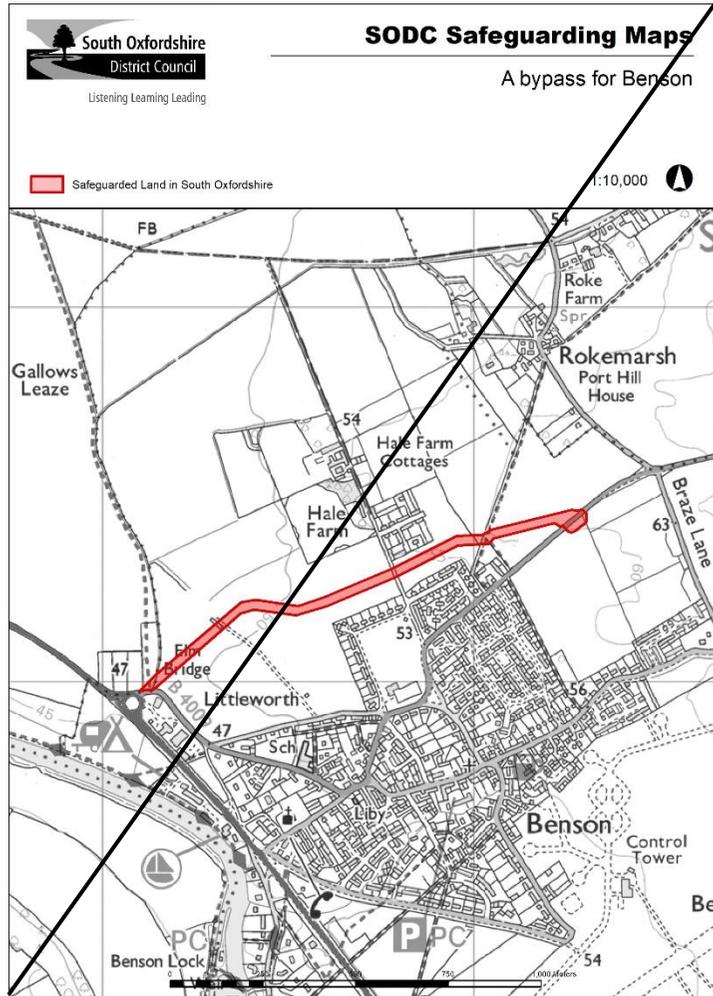


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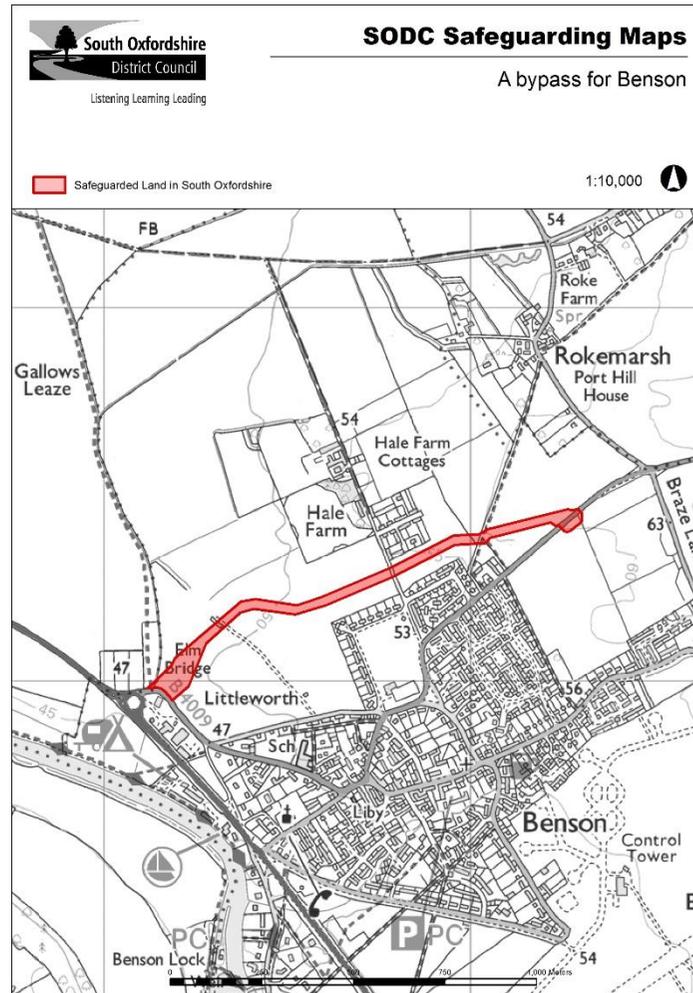


# Appendix C – (MN55) Appendix 5, Amendment to Safeguarding Maps

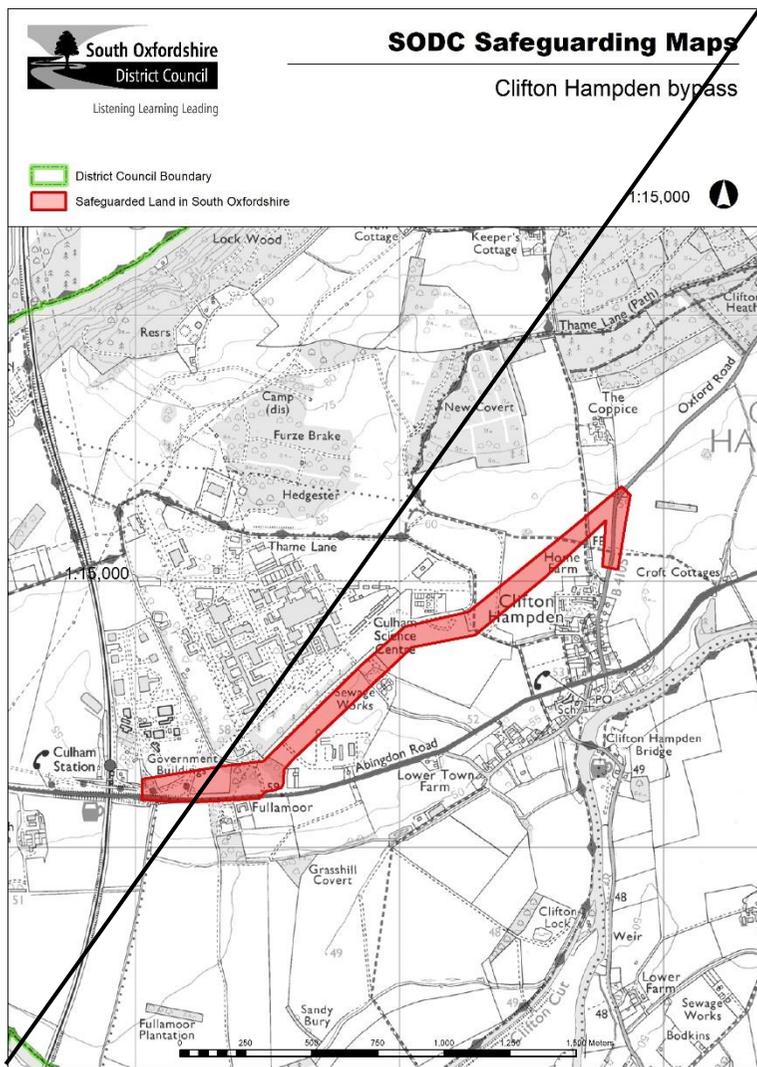
## Submission Map:



## Proposed Amendment to the Map:

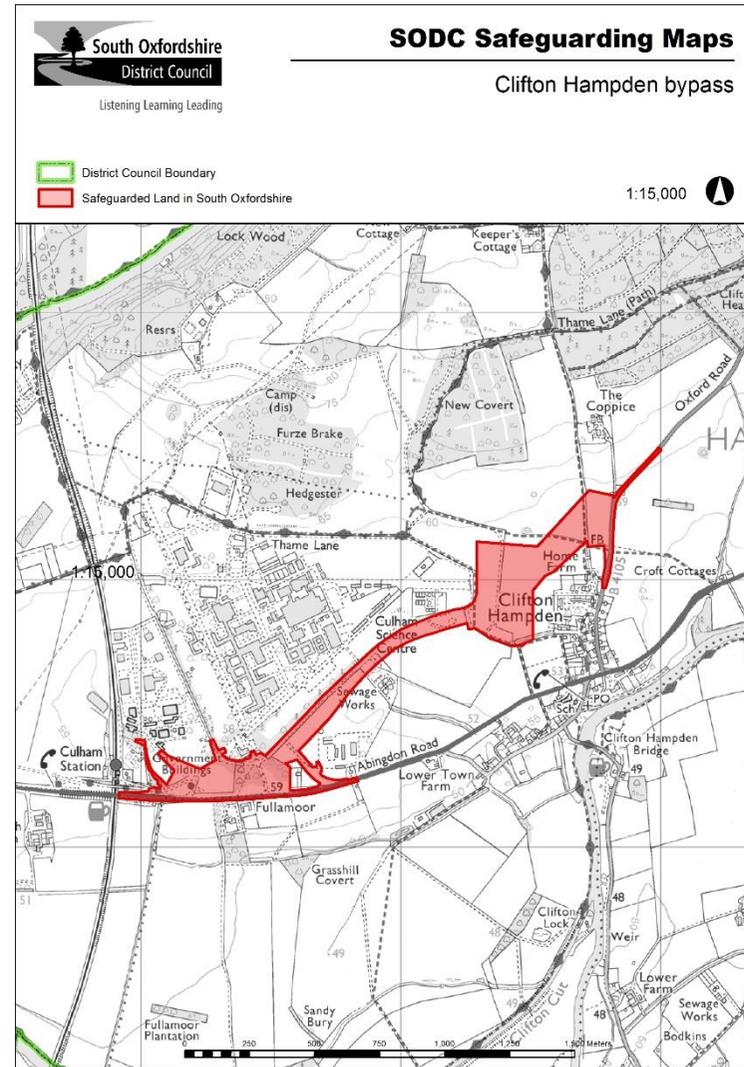


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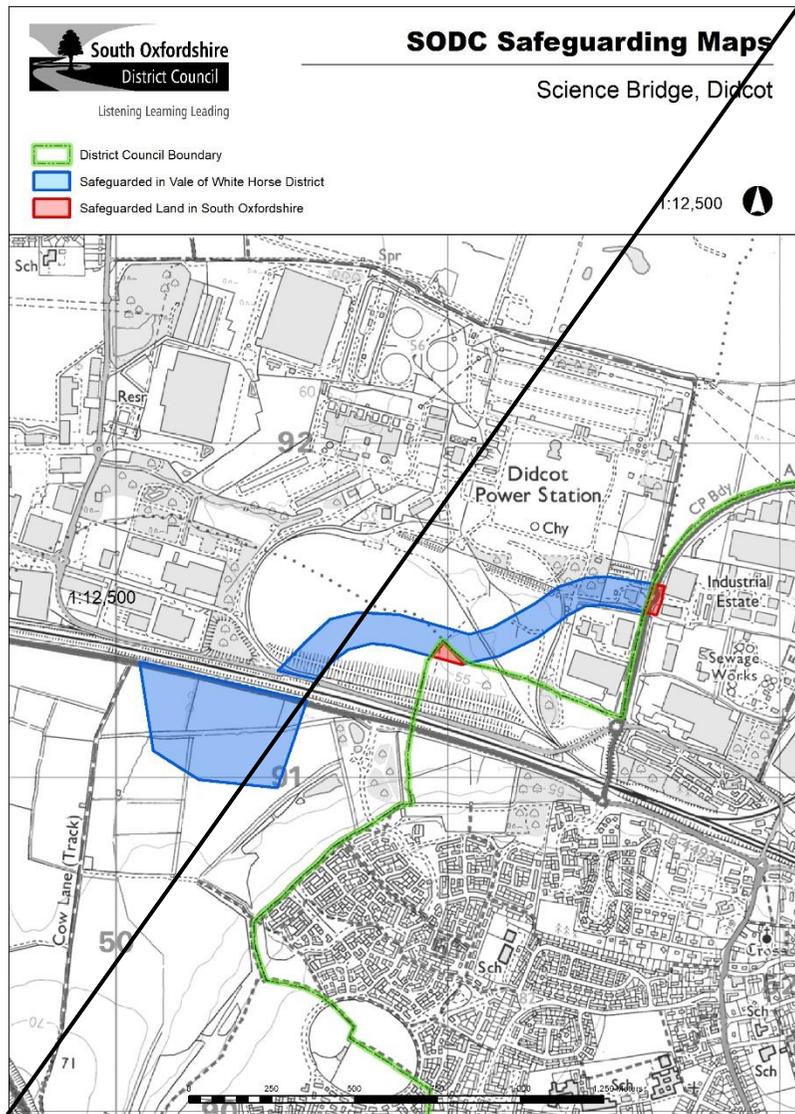
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Proposed Amendment to the Map:



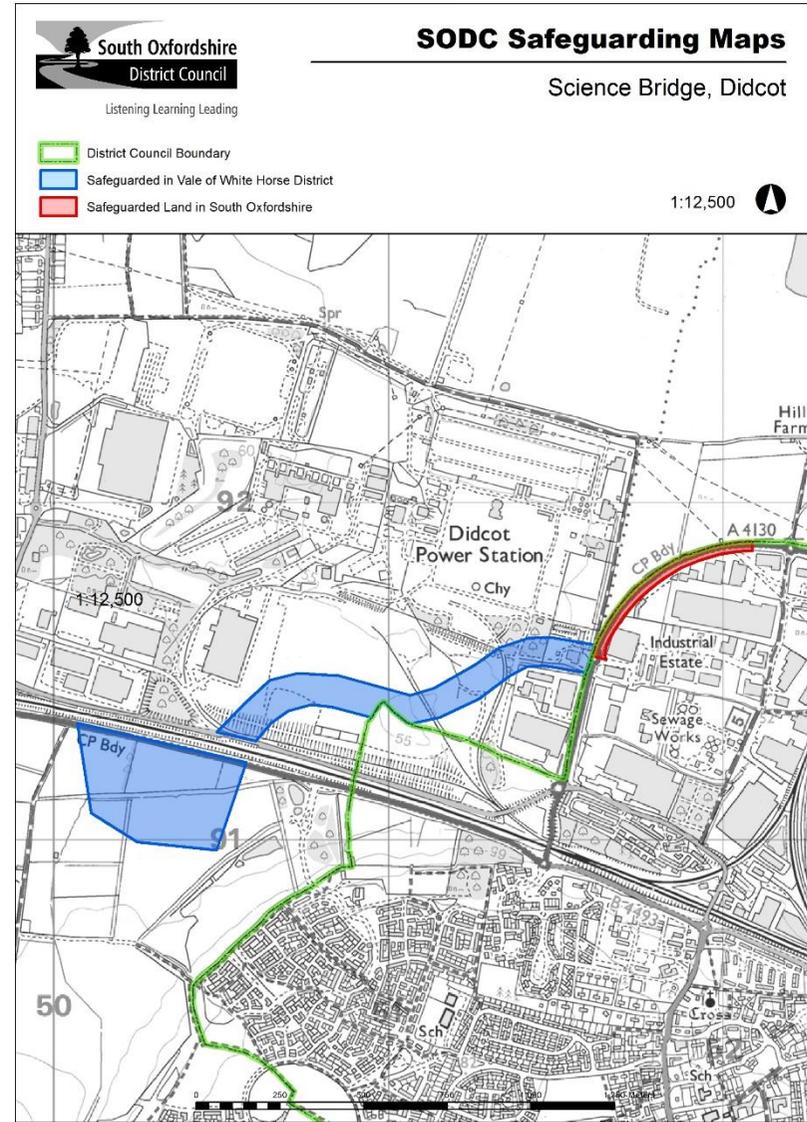
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Submission Map:



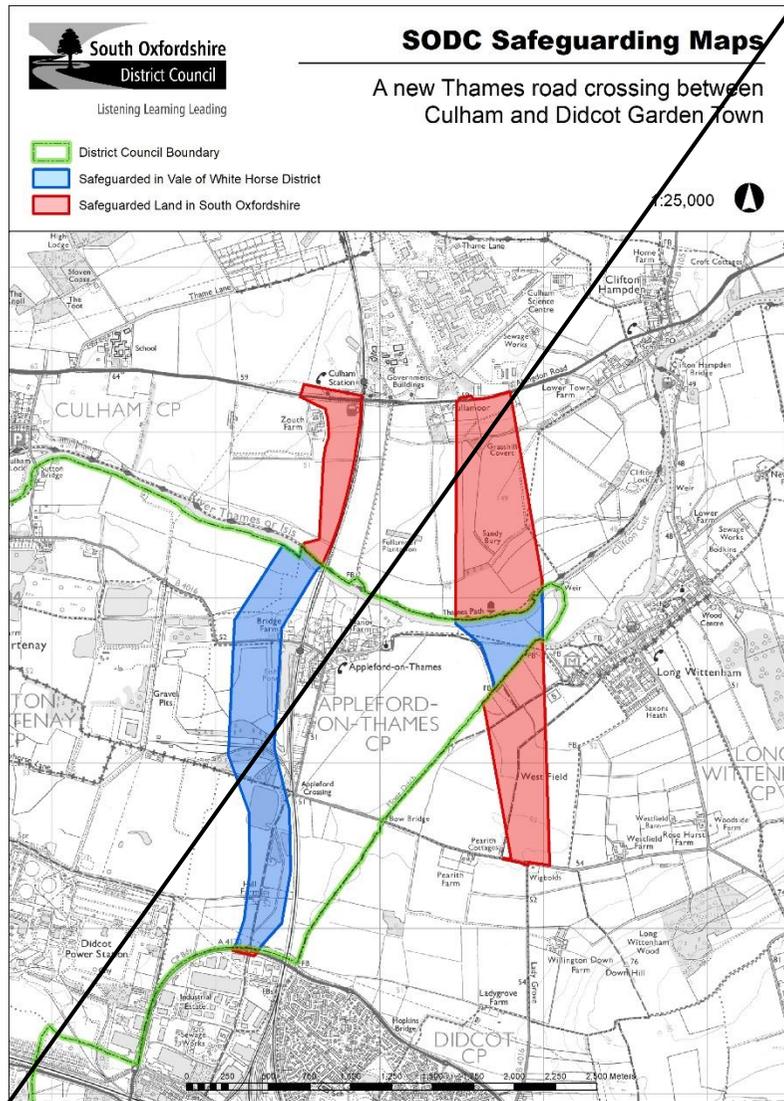
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Proposed Amendment to the Map:



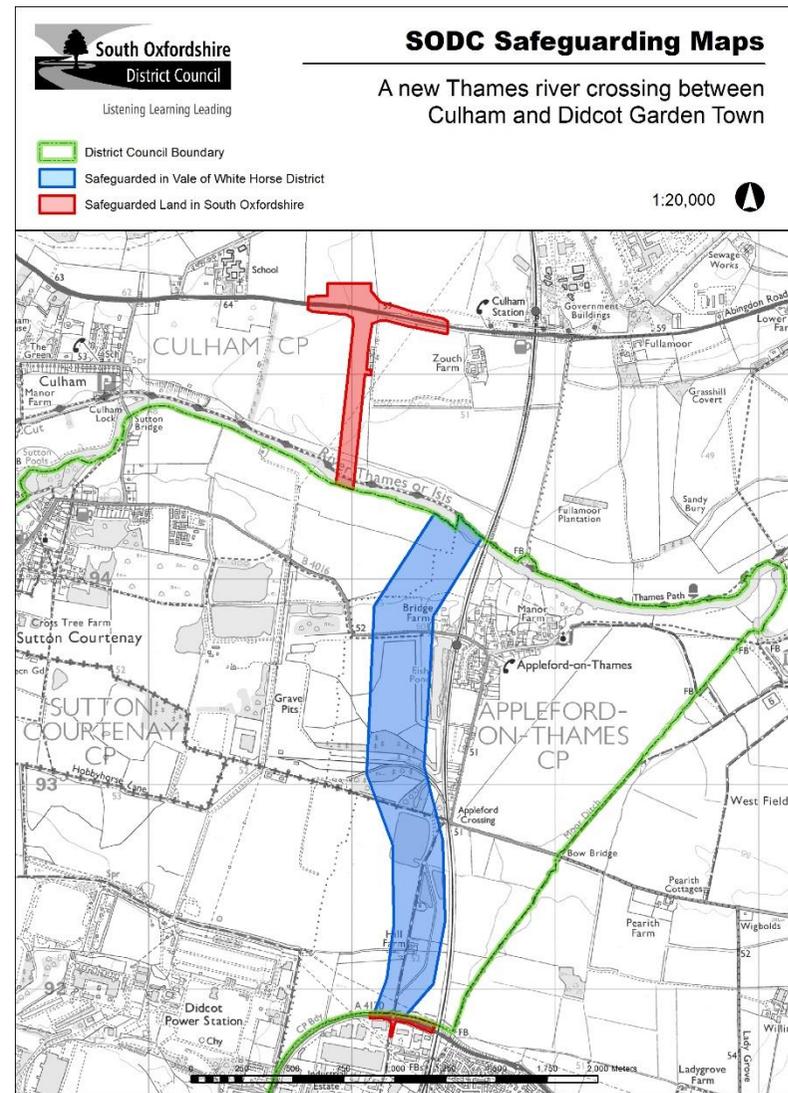
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Submission Map:



