

Wheatley Neighbourhood Plan



Wheatley Neighbourhood Plan

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Wheatley 2017

1 Introduction

1.1 This document is the **emerging** version of the Neighbourhood Development Plan for the parish of Wheatley and part of the Oxford Brookes University (OBU) campus in Holton parish. The plan is known as the Wheatley Neighbourhood Plan (WNP) and it has been prepared by the communities of Wheatley and Holton. The WNP sets out the community vision for the future of the area during the plan period (2017- 2032), together with providing a land use framework for development in the area, which will be achieved through a series of objectives and policies.

1.2 The WNP has been developed by residents of Wheatley and Holton through several rounds of public consultation, and by working groups consisting of volunteers from the local community. Information relating to consultations can be found on the WNP website (www.wheatleyneighbourhoodplan.com) and in the links listed there, as well as in this document, references and the supporting Consultation Statement.

1.3 One of the reasons for the inclusion of both Wheatley and Holton Parishes in a single neighbourhood plan is that the built form of the Oxford Brookes University campus is included in the Neighbourhood Plan Area. The designated area of the Neighbourhood Plan is shown in Figure 1.1. The OBU site lies within Holton Civil Parish. Wheatley Parish Council and Holton Parish Council agreed in 2015 that Holton residents should be represented on the WNP Committee, should 'be consulted on all stages' of the plan, and should vote in the WNP referendum.