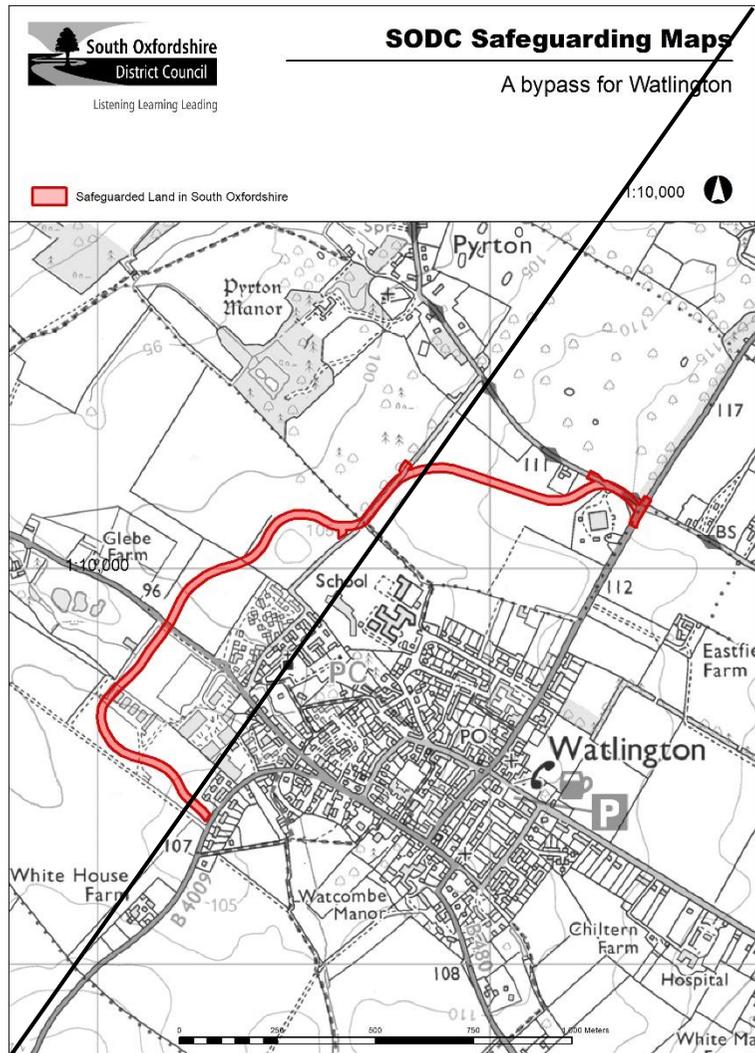
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Proposed Amendment to the Map:

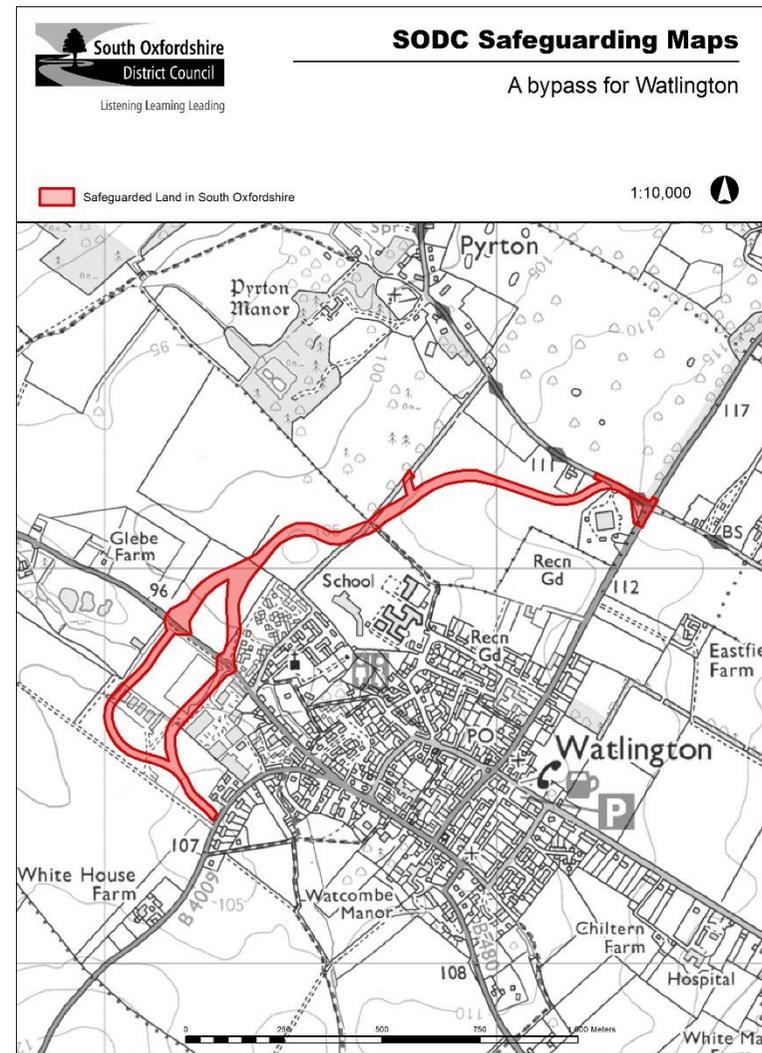


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Submission Map:



Proposed Amendment to the Map:



## Appendix D

### Appendix 16 – How Climate Change is addressed in the Local Plan

South Oxfordshire District Council declared a Climate Emergency on 3 April 2019. A parliamentary declaration of a Climate Emergency was made during the spring of the same year. The parliamentary declaration led to the target within the Climate Change Act 2008 being made more challenging. The change was enacted on 27 June 2019 and requires the UK to achieve a 100% reduction in Carbon emissions by 2050 as measured against 1990 levels. South Oxfordshire District Council has sought to reduce carbon emissions and adapt to Climate Change, where possible, through the policies within the Local Plan. This appendix outlines the ways in which the policies and proposals within the plan seek to address climate change in accordance with the legislative framework as at June 2020. This appendix is intended to signpost how the Local Plan satisfies the provisions of Section 19(1A) of the Planning and Compulsory Purchase Act 2004 which requires that: 'Development plan documents must (taken as a whole) include policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change.'

It is noted that the UK is undergoing a transitional period with regard to the exit from the European Union, proposed changes to building regulations and the enactment of the Environment Bill. The monitoring framework that has been put in place will be used to ensure that the policies are acting to achieve the required carbon reductions.

#### How Climate Change is Addressed Through the Local Plan

Local Plan Policy	Paragraph	Page	Policy wording that addresses Climate Change	How this addresses Climate Change
n/a	3.4	19	...New development will meet the highest standards of design with necessary associated infrastructure.	The visioning section of the Plan supports high standards of design. Since the publication of the National Design Guide in October 2019, it is implied that the phrase "high standards of design" includes factors such as resources and lifespan as these are identified as key characteristics of good design by the guide. The South Oxfordshire Design Guide SPD identifies the key design objectives for development that is "sustainable and resilient to climate change and minimises energy consumption and mitigates water run-off and flood risks". This approach is key to addressing climate change in new development.
n/a	3.6	19	...Roads and rail links will have been improved and pedestrian and cycle networks will have made it easier for	The vision supports walking, cycling and active travel through improvements to the cycle network that will

Local Plan Policy	Paragraph	Page	Policy wording that addresses Climate Change	How this addresses Climate Change
			people to get around, in particular to major employment sites.	contribute to reducing carbon emissions generated through travel choices.
OBJ 3.2	n/a	22	Aim to reduce commuting distances by supporting business growth in locations close to existing business areas, transport connections and broadband provision.	The objective supports walking, cycling and active travel by reducing commuting distances to those achievable through active travel to reduce carbon emissions generated through travel choices.
OBJ 3.3	n/a	22	Ensure economic and housing growth are balanced, to support sustainable journeys to work, recognising that we cannot determine where people work – some of whom will choose to travel to employment locations beyond our district, such as London, Oxford and Reading.	The objective supports walking, cycling and active travel by balancing economic and housing growth to help achieve a reduction in the need for car-based commuting to reduce carbon emissions generated through travel choices.
OBJ 4.2	n/a	22	Make sustainable transport, walking and cycling an attractive and viable choice for people, whilst recognising that car travel and parking provision will continue to be important in this predominantly rural District.	The objective supports walking, cycling and active travel to reduce carbon emissions generated through travel choices.
OBJ 5.1	n/a	23	Deliver high quality, innovative, well designed and locally distinctive developments in sustainable locations with regard to the South Oxfordshire Design Guide.	The adopted South Oxfordshire Design Guide SPD is referred to throughout the Plan and the principles set out in the guide have been adopted through the Local Plan. The principles include minimisation of environmental impacts and the construction of sustainable buildings appropriate to their function and context.
OBJ 8.2	n/a	23	Minimise carbon emissions and other pollution such as water, air, noise and light, and increase our resilience to the likely impact of climate change, especially flooding. Lower energy use and support an increase in renewable energy use. Support growth in locations that help to reduce the need to travel.	The objective is fundamental to addressing climate change through the Local Plan. The need to minimise carbon emissions and other pollutants and take actions to mitigate and adapt to the effects of climate change is fundamental to addressing the climate change emergency.
n/a	4.9	27	Support a movement strategy that strengthens connections to key places, allows a choice of transport modes and manages traffic to improve environmental quality;	Support for walking, cycling and active travel to reduce carbon emissions generated through travel choices.

Local Plan Policy	Paragraph	Page	Policy wording that addresses Climate Change	How this addresses Climate Change
n/a	4.9	27	...Contribute to addressing the causes and impacts of climate change	The overall strategy will help address Climate Change through improving resilience and supporting adaptation and mitigation measures.
n/a	4.11	27	The spatial strategy supports growth in locations that help reduce the need to travel with its focus at Science Vale, Towns and larger villages as well as allocations adjacent to the City of Oxford. Appendix 16 of the Local Plan highlights all elements of the Local Plan where the Plan helps to minimise carbon emissions, lower energy use and help to reduce the need to travel.	The overall spatial strategy focuses growth in locations that will help to reduce carbon emissions generated through travel choices, minimise carbon emissions generated through development and lower energy use. This table is intended to highlight where the plan has acted to carry out these actions.
STRAT1	1	28	<ul style="list-style-type: none"> <li>▪ Focusing major new development in Science Vale including Didcot Garden town and Culham so that this area can play an enhanced role in providing homes, jobs and services with improved transport connectivity;</li> <li>▪ Providing strategic allocations...including necessary infrastructure and community facilities;</li> <li>▪ Supporting and enhancing the economic and social dependencies between our towns and villages;</li> <li>▪ Supporting the roles of Henley-on-Thames, Thame and Wallingford by maintaining and improving the attractiveness of their town centres through measures that include environmental improvements and mixed-use developments and by providing new homes, jobs, services and infrastructure;</li> <li>▪ Meeting unmet housing needs of Oxford City...adjacent to the boundary of Oxford near to where that need arises;</li> <li>▪ Supporting and enhancing the roles of the larger villages.... as local service centres;</li> </ul>	The Policy includes the consideration of the contribution to tackling climate change as a priority consideration for all development that accords with the overall strategy of the Plan. The Local Plan seeks to build upon the existing settlement hierarchy and actively create a sustainable pattern of development throughout the district. Development is focussed primarily at Science Vale and sustainable settlements (which include towns and the proposed designated Larger villages). This is complemented by locating development next to the neighbouring major urban area of Oxford, the identification of new settlements, and the location of development to fund regeneration and by raising densities. Drawing on a combined approach to the distribution of development enables a series of benefits to be delivered through the Plan and this ensures that the development needs of the district can be accommodated in the most sustainable way. A key outcome of the spatial strategy is the minimisation of the need to travel to help to reduce carbon emissions generated through travel choices.

Local Plan Policy	Paragraph	Page	Policy wording that addresses Climate Change	How this addresses Climate Change
			<ul style="list-style-type: none"> <li>▪ Supporting smaller and other villages by allowing for limited amounts of housing and employment to help secure the provision and retention of services;</li> <li>▪ Contributing to tackling climate change.</li> </ul>	
n/a	4.43	37	<p>...An important part of our strategy for Science Vale is to improve and strengthen its relationship with Didcot, and realise Didcot’s full potential as a thriving and attractive location to live, work and visit. We will do this by providing the homes, jobs, skills, and infrastructure needed to turn Didcot into a successful and sustainable town in its own right, and a vital part of a thriving Science Vale.</p>	Improved connections between Science Vale and Didcot will provide opportunities to make active travel a primary transport alternative to reduce carbon emissions generated through travel choices.
n/a	4.44	37	<p>4.44 Our strategic approach for Science Vale...</p> <ul style="list-style-type: none"> <li>▪ Excellent design embedded in development throughout Science Vale</li> <li>▪ A “step change” in travel choices away from car travel towards public transport, cycling and walking with Didcot at the heart of a fully connected Science Vale</li> <li>▪ More and better cycling and walking links to encourage reliable, active and healthy travel...</li> </ul>	The strategic approach to Science Vale supports active travel to reduce carbon emissions generated through travel choices. Excellent design encompasses factors such as resources and lifespan as key characteristics in accordance with the National Design Guide and the South Oxfordshire Design Guide SPD to minimise energy use and carbon emissions generated through new development.
	1	38	<p>1. Within the Didcot Garden Town masterplan area the Local Plan will:</p> <p>iii) support the delivery of ambitious Green Infrastructure provision and plan safe, healthy and active spaces, supported by Policy ENV5;</p>	The policy supports the delivery of green infrastructure to improve resilience to the effects of climate change.
	1	38	<p>iv) focus on enhancing rail services to Didcot, complemented by measures to enhance Didcot Parkway station and improve access by sustainable modes of transport;</p>	The policy supports improvements to public transport to serve as an alternative to private car use to reduce carbon emissions generated through travel choices.

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	1	38	vii) enable flexibility and resilience to plan for future changes, including... addressing climate change impacts...	The policy requires flexibility and resilience to address climate change impacts.
	6	38	<p>6. Proposals for development within the Didcot Garden Town Masterplan Area, as defined on the Policies Map and shown by Appendix 6, will be expected to demonstrate how they positively contribute to the achievement of the Didcot Garden Town Masterplan Principles (Figure 1)</p> <p>Figure 1 – Didcot Garden Town Principles</p> <p>Transport and movement - The Garden town will reduce reliance on motorised vehicles and will promote a step-change towards active and public transport through the creation of a highly legible, attractive and accessible movement network and the appropriate location of housing, employment and leisure facilities. The Garden town will seek to improve opportunities for access to sport and physical activities through Sport England’s active Design Principles. Cycling and pedestrian links between the Garden town, its surrounding villages, natural assets and the strategic employment sites will be enhanced.</p> <p>Landscape and Green Infrastructure - New development in the Garden town will enhance the natural environment, through enhancing green and blue infrastructure networks, creating ecological networks to support an increase (or where possible achieve a net gain) in biodiversity and supporting climate resilience through the use of adaptation and design measures. The Garden town will also seek to make effective use of natural resources including energy and</p>	The policy requires development within the Garden Town to meet the Garden Town Principles. These include reducing reliance on motor vehicles by promoting active travel and public transport; also enhancing the natural environment and biodiversity to support climate resilience as well as other climate adaptation and design measures.

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			water efficiency, as well as exploring opportunities for promoting new technology within developments. Innovative habitat planting and food growing zones will characterise the Garden town and, in turn, these measures will support quality of life and public health.	
STRAT4	5	40	ix. a statement on how it is intended to achieve low carbon emissions and facilitate renewable energy generation	The policy requires proposals for development to include a statement on addressing climate change. This will help decision makers ensure that climate change actions have been adequately considered in the planning of the development.
STRAT7	2	47	ix) To deliver all necessary transport infrastructure as set out in the Infrastructure Delivery Plan, which is likely to include: c. improvements to the Public Transport network through significant contributions to new or improved services to include but not limited to increased frequency on the Chalgrove to Oxford bus route of 4 buses per hour to be supported by highway improvements on the B480 corridor, and an east west bus service linking Chalgrove to Didcot (and where feasible other employment and growth areas) with a target frequency of 2 buses per hour; d. encourages cycling and walking and provides links through the site and to adjacent employment and into the village of Chalgrove and to other local destinations by providing new connections or improving the existing public rights of way network;	The policy supports active travel and requires improvements to public transport to serve as an alternative to private car use to reduce carbon emissions generated through travel choices.
STRAT7	2	48	x) an integrated network of green infrastructure can be provided that both links wildlife habitats and enhances ecologically important habitats and open space provision as set out in the Infrastructure Delivery Plan;	The policy ensures that the enhancement of important habitats, including linking wildlife corridors through the provision of green infrastructure, is required in proposals for the development. This is intended to improve resilience to the effects of climate change.

<b>Local Plan Policy</b>	<b>Paragraph</b>	<b>Page</b>	<b>Policy wording that addresses Climate Change</b>	<b>How this addresses Climate Change</b>
STRAT7	2	48	xi) a scheme that delivers specific mitigation and management of surface water and runoff for the benefit of the existing village of Chalgrove;	The policy requires that the scheme addresses the need for surface water management in anticipation of existing pluvial flooding and how flood events that are likely to occur now, and those anticipated as a result of climate changes, will be managed.
STRAT7	2	48	xiii) Low carbon development and renewable energy in accordance with STRAT4.	The policy requires proposals to deliver low carbon development and renewable energy which will directly reduce carbon emissions and help ensure that climate change actions have been adequately considered in the planning of the development.
STRAT7	3	48	3. Proposals for development on the site should seek to achieve a net gain in biodiversity. Any residual biodiversity loss should be offset through a recognised offsetting scheme.	The policy requires a net gain in biodiversity to improve resilience to the effects of climate change.
n/a	4.71	49	.... At the adjacent 'no. 1 site' and land west of the railway the Council expects a mixed-use development to be brought forward...This provides an opportunity to provide significant development in a sustainable location. The Local Plan proposes development here that will have access to employment opportunities as well as public transport at the railway station. This will be a community within Science Vale that can make the most of advancing technologies such as clean heat and power generation and autonomous vehicles....	The supporting text provides support for advancing technologies that may help to address carbon reductions through the co-location of potentially symbiotic development.
STRAT8	5	51	5. Low carbon development and renewable energy in accordance with STRAT4.	The policy requires proposals to deliver low carbon development and renewable energy which will directly reduce carbon emissions and help ensure that climate change actions have been adequately considered in the planning of the development.
STRAT9	3	53	vii) all necessary transport infrastructure referred to in the Infrastructure Delivery Plan, which is likely to include:	The policy supports active travel, alternatives to private car use and improvements to cycle connectivity between

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			b. provide for excellent public transport facilities including, but not limited to, new and improvements to existing cycle and footpaths including contributions towards a 'Cycle Premium Route' that is proposed between Didcot and Culham; provision of a new cycle bridge and associated connectivity and paths across the River Thames to connect appropriately with Abingdon-on-Thames to the north of the site; bus improvements including provision of a scheduled bus service, with a minimum of two buses per hour between Berinsfield, Culham and Abingdon, with options to extend or vary services to locations such as Cowley, Chalgrove and Didcot;	Didcot and Culham to reduce carbon emissions generated through travel choices.
STRAT9	3	53	viii) the provision of appropriate communal parks and gardens and amenity greenspace allotments, children's playspace and open space in accordance with the Infrastructure Delivery Plan.	The policy requirements contribute to food security within the district through provision of allotments.
STRAT9	3	53	ix) Low carbon development and renewable energy in accordance with STRAT4.	The policy requires proposals to deliver low carbon development and renewable energy which will directly reduce carbon emissions and help ensure that climate change actions have been adequately considered in the planning of the development.
STRAT9	4	54	v) a layout that has land which remains undeveloped to the northern border of the site and that should be utilised for flood plain storage;	The policy requires land for flood water storage in anticipation of flood events likely to occur now and as a result of climate change.
STRAT9	4	54	x) a net gain in biodiversity which is integrated into the masterplan through the creation of new woodland habitats along the river escarpment and ecological enhancements of the floodplain habitats, including a complex of new wetland habitats and species rich floodplain meadows. Any residual biodiversity loss should be offset through a recognised biodiversity offsetting scheme.	The policy requires a net gain in biodiversity to improve resilience to the effects of climate change.