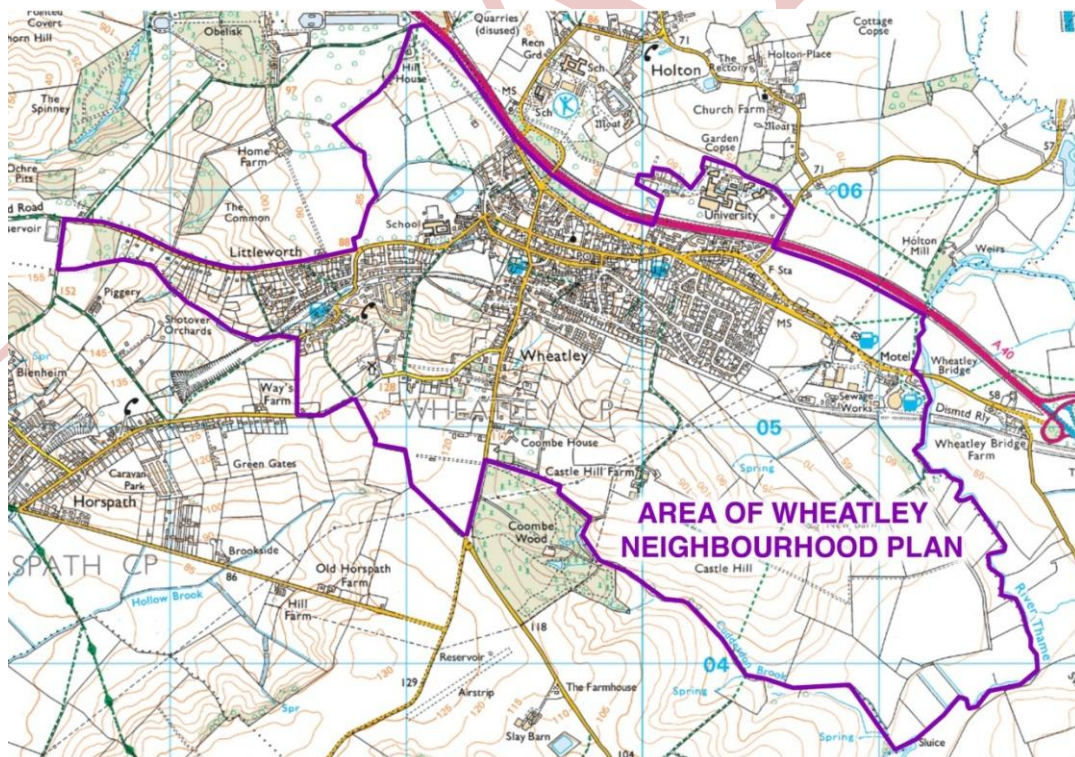


Figure 1.1 Designated area of the Wheatley Neighbourhood Plan

1.4 Initially, in the Draft SODC Local Plan 2032 (Refined Options Stage, 2015) [1], SODC proposed 180+ (10%) new homes to be built in Wheatley. At the time, the OBU site was not for sale, but in August 2016 OBU announced its intention to sell the site. With the publication on 1 June 2016 of the SODC Local Plan 2032 (Preferred Options Stage, 2016) [2], SODC ceased to require any new housing in Wheatley, proposing instead ‘at least 300’ homes as part of a ‘mixed development’ on the OBU site, which is described as a ‘brownfield development opportunity’. This housing allocation for Wheatley was confirmed on 29 March 2017 with the publication of SODC Local Plan 2033 (Second Preferred Options, 2017) [3] which, in recognising the constraints imposed by the Green Belt, did not expect any further delivery of homes over and above those to be built on the OBU site.

1.5 The right of communities to prepare and establish a neighbourhood plan was facilitated by the Localism Act 2011 [4]. Neighbourhood planning is part of the government’s vision to provide local communities with the opportunity to engage with, and have a prominent say in, what goes on in the local area.

1.6 While the Localism Act enables the local community to make decisions in relation to planning, the Neighbourhood Planning (General) Regulations (2012) [5] sets out the guidelines for the process. As well as having regard to national policies and advice, the WNP needs to be in general conformity with the strategic policies of the SODC development plan for the area. For this reason the following extracts (Figure 1.2) taken from SODC Local Plan 2032 [2] and SODC Local Plan 2033 [3] are of particular relevance.

SODC Local Plan 2032 para 5.44

“Oxford Brookes University have indicated that they will soon vacate the campus north of Wheatley in Holton parish. This will provide an opportunity for redevelopment of the site for homes in the Green Belt. Our preferred approach is to allocate the site for an appropriate amount of development and work with the local Neighbourhood Plan group, Oxford Brookes University and eventual developers to create a quality redevelopment scheme.”

SODC Local Plan 2033 para 4.60

“The Wheatley Campus site is a partially developed site in the Green Belt.”

SODC Local Plan 2033 para 4.62

“Land to the west of the site performs an important function in terms of providing a buffer between an existing Scheduled Monument and the built form. Beyond the site is a Listed Building, which has views across the undeveloped land at the Wheatley Campus.”

SODC Local Plan 2033 para 4.63

“At least 300 new homes are expected to be delivered at this location, which largely reflects the existing pattern of built development..... The existing playing fields should be retained and a wider community use should be explored through any planning application.”

Figure 1.2 Relevant extracts from SODC Local Plan 2032 [2] and SODC Local Plan 2033 [3]

1.7 A key challenge to be considered in the WNP is the impact of the proposed OBU development (and any other development) on the parishes of Wheatley and Holton, and to mitigate any adverse effects, whilst seeking to maintain and improve the general living conditions for all the residents.

1.8 Any neighbourhood plan may provide more than the proposed number of houses and amount of retail and leisure floor space set out in SODC Local Plan 2033 [3], but there is no provision for neighbourhood plans to provide for less than the proposed amount of development.

1.9 This plan has provided the local community with the opportunity to decide on the most-appropriate locations for key housing developments, as well as to develop principles for how the environment of the villages can be enhanced.

1.10 In the absence of the WNP, SODC would make decisions on behalf of residents both about what type of development there should be, and about which land should be used to build 300 new homes.

2 Developing the Wheatley Neighbourhood Plan

The WNP Committee welcomed the opportunity to develop a neighbourhood plan that would not only revitalise the villages of Wheatley and Holton but also use the OBU development as a catalyst for fulfilling housing needs and expanded employment possibilities.

2.1 In addition to listening to the local community, the WNP Committee has drawn on national and local sources and compiled its own evidence base (EB) which is available at www.wheatleyneighbourhoodplan.com.

2.2 The resident-based WNP Committee convened in January 2016 with 21 members, including three Wheatley Parish Councillors (one of them a District Councillor), one Holton Parish Councillor, and the Business Manager of Wheatley Park Academy. It met approximately once a month from January to July 2016, and after that approximately 6-8 weeks as the work devolved to smaller teams and workshops.

2.3 Community consultation began in May 2016 with a Straw Poll [6]. This was sent to 750 Wheatley homes (44%) in all parts of the village, and 458 responses (60%) were returned. An Open Day was held on 7 May 2016 and in June 2016, SODC published their Local Plan 2032 [2]. A joint SODC/WNP Public Open Day was held on 13 July 2016.

2.4 Wheatley Parish Council responded (4 August 2016) to the SODC Consultation on the Local Plan by advising that it would wait for the forthcoming WNP before providing any further response. Holton Parish Council responded (18 August 2016) separately to the SODC Consultation with their report. SODC received almost 8000 responses in this consultation, for which no analysis has been available. In February 2017 the WNP Committee undertook an analysis of 234 responses relating to the OBU site. This WNP analysis [7] has been included in the evidence base.

2.5 In August 2016, a Community Survey [8] was sent to all 1860 homes in Wheatley and Holton, courtesy of local volunteers and Community First Oxfordshire Ltd (CFO). A 36% return was achieved. WNP and CFO published the survey report in mid-October 2016. The Community Survey contained two parts: a Housing Needs Survey (mandatory) and a Village Opinion Survey prepared by the WNP Committee. (The results of the Village Opinion Survey are discussed in Section 4.)

2.6 The WNP Committee has not relied solely on questionnaires. Conversations have been held with individuals, organisations and groups as representatives of the community. These range from shopkeepers and business owners, to schools leaders, GPs and representatives from the local churches [9].

2.7 The WNP Committee prepared a process to deliver the plan as shown in Figure 2.1.

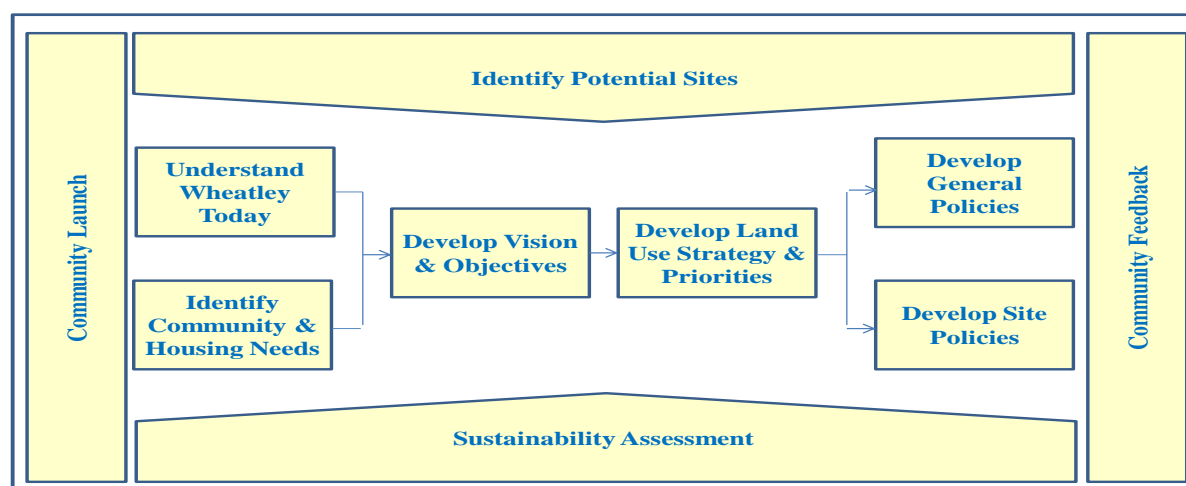


Figure 2.1 The process for the Wheatley Neighbourhood Plan

2.8 Following a series of eight working group sessions throughout November 2016 to May 2017 to analyse the results of the Community Survey [8] and various draft stages the WNP was submitted formally to SODC in May 2017. Community public consultation took place during May – June 2017.