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STRAT10	2	59	<p>2. All development within the Berinsfield Garden Village will meet the Garden Village principles as set out by the Town and Country Planning Association (TCPA) and in accordance with the Berinsfield Garden Village principles below:</p> <p>ii) forward thinking – a resilient garden village, masterplanned at a human scale that incorporates sustainable energy, adaptable homes and smart street lighting that avoids night sky light pollution</p>	<p>The policy requires all development within the Berinsfield Garden Village to meet the Garden Village Principles. These include incorporating sustainable forms of energy to reduce carbon emissions and adaptable homes that are resilient to the effects of climate change.</p>
	2	59	<p>iii) landscape led – a green garden village with a minimum 38 per cent usable green space in built up areas, minimum 10 per cent biodiversity net gain and design that responds visually to topography and aspect, multi-functional blue-green infrastructure with integrated SUDS from rooftop to attenuation</p>	<p>The policy requires a minimum 10% biodiversity net gain to improve resilience to the effects of climate change.</p>
	2	59	<p>iv) strong sense of place – a connected garden village that creates attractive walking and cycling links between the existing village, new development and the surrounding countryside</p>	<p>The policy supports active travel through the delivery of attractive walking and cycling links encouraging alternative forms of transport to motor vehicles.</p>
	2	59	<p>vi) Sustainable transport and access – an accessible garden village that prioritises walking and cycling, well designed parking solutions, integrated public transport, built in capacity in homes, businesses and public space to enable innovative transport solutions and safe neighbourhoods with natural surveillance and smart lighting</p>	<p>The policy prioritises walking, cycling, public transport and other innovative transport solutions rather than the use of motorised vehicles.</p>
	2	59	<p>vii) Attention to detail – a legible garden village that people can find their way in, through landmarks, character areas and waymarked routes, detailed design to make local trips more attractive on foot or by bike and use of high-quality materials and design</p>	<p>The policy supports active travel through the delivery of well-designed and attractive walking and cycling routes encouraging alternative forms of transport to motor vehicles.</p>

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STRAT10i	2	59	vi) d. provision for excellent public transport facilities including pump priming a scheduled bus service, with a minimum of two buses per hour between Berinsfield, Culham and Abingdon, with options to extend or vary services to Chalgrove and Didcot	The policy requires improvements to public transport to serve as a practical alternative to private car use to reduce carbon emissions generated through travel choices.
STRAT10i	2	59	e. high quality infrastructure to encourage cycling and walking, and provide links through the site and to adjacent employment and into the village of Berinsfield and to other surrounding locations including Culham; specifically (but not limited to) improving the existing pedestrian / cyclist infrastructure along the A415 from Berinsfield to Culham, and providing for a cycle route from Berinsfield to Oxford	The policy requires the delivery of high-quality infrastructure to support active travel, including improvements to cycle connectivity between Berinsfield and Culham, and Berinsfield and Oxford, to reduce carbon emissions generated through travel choices.
STRAT10i	2	59	vii) provide an integrated network of green infrastructure that links locally important wildlife sites and the enhancement of ecologically important habitats including areas of woodland and open space provision as set out in the Infrastructure Delivery Plan;	The policy ensures that the enhancement of important habitats, including linking wildlife corridors through the provision of green infrastructure, is required in proposals for the development. This is intended to improve resilience to the effects of climate change.
STRAT10i	2	59	x) Low carbon development and renewable energy in accordance with STRAT4.	The policy requires proposals to deliver low carbon development and renewable energy which will directly reduce carbon emissions and help ensure that climate change actions have been adequately considered in the planning of the development.
STRAT10i	3	59	v) a net gain in biodiversity delivered on site which includes extensive new woodland planting in the north and east of the site, significant new woodland buffers around the site boundaries and green linkages through the site.	The policy requires a net gain in biodiversity to improve resilience to the effects of climate change.
n/a	4.91	60	An urban extension to the southern edge of Oxford will promote a sustainable form of development that will in part help the city in addressing its housing commitments of the Oxfordshire Growth Deal. Development at Grenoble Road will provide specific benefits that would not be achievable	The plan supports the provision of a park and ride site to the south of Oxford which can help to address air quality in the city centre, which may be worsened by climate change weather changes.

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			elsewhere in the district; notably the provision of a new park and ride site to the south of Oxford...	
STRAT11	2	63	ix) All necessary transport infrastructure improvements through direct mitigation or contributions to new and improved infrastructure, as set out in the Infrastructure Delivery Plan, which is likely to include: a. cycling and walking infrastructure network on and off site ensuring the site is well connected to Oxford City and appropriate surrounding villages; b. improvements to bus services along the A4074 and B480 corridors to Oxford City and nearby villages and associated infrastructure;	The policy supports active travel, alternatives to private car use and improvements to cycle connectivity between the proposed allocation, Oxford City and surrounding villages to reduce carbon emissions generated through travel choices.
STRAT11	2	63	xiv) Low carbon development and renewable energy in accordance with STRAT4.	The policy requires proposals to deliver low carbon development and renewable energy which will directly reduce carbon emissions and help ensure that climate change actions have been adequately considered in the planning of the development.
STRAT11	3	63	v) a net gain in biodiversity, including proposals to enhance the biodiversity value of the watercourse which connects to the Littlemore Brook. Any residual biodiversity loss should be offset through a recognised biodiversity offsetting scheme.	The policy requires a net gain in biodiversity to improve resilience to the effects of climate change.
STRAT11	3	63	vi) high quality walking and cycling routes within the site.	The policy supports active travel through the delivery of high-quality walking and cycling routes encouraging alternative forms of transport to motor vehicles.
STRAT11	3	63	vii) provision of infrastructure to support public transport through the site.	The policy requires the delivery of high-quality infrastructure to support public transport, to reduce carbon emissions generated through travel choices.
STRAT12	2	67	iv) Low carbon development and renewable energy in accordance with STRAT4.	The policy requires proposals to deliver low carbon development and renewable energy which will directly

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				reduce carbon emissions and help ensure that climate change actions have been adequately considered in the planning of the development.
STRAT12	2	67	vi) all necessary transport improvements through direct mitigation or contributions to new and improved infrastructure, as set out in the Infrastructure Delivery Plan, which is likely to include: a. provision and contribution towards cycling and walking infrastructure and the public rights of way network on and off site ensuring the site is well connected to Oxford City, and appropriate surrounding villages; d. contributions towards improvements to bus services along the B480 corridor and through the site to Oxford City and nearby villages;	The policy supports active travel, alternatives to private car use and improvements to cycle connectivity between the proposed allocation, Oxford City and surrounding villages to reduce carbon emissions generated through travel choices.
STRAT12	3	68	iv) built development within Flood Zone 1 has site specific flood risk mitigation and management including implementation of sustainable surface water drainage measures.	The policy requires a masterplan to demonstrate how flood events likely to occur now and anticipated as a result of climate changes will be managed.
STRAT12	3	68	v) a net gain in biodiversity through the creation and restoration of habitats along the course of the Northfield Brook and biodiversity enhancements integrated into the masterplan with any residual impacts offset through a recognised biodiversity offsetting scheme.	The policy requires a net gain in biodiversity to improve resilience to the effects of climate change.
STRAT12	3	68	vii) high quality walking and cycling routes within the site.	The policy supports active travel through the delivery of high-quality walking and cycling routes encouraging alternative forms of transport to motor vehicles.
STRAT12	3	68	viii) provision of infrastructure to support public transport through the site.	The policy requires the delivery of high-quality infrastructure to support public transport, to reduce carbon emissions generated through travel choices.

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STRAT13	2	71	<p>v) Necessary facilities for movement. As a first priority, these should provide high quality pedestrian, cycle and public transport connections into Oxford to maximise the number of trips made by non-car modes, and measures to discourage car-based development. If, having taken the impact of these measures into account, significant residual impacts on the highway network are still predicted, new highway infrastructure will be required to mitigate those impacts. Any planning application will be expected to be accompanied by a Transport Assessment and Travel Plan. Transport improvements are likely to include:</p> <ul style="list-style-type: none"> <li>a. provision of high quality pedestrian, cycle and public transport access and connectivity to Oxford City Centre and other major employment locations, particularly the hospitals and Oxford Science and Business Parks, including (but not limited to) the links to and across the A40 Oxford Northern Bypass and a new pedestrian and cycle bridge across the A40 which will require a suitable landing point outside of the allocated site;</li> <li>b. road access from the surrounding road network;</li> <li>c. measures to mitigate any significant residual impacts on the highway network, first taking into account the benefits from the sustainable movement measures described above.</li> </ul>	<p>The policy supports active travel and alternatives to private car use by requiring improvements to cycle connectivity between the proposed allocation, Oxford City and surrounding villages to reduce carbon emissions generated through travel choices.</p>
STRAT13	2	71	<p>ix) Low carbon development and renewable energy in accordance with STRAT4.</p>	<p>The policy requires proposals to deliver low carbon development and renewable energy which will directly reduce carbon emissions and help ensure that climate change actions have been adequately considered in the planning of the development.</p>
STRAT13	3	71	<p>i) focuses built development within Flood Zone 1 only, with areas of Flood Zone 2 and 3 preserved as accessible green space;</p>	<p>The policy requires a masterplan to demonstrate how flood events that are likely to occur now, and those anticipated as a result of climate changes, will be managed.</p>

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STRAT13	3	71	iii) develops a transport and movement hierarchy which promotes non-car modes of travel and permeability across the site and beyond to Oxford City, including on and off-site public rights of way enhancements, and identifies where on-site highways infrastructure will be required; ensures appropriate highways and sustainable transport access and permeability across the site, including between Bayswater Road and the B4150 Marsh Lane/A40 junction;	The policy promotes alternatives to private car use that will reduce carbon emissions.
STRAT13	3	71	ix) provides a network of green infrastructure that: <ul style="list-style-type: none"> <li>a. retains and incorporates areas of functional flood plain and existing surface water flow paths;</li> <li>b. protects and enhances existing habitats, particularly those associated Sidlings Copse and College Pond SSSI and the Bayswater Brook;</li> <li>c. connects with adjoining green infrastructure within Oxford City;</li> <li>d. retains and incorporates existing public rights of way and supports movement through the site and into adjoining areas by walking and cycling;</li> </ul>	The policy ensures that the enhancement of important habitats, including linking wildlife corridors through the provision of green infrastructure, is required in proposals for the development. This is intended to improve resilience to the effects of climate change.
STRAT13	3	71	x) a net gain in biodiversity through the protection and enhancement of habitats along the Bayswater Brook, new habitats to the north buffering the Sidlings Copse and College Pond SSSI and offsite biodiversity enhancements.	The additional policy point policy requires a net gain in biodiversity to improve resilience to the effects of climate change.
STRAT14	2	77	iv) all necessary transport infrastructure including: <ul style="list-style-type: none"> <li>a. Improvements to walking and cycling provision</li> <li>b. contribution to public transport provision</li> <li>c. travel plan monitoring</li> </ul>	The policy supports active travel and alternatives to private car use by requiring improvements to cycle connectivity and public transport provision to reduce carbon emissions generated through travel choices.
STRAT14	2	77	vii) Low carbon development and renewable energy in accordance with STRAT4.	The policy requires proposals to deliver low carbon development and renewable energy which will directly reduce carbon emissions and help ensure that climate

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				change actions have been adequately considered in the planning of the development.
STRAT14	3	77	Valuable individual specimen trees, avenue and groups of trees and native vegetation are retained and respected;	The policy offers protection for biodiversity within the development.
HEN1	1	79	v) improve accessibility, car and cycle parking in the Town Centre, and pedestrian and cycle links; vii) address air quality issues;	The policy supports active travel choices and development to address air quality in the town centre, which may worsen due to weather changes resulting from climate change.
TH1	1	80	iv) improve accessibility, car and cycle parking, pedestrian and cycle links;	The policy supports active travel choices.
WAL1	1	81	iv) improve accessibility, car and cycle parking in the town centre, pedestrian and cycle links; vii) address air quality issues in the town centre.	The policy supports active travel choices and development to address air quality in the town centre, which may worsen due to weather changes resulting from climate change.
H1	3	87	3. Residential development on sites not allocated in the development plan will only be permitted where:  i. it is for affordable housing on a rural exception site or entry level housing scheme; or ii. it is for specialist housing for older people in locations with good access to public transport and local facilities; or iii. it is development within the existing built up areas of towns and larger villages as defined in the settlement hierarchy (shown in Appendix 7); or iv. infilling and brownfield sites within smaller and other villages as defined in the settlement hierarchy; or v. it is brought forward through a community right to build order; or vi. there are other specific exceptions/circumstances defined in a Neighbourhood Development Plan and/or Neighbourhood Development Orders; or	The policy supports the provision of residential development in locations that minimise the need for residents to travel, which will help to achieve carbon reductions.

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			<p>vii. it would bring redundant or disused buildings into residential use and would enhance its immediate surroundings; or</p> <p>viii. The design is outstanding or innovative and of exceptional quality and would significantly enhance its immediate setting.</p>	
n/a	6.15	126	<p>... The Local Plan continues to support the increased productivity and growth of all sectors through supporting business formation, growth and relocation as well as supporting the delivery of infrastructure necessary for this to occur. This inclusive economic view will give all people the opportunity to work at or nearer their home and reduce long distance out-commuting....</p>	<p>The Economic Strategy supports the reduction of long-distance car dependent out-commuting, which will help to achieve carbon reductions.</p>
n/a	6.20	127	<p>The council is supporting significant housing development at Chalgrove Airfield, Berinsfield and Grenoble Road to enable the creation of sustainable communities and to provide new residents with the chance to work locally. The Local Plan proposes allocations for additional employment land at these locations to complement the strategic allocations. In addition, the Local Plan supports the provision of additional employment land at the four towns as these are sustainable locations where additional housing delivery will take place over the plan period.</p>	<p>The Plan supports the alignment of residential and employment growth to help to reduce the need to travel, which will help to achieve carbon reductions.</p>
n/a	6.25	131	<p>It is important that local employment sites are retained to maintain a reasonable balance of employment and housing uses within settlements. This affords the residents of the villages, towns and surrounding areas the opportunity to find work locally. this need is particularly strong as a number of employment sites and premises have been redeveloped for housing in recent years. Local employment plays an</p>	<p>The Plan supports the retention of residential and employment land uses to help to reduce the need to travel, which will help to achieve carbon reductions.</p>

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			important role in supporting local services and facilities and supporting sustainable communities.	
n/a	7.1	147	Good connections and high-quality infrastructure are essential to our quality of life...Improving accessibility to services and employment is fundamental to sustainable development and to meeting the objectives of this Plan. The challenge is to do this in a way that minimises the impact of the transport system on the environment whilst encouraging development that actively supports walking, cycling and public transport to minimise the need to travel, and provides for necessary improvements in a cost effective way.	The Plan supports the provision of transport infrastructure that helps to achieve carbon reductions through support for active travel choices and public transport provision.
n/a	7.15	152	To enable delivery of transport network improvements required to bring forward new development, there will be a need for on-going positive engagement with infrastructure providers throughout the plan period...New development can help fund and enable the provision of new public transport, walking and cycle links between homes, jobs, shops and other facilities such as health centres and help tackle climate change. In Didcot, development of sustainable transport improvements will need to align to development of the Didcot Garden Town...	The Plan supports the provision of transport infrastructure that helps to achieve carbon reductions through support for active travel choices and public transport provision to achieve carbon reductions.
TRANS2	1	154	The Council will work with Oxfordshire County Council and others to: i) ensure that where new development is located close to, or along, existing strategic public transport corridors, bus and/or rail services can be promoted and strengthened in response to increases in demand for travel and freight; ii) plan positively for rail improvements within the area that support improved connectivity to areas of new development;	The policy extensively supports both public transport provision and improvements and highlights the need for active travel alternatives which help to achieve carbon reductions.

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			<p>iii) ensure new development is designed to encourage walking and cycling, not only within the development, but also to nearby facilities, employment and public transport hubs;</p> <p>iv) support provision of measures which improve public transport (including Park &amp; Ride), cycling and walking networks within and between towns and villages in the district;</p> <p>v) support, where relevant, sustainable transport improvements in the wider Didcot Garden Town area and in and around Oxford, particularly where they improve access to strategic development locations;</p> <p>vi) promote and support improvements to the transport network which increase safety, improve air quality, encourage use of sustainable modes of transport and/or make our towns and villages more attractive;</p>	
TRANS4	3	158	<p>The transport assessment or transport statement should, where relevant:</p> <p>i) illustrate accessibility to the site by all modes of transport;</p> <p>ii) show the likely modal split of journeys to and from the site;</p> <p>iii) detail the proposed measures to improve access by public transport, cycling and walking to reduce the need for car travel and reduce transport impacts;</p>	<p>The policy requires development proposals that will generate significant transport impacts to be accompanied by a transport assessment that demonstrates how public transport provision and improvements will be secured and requires the active travel measures to be detailed. By focussing developers on these key aspects of their schemes, decision makers will be able to ensure that opportunities to maximise active travel and public transport have been taken.</p>
TRANS5	1	159	<p>Proposals for all types of development will, where appropriate:</p> <p>ii) provide safe and convenient routes for cyclists and pedestrians, both within the development, and including links to rights of way and other off-site walk and cycle routes where relevant;</p>	<p>The policy is the key delivery policy for climate change related transport actions. The policy ensures that active travel routes are secured within development proposals and that cycling and public transport infrastructure is integrated into development. The policy also supports the use of electric and/or low emission vehicles through the</p>

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			iii) provide for covered, secure and safe cycle parking, complemented by other facilities to support cycling where relevant; iv) be designed to facilitate access to high quality public transport routes, including safe walking routes to nearby bus stops or new bus stops; v) provide for appropriate public transport infrastructure; ix) be designed to enable charging of plug-in and other low emission vehicles in safe, accessible and convenient locations; xiv) provide facilities to support the take up of electric and/ or low-emission vehicles.	provision of appropriate supporting infrastructure. The policy also makes reference to Oxfordshire County Council Parking Standards which are the highway authority standards for the provision of parking spaces and any requirements for electric vehicle charging points.
INF2	2	162	Proposals for all new development should ensure appropriate infrastructure is provided during construction, sufficient to enable all development to be connected to full fibre broadband without any post development works.	The policy requires excellent broadband connectivity for all development. High quality internet connections are fundamental to reducing the need to travel, particularly for businesses and increasingly for home-based employees.
INF4	2	164	New developments are required to be designed to a water efficiency standard of 110 litres/head/day (l/h/d) for new homes.	The policy requires the optional enhanced level of water efficiency as prescribed by current building regulations.
INF4	3	165	Proposals that increase the requirement for water will only be permitted where adequate water resources either already exist or can be provided without detriment to existing abstraction, river flows, groundwater flow to and from springs, water quality, biodiversity or other land uses.	The policy requires that there is sufficient water available to serve new development without detriment to existing water sources, biodiversity or other land uses. Applicants will need to work with Thames Water to ensure that the water needs of development can be provided and the policy approach supports the eventuality of the need for water neutral development over the course of the plan period.
n/a	8.5	167	We will seek to ensure that the planning and design of development not only protects water supply and quality, but also protects and, where appropriate restores, natural river	The plan commits the Council to protection and enhancement of natural river form and function but recognising the need to maximise flood risk resilience in a changing climate.

Local Plan Policy	Paragraph	Page	Policy wording that addresses Climate Change	How this addresses Climate Change
			form and function, whilst maximising resistance and resilience to flood risk.	
ENV1	2	169	<p>South Oxfordshire's landscape, countryside and rural areas will be protected against harmful development. Development will only be permitted where it protects and, where possible enhances, features that contribute to the nature and quality of South Oxfordshire's valued landscapes, in particular:</p> <p>i) Trees (including individual trees, groups of trees and woodlands), hedgerows and field boundaries; Irreplaceable habitats such as ancient woodland and aged or veteran trees found outside ancient woodland;</p> <p>iii) The landscapes, waterscapes, cultural heritage and user enjoyment of the River Thames, its tributaries and flood plains;</p> <p>iv) Other watercourse and water bodies...</p>	The policy ensures that development protects, and where possible enhances, natural features habitats that contribute to biodiversity and watercourses that are essential to managing the risks of flooding.
ENV1	4	170	The Council will seek the retention of important hedgerows ( <del>according to the definition within the Hedgerow Regulations 1997</del> ). Where retention is not possible and a proposal seeks the removal of a hedgerow, the Council will require compensatory planting with a mixture of native hedgerow species.	The policy protects hedgerows in recognition of their contribution to biodiversity, benefits of flood attenuation, cooling and shading and carbon capture and storage.
	8.10		Trees and hedgerows, individually and collectively, can make an important contribution to biodiversity and the landscape. They also absorb atmospheric pollution and have a beneficial influence on the climate.	The supporting text recognises the beneficial contribution made by trees and hedgerows.
ENV2	All	172	Full policy	The policy aims to protect biodiversity of protected sites across the district which may be at risk from development or more sensitive to change as a result of climate change impacts.