2.9 It is expected that further consultation and independent examination will be completed by July 2017 with a public referendum being held in September 2017. It is hoped that the WNP will be adopted by the end of September 2017.

3 Wheatley as it is today

3.1 Wheatley is a linear village, extending for two miles, adjoining the A40 and leading directly to the M40. It counts as a Large Village (South Oxfordshire), but is also a major hub serving surrounding villages in retail, light industry, education and medical practice and is described in LP2033 [3] as a Local Service Area. With Holton, it hosts a complete school system for 5–18 year olds, including secondary and special education schools which serve Oxford City and the surrounding villages. It has a continuous history of habitation back to pre-Roman times and since late Saxon times has served travellers from Oxford to London. A London-to-Oxford railway line ran through Wheatley station for a century until the Beeching cuts of 1963.

3.2 The Straw Poll [6] conducted by the WNP Committee in May 2016 showed residents' key concerns (Figure 3.1). Although there were only 452 respondents (60%), some key issues

were clearly identified, and these have been used by the WNP Committee in examining the needs of the village.

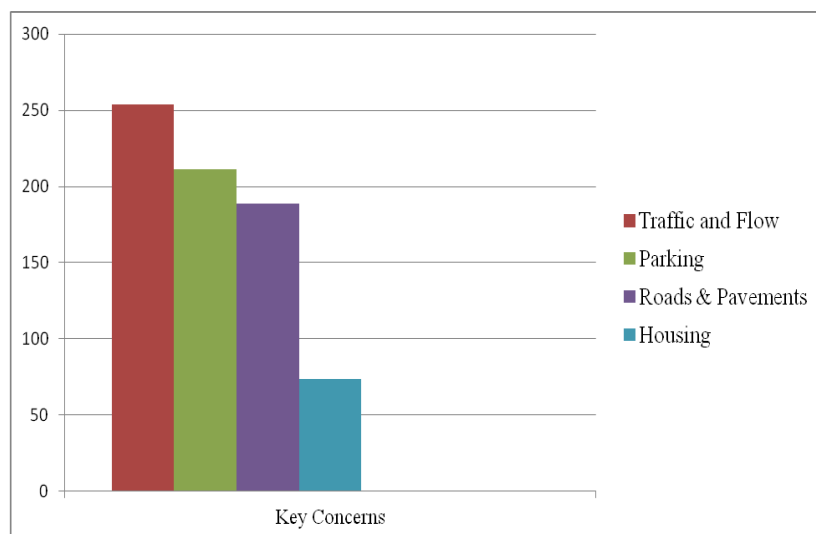


Figure 3.1 Key concerns of residents from the Straw Poll [6] held in May 2016

Population

3.3 Census information shows that the population of Wheatley has not increased significantly since 2000. This is in part due to Green Belt constraint on housing development, although there has been exploitation of infill sites (notably former railway land). The National Census April 2011 [10] put Wheatley's population at 4092, an apparent increase of 11 on the 2001 census. A UK Office of National Statistics estimate [11] in June 2014 revised this to an estimated 4125. In addition, 108 homes in Holton were transferred to Wheatley by boundary change in 2015. The 2011 Census showed that more people in Wheatley were over 65 (769) than were in the age range 16-29 (600).