Local Plan Policy	Paragraph	Page	Policy wording that addresses Climate Change	How this addresses Climate Change
ENV3	All	173	Full policy	Policy ENV3 aims to protect and enhance the biodiversity of the district as a whole across all non-protected sites. The use of a biodiversity metric is required to ensure that net gains in biodiversity are achieved by development. The policy recognises the need to enhance biodiversity where possible in view of the increased risks posed by climate change.
ENV4	All	175	Full policy	The policy aims to ensure that development near watercourses protect and enhances both the watercourse and its biodiversity. The policy supports de-culverting of watercourses where possible and includes a development buffer zone along the bank of watercourses to help to protect biodiversity and maintain wildlife corridors. Development for mooring outside of settlements is also restricted by the policy. The policy recognises the need to enhance biodiversity where possible in view of the increased risks posed by climate change.
None	8.18	175	Watercourses are vital to biodiversity, provide a unique range of habitats, act as wildlife corridors, and form an important element of South Oxfordshire's ecological network. they make a significant contribution towards the character of our landscape and form an important part of green infrastructure. They provide vital ecosystem services, help improve water quality, provide drainage and flood management and provide green space for informal recreation. Of specific note are South Oxfordshire's globally rare chalk streams which support special wildlife habitats and species.	The role of watercourses is recognised by the plan in terms of their importance to biodiversity, water quality, drainage and flood management which are all factors impacted upon by climate change.
	8.19 to 8.20	175	The health of all watercourses is under pressure from a variety of issues including abstraction, pollution and increased disturbance. It is essential that watercourses are	The need to integrate watercourses into development to protect their ecological importance and ensure that abstraction, pollution and disturbance do not detract from

Local Plan Policy	Paragraph	Page	Policy wording that addresses Climate Change	How this addresses Climate Change
			<p>positively integrated into the design of new development from the outset to protect their ecological importance and retain and enhance biodiversity. Integrating watercourses into development can provide attractive riverside settings, natural areas of green infrastructure and areas for informal recreation.</p> <p>All development proposals adjacent to watercourses should avoid damaging impacts and provide mitigation for any unavoidable impacts. Development proposals should aim to provide enhancements to the watercourse that benefit biodiversity and other ecosystem services.</p>	<p>this contribution to biodiversity is recognised. The avoidance of damage and the need for mitigation is also supported by the plan.</p>
ENV5	3	177	<p>All Green Infrastructure provision should be designed with regard to the quality standards set out within the Green Infrastructure Strategy, or where relevant the Didcot Garden Town Delivery Plan. Consideration should also be given to achieving inclusive access and contributing to gains in biodiversity, particularly through the use of appropriate planting which takes account of changing weather patterns. Where new Green Infrastructure is provided, applicants should ensure that appropriate arrangements are in place to ensure its ongoing management and maintenance.</p>	<p>The policy supports the conservation and enhancement of biodiversity through the provision of Green Infrastructure.</p>
n/a	8.27	178	<p>Green Infrastructure is a network of multi-functional green space in both urban and rural areas, which is capable of delivering a wide range of environmental and quality of life benefits for local communities. Such networks can also include “blue” infrastructure features such as ponds, lakes, reservoirs, streams and rivers. When assessing planning applications, we will take into account the findings of the Green Infrastructure Strategy and the Habitat regulations assessment (HRA) to define new Green Infrastructure</p>	<p>The supporting text highlights the importance of appropriate planting in the provision of Green Infrastructure to maximise biodiversity net gains and carbon storage in view of the declared climate emergency.</p>

<b>Local Plan Policy</b>	<b>Paragraph</b>	<b>Page</b>	<b>Policy wording that addresses Climate Change</b>	<b>How this addresses Climate Change</b>
			requirements and how they should be delivered. Where new Green Infrastructure is identified as a mitigation requirement within the HRA this must be delivered by the applicant to meet requirements. Green infrastructure can have an important role to play in enhancing biodiversity, acting as a carbon store, and enhancing the quality of life for residents. Applicants should refer to guides such as the Fieldfare Trust 'Countryside for All – A good practice guide to Disabled People's Access in the Countryside' and the South Oxfordshire Design Guide to ensure that the positive contributions of Green Infrastructure are maximised.	
ENV11	All	187	Full policy	Th policy sets out the approach to controlling development that would be affected by existing sources of pollution.
ENV12	All	188	Full policy	The policy sets out the approach to environmental protection from potentially polluting new development.
EP1	All	189	Full policy	The policy sets out the approach to protecting existing and future residents from the impacts of poor air quality and requires mitigation measures to be put in place where a development will have negative effects on air quality. The policy prohibits development which will lead to air pollution levels set by European and UK regulations being exceeded.
EP3	All	190	Full policy	The policy sets out the requirements for recycling and waste storage and collection facilities that will be required in all development. The policy includes a clause at Para 4 that requires cycle storage to be separated from refuse and recycling storage areas.
EP4	All	192	Full policy	The policy sets out the requirements for locating development in areas at least risk of flooding and the need for flood risk assessments and drainage strategies. The policy includes a clause at Para 6 that requires any SUD schemes to enhance water quality and biodiversity. In

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				addition, Para 5 supports development improving run off rates in the locality of new developments through enhanced attenuation.
None	8.51	193	Areas of South Oxfordshire are at risk of flooding and the impact of climate change is important. Climate change allowances should be taken into consideration in flood risk assessments as set out in National Planning Practice Guidance...	The supporting text notes the importance of ensuring that climate change allowances are considered within flood risk assessments.
DES1	3	198	<p>1. All new development must be of a high-quality design that:</p> <ul style="list-style-type: none"> <li>i) uses land efficiently whilst respecting the existing landscape character;</li> <li>ii) enhances biodiversity and, as a minimum, leads to no net loss of habitat;</li> <li>iii) incorporates and/or links to a well-defined network of green and blue infrastructure;</li> <li>iv) is sustainable and resilient to climate change;</li> <li>v) minimises energy consumption;</li> <li>vi) mitigates water run-off and flood risks;</li> <li>vii) takes into account landform, layout, building orientation, massing and landscaping;</li> <li>viii) provides a clear and permeable hierarchy structure of streets, routes and spaces to create safe and convenient ease of movement by all users;</li> <li>ix) ensures that streets and spaces are well overlooked creating a positive relationship between fronts and backs of buildings;</li> <li>x) clearly defines public and private spaces;</li> </ul>	<p>The policy identifies the key characteristics of high-quality design. By definition, high quality designs are identified as those that are sustainable and resilient to climate change. In addition, Policy DES1 identifies key characteristics of design that help to respond to Climate Change.</p> <p>The policy seeks to integrate the requirements to minimise energy consumption and mitigate water run-off and flood risks as components of all development that have a high design quality, however these requirements are further expanded upon by policies DES8, DES9 and EP4.</p>

Local Plan Policy	Paragraph	Page	Policy wording that addresses Climate Change	How this addresses Climate Change
			<ul style="list-style-type: none"> <li data-bbox="645 272 1328 408">xi) provides access to local services and facilities and, where needed, incorporates mixed uses, facilities and co-locates services as appropriate with good access to public transport;</li> <li data-bbox="645 416 1328 480">xii) provides a wide range of house types and tenures;</li> <li data-bbox="645 488 1328 592">xiii) respects the local context working with and complementing the scale, height, density, grain, massing, type, details of the surrounding area;</li> <li data-bbox="645 600 1328 703">xiv) secures a high-quality public realm that is designed to support an active life for everyone with well managed and maintained public areas;</li> <li data-bbox="645 711 1328 807">xv) does not differentiate between the design quality of market and affordable housing or the adjacent public realm;</li> <li data-bbox="645 815 1328 879">xvi) is designed to take account of possible future development in the local area;</li> <li data-bbox="645 887 1328 1023">xvii) understands and addresses the needs of all potential users by ensuring that buildings and their surroundings can be accessed and used by everyone;</li> <li data-bbox="645 1031 1328 1126">xviii) creates safe communities and reduces the likelihood of crime and antisocial behaviour as well as the fear of crime itself;</li> <li data-bbox="645 1134 1328 1238">xix) ensures a sufficient level of well-integrated and imaginative solutions for car and bicycle parking and external storage including bins.</li> </ul> <p data-bbox="600 1278 1294 1375">2. Where development sites are located adjacent to sites that have a reasonable prospect of coming forward in the future, integration with the neighbouring site should form</p>	

Local Plan Policy	Paragraph	Page	Policy wording that addresses Climate Change	How this addresses Climate Change
			<p>part of the proposal's design.</p> <p>3. Where the Council is aware that sites with similar delivery timescales are coming forward together, a coordinated, integrated, comprehensive masterplan will be required to be prepared across all the sites.</p>	
DES4	1	202	<p>...In all cases the masterplan should demonstrate that:</p> <p>ii) illustrates how the proposal integrates with the surrounding built, historic and natural environments, in particular maximising existing and potential movement connections and accessibility to encourage walking, cycling and use of public transport;</p> <p>vi) demonstrates as appropriate the careful siting of community facilities and other amenities to meet the needs of the existing and future community, including access to education/ training facilities, health care, community leisure and recreation facilities; and demonstrates a clear link to the principles established in the Design and Access Statement and the South Oxfordshire Design Guide and accords with the masterplan.</p>	<p>The policy requires masterplans to demonstrate how active travel and public transport opportunities have been maximised including through the appropriate locating of community facilities within development.</p>
n/a	9.20	204	<p>... buildings should also be orientated within their plots to maximise daylight and passive solar gain, with garden areas orientated to maximise sunlight....</p>	<p>Support for the careful siting of buildings to maximise passive solar gains contributes to the achievement of low carbon heating.</p>
DES8	1	205	<p>Full policy</p>	<p>The policy is one of the key policies addressing climate change in the Plan. The policy guides the efficient use of resources including land in accordance with Policy STRAT5, the minimisation of waste during construction and the life cycle of the building, maximising passive solar, lighting, natural ventilation water efficiency and the re-use of materials, consideration of air and water quality measures, avoidance of development of areas of Best and Most</p>

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				Versatile (BMV) agricultural land and reuse of previously developed land and buildings.
n/a	9.26	207	In South Oxfordshire, the prudent use of natural resources is a key element of delivering sustainable development as this contributes to tackling climate change. The council encourages applicants to consider how our existing resources can be used effectively and efficiently when planning and designing development proposals...	The supporting text highlights the integrated approach to addressing the climate emergency.
DES9	1	208	<ol style="list-style-type: none"> <li>1. All new development, including building conversions, refurbishments and extensions, should seek to minimise the carbon and energy impacts of their design and construction. Proposals must demonstrate that they are seeking to limit greenhouse emissions through location, building orientation, design, landscape and planting taking into account any nationally adopted standards and in accordance with Policies DES11: Carbon Reduction and DES8: Efficient use of Resources.</li> <li>2. All new development should be designed to improve resilience to the anticipated effects of climate change. Proposals should incorporate measures that address issues of adaptation to climate change taking account of best practice. These include resilience to increasing temperatures and wind speeds, heavy rainfall and snowfall events and the need for water conservation and storage.</li> <li>3. All new development must be built to last. Proposals must demonstrate that they function well and are adaptable to the changing requirements of occupants and other circumstances.</li> </ol>	The policy is one of the key policies addressing climate change in the Plan. The policy requires all new development to minimise carbon and energy impacts through the design and layout of development with resilience to climate change and longevity of the proposal demonstrable through at the application stage. The policy supports elements of Policy DES1 and DES8.

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			<p>4. The Council will not refuse planning permission for buildings or infrastructure of an outstanding or innovative design which promote high levels of sustainability or help raise the standard of design, as long as they fit with the overall form and layout of their surroundings.</p> <p>5. A sensitive approach will need to be taken to conserve the special character of designated and non-designated heritage assets in a manner appropriate to their significance.</p>	
n/a	9.32	209	To improve resilience to the anticipated effects of climate change, the Council expects applicants to consider the effects of changing weather patterns and design new developments so that they incorporate measures to combat these...	Paragraph 9.32 illustrates what the Council understands to be the anticipated impacts of climate change and outlines the actions that can be taken to address them.
n/a	9.34	209	The design and construction of new developments and refurbishments to existing buildings can have a significant role in helping to reduce carbon emissions, which can be supported by improving the energy efficiency of new and existing buildings.	The supporting text highlights that actions can be taken in delivering new development and refurbishments to reduce carbon emissions. These actions include the measures set out in Policies DES1, DES8 and DES9 but could also encompass further measures to reduce carbon emissions such as incorporation of decentralised energy productions or adherence to high standards of energy efficiency such as Passiv Haus standards.
DES10	1	210	The Council encourages schemes for renewable and low carbon energy generation and associated infrastructure at all scales including domestic schemes. It also encourages the incorporation of renewable and low carbon energy applications within all development. Planning applications	The policy is one of the key policies setting out the Council's approach to addressing climate change through the Plan. The Policy encourages the incorporation of renewable and low carbon energy approaches within development.

Local Plan Policy	Paragraph	Page	Policy wording that addresses Climate Change	How this addresses Climate Change
			<p>for renewable and low carbon energy generation will be supported, provided that they do not cause a significantly adverse effect to:</p> <ul style="list-style-type: none"> <li>i) landscape, both designated AONB and locally valued biodiversity, including protected habitats and species and Conservation Target Areas;</li> <li>ii) the historic environment, both designated and non designated assets, including by development within their settings;</li> <li>iii) openness of the Green Belt;</li> <li>iv) the safe movement of traffic and pedestrians; or</li> <li>v) residential amenity</li> </ul>	
n/a	9.36	210	<p>The Government has set a target of that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline. To help increase the use of renewable and low carbon energy the Council will promote the use of energy from renewable and low carbon sources, including community-led initiatives, and will develop design policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts. The Council will support the inclusion of connection readiness for decentralised energy networks and the use of decentralised energy sources in development. The Council will identify and publish a list of any areas considered suitable for wind energy development within the district.</p>	<p>The Plan supports the provision of decentralised energy networks and identifies the actions that the Council intends to undertake to support delivery of Policy DES10.</p>
DES11	n/a	211	<p>Policy DES11: Carbon Reduction</p> <p>1. Planning permission will only be granted where development proposals for;</p> <ul style="list-style-type: none"> <li>i) new build residential dwelling houses; or</li> </ul>	<p>The policy is one of the key policies setting out the Council's approach to addressing climate change through the Plan. The Policy requires residential and non-residential development to deliver proposals that demonstrate a reduction in carbon emissions either through on-site</p>

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			<p>ii) developments including 1,000m<sup>2</sup> or more of C2 use (including student accommodation) or;</p> <p>iii) Houses in Multiple Occupation (C4 use or Sui Generis) floorspace achieve at least a 40% reduction in the carbon emissions from a code 2013 Building Regulations (or future equivalent legislation) compliant base case. This reduction is to be secured through on-site renewable energy and other low carbon technologies (this would broadly be equivalent to 25% of all energy used) and/ or energy efficiency measures. The requirement will increase from 31 March 2026 to at least a 50% reduction in carbon emissions and again from 31 March 2030 to a 100% reduction in carbon emissions (Zero Carbon).</p> <p>2. Non-residential development proposals are required to meet the BREEAM excellent standard (or a recognised equivalent assessment methodology) in addition to the following reductions in carbon emissions.</p> <p>i) Development proposals of 1,000m<sup>2</sup> or more are required to achieve at least a 40% reduction in the carbon emissions compared with a 2013 Building Regulations (or future equivalent legislation) compliant base case. This reduction is to be secured through on-site renewables and other low carbon technologies and/ or energy efficiency measures. The requirement will increase from 31 March 2026 to at least a 50% reduction in carbon emissions.</p> <p>3. An Energy Statement will be submitted to demonstrate compliance with this policy for all new build residential</p>	<p>renewable energy, other low carbon technologies and/or energy efficiency measures. It also requires an energy statement to be submitted setting out how the developer will demonstrate compliance to ensure that the reduction in carbon is delivered.</p>

Local Plan Policy	Paragraph	Page	Policy wording that addresses Climate Change	How this addresses Climate Change
			<p>developments (other than householder applications) and new-build non-residential schemes over 1000m<sup>2</sup>. The Energy Statement will include details as to how the policy will be complied with and monitored.</p> <p>This policy contributes towards achieving objectives 5 &amp; 8</p>	
n/a	9.38	211	<p>To tackle the causes of climate change and address the commitment of the Council to become a carbon neutral district by 2030 it is crucial that planning policy limits carbon dioxide emissions from new development by ensuring developments use less energy and assess the opportunities for using renewable energy technologies.</p>	<p>The Plan encourages the reduction of energy use and carbon dioxide emissions.</p>
n/a	9.39	211	<p>The Council have ambitious aspirations for reducing the district's carbon emissions and recognise that more could be done to reduce emissions with regards to construction emissions, unregulated energy and reducing, capturing and storing embodied carbon. The Council also recognise that zero carbon homes are achievable for many residential developments now. The Council would encourage the delivery of zero carbon homes as soon as possible to avoid the need for costly retrofitting and would support development permitted by this plan that exceeds the carbon reduction requirements set. The Council would also encourage similar reductions in terms of construction emissions and would implore developers to consider a development's overall carbon footprint and opportunities to reduce carbon emissions from the construction of infrastructure through offsetting.</p>	<p>The Plan encourages and supports developers to do more to reduce carbon emissions and deliver zero carbon homes as soon as possible.</p>

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n/a	9.40	211	The Council encourages developers to take account of the energy hierarchy when identifying the measures taken to reduce carbon emissions and to adopt a fabric first approach by maximising the performance of the components and materials that make up the building fabric before considering the use of mechanical or electrical building services systems. Consideration should also be given to modern methods of construction.	The Plan supports the energy hierarchy and a 'fabric first' approach in order to reduce energy usage and carbon emissions.
n/a	9.41	211	It is important that the carbon emissions of these new developments are monitored effectively to ensure compliance. The Energy Statement submitted to support the application needs to set out how the developer will demonstrate compliance with the carbon reduction requirements and how emissions will be monitored to ensure that the development continues to comply. Suitable accreditations can be used to demonstrate compliance as part of the Energy Statement, for example the Passivhaus standard or the highest BREEAM standards. However, it will need to be clear how the accreditation relates to the requirements of the policy.	The Plan requires effective monitoring to ensure energy usage and carbon emissions are reduced.
TC2	All	214	Whole policy	The retail hierarchy established by Policy TC2 aims to support the overall strategy of the plan by strengthening the role of existing retail centres and supporting the creation of new local centres to reduce residents need to travel to access goods and services. The growth of out of centre retail development is restricted in order to support the role and function of existing centres which are accessible by active travel options and public transport.
CF3	1	223	... Where possible new sports and recreation facilities should be co- located with other community uses and be well related to the settlements they serve, being sited within or	The policy supports the provision of new opens space, sport and recreation facilities in locations which are accessible by active travel options and public transport.

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			adjacent to settlements. Where new, major facilities for outdoor sport are to be provided they should, as far as possible, be accessible by public transport...										
CF5	1		New residential development will be required to provide or contribute towards inclusive and accessible open space and play facilities in line with the most up to date standards set out in the Open Space Study including: <ul style="list-style-type: none"> <li>▪ Amenity greenspace (including parks and gardens)</li> <li>▪ Allotments</li> <li>▪ Equipped children’s play areas</li> </ul>	The policy requirements contribute to food security within the district through provision of allotments.									
Chapter 12 Monitoring and Review (DES8)	n/a	240	<table border="1"> <thead> <tr> <th>Policy</th> <th>Indicator</th> <th>Target</th> </tr> </thead> <tbody> <tr> <td>Policy DES8: Efficient Use of Resources</td> <td>Covered by Indicators for STRAT12, EP1, and EP3 and DES10</td> <td>Covered by targets for STRAT12, EP1, and EP3 and DES10</td> </tr> </tbody> </table>	Policy	Indicator	Target	Policy DES8: Efficient Use of Resources	Covered by Indicators for STRAT12, EP1, and EP3 and DES10	Covered by targets for STRAT12, EP1, and EP3 and DES10	The indicators ensure that the policy requirements are effective.			
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