Employment

3.4 The 2011 Census provides data on the types of industry that residents within the plan area work in, with a total of 2077 working residents recorded overall. (See also the Annual Business Inquiry [12], Business Register and Employment Survey [13] and Oxon Employment and Land Review [14].)

3.5 The largest employment sector is Education (18%) closely followed by Health/Social work (14.2%) and Retail (12.3%). A wide range of professional services is also provided (eg communications, scientific and technical, linguistics, architectural and legal).

Housing

3.6 WNP research [15] shows that, despite the constraints of the Green Belt, at least 431 homes (24.3% of the current total of 1771) have been built in Wheatley since about 1980, the latest development being the upper London Road development of 51 homes on a rural exception site, permitted on 31 March 2016.

3.7 Wheatley is classified as a Larger Village in South Oxfordshire, and was originally allocated a housing growth target of 10%+ under the SODC Draft Local Plan [1]. This target was withdrawn in June 2016 with the publication of SODC Local Plan 2032 [2] and confirmed in March 2017 with the publication of SODC Local Plan 2033 [3] even though the proposed target housing provision for larger villages had been increased to 15%.

3.8 OBU intends to vacate its campus north of Wheatley, in Holton Parish, by 2022. At present the whole site will be the subject of an outline planning application, primarily for housing, pending its sale some time in the latter half of 2017. The OBU site was once part of Holton Park, an important medieval deer park, residence and estate for about seven centuries. It is also a site of Civil War significance being home to Jane Whorwood, King Charles I's secret agent, and HQ to General Fairfax for his siege on Oxford. It has been extensively landscaped to the extent that there are Tree Preservation Orders (TPOs) in place for many of the trees that flourish on the site. Although the whole OBU campus site is in the Green Belt, it is only the existing built form on the site that is designated as a 'brownfield site', and therefore provides an opportunity for redevelopment. The built form consists of the existing man-made aspects of the site including the man-made spaces between the buildings. In SODC Local Plan 2032 [2] and SODC Local Plan 2033 [3], housing to include at least 300 homes has been proposed. Only in SODC Local Plan 2032 [2] was a mixed use development also included which WNP would support. Although Wheatley was excluded from any additional housing requirement the WNP Housing and Land Use team has nevertheless searched exhaustively for possible infill areas within Wheatley suitable for development, and also for potential business sites which could be relocated to an OBU mixed-use development.

3.9 Wheatley housing is expensive, but desirable. The WNP Straw Poll [6] in May 2016 showed that the principal reasons for the popularity of the neighbourhood were access to the M40 and A34, access to London and Oxford, access to three railway stations by bus, the village facilities including schools and surgery, its community spirit, a wide range of organisations and the setting and history of the village.

3.10 The same Straw Poll [6] showed a 16% interest in more types of housing including affordable, starter, sheltered and, to a lesser extent, rented accommodation. The SODC Housing Needs Assessment 2011 [16] showed that only 21% of owner-occupied homes in the district are 1-2 bedroom units. The Oxfordshire Strategic Housing Market Assessment 2014 [17] recommends that future housing should be evenly split between 1-2 bedroom units and larger 3+ bedroom units. It also recommends that 35% of affordable homes in the SODC area should be 2-bedroom properties, 32% should have 1 bedroom, and 29% should have 3 bedrooms. The SODC Core Strategy [18] requires that 40% of housing in all new sites with more than 11 dwellings should be 'affordable'.

Public Health

3.11 The GP and district nursing services are based at Morland House. This well established General Medical Services practice has a patient base of ca 11,000 and covers all socio-economic groupings within a radius of ca 5 miles from Wheatley. The practice is a teaching practice for Oxford University medical students. It has a reputation for being one of the best teaching practices in the county. At present the practice can support the proposed increase in housing although parking at Morland House is likely to come under further pressure.

Education

3.12 Unusually for Oxfordshire villages, Wheatley and Holton between them have the full range of state schools: Wheatley Primary Academy and Wheatley Park Academy (run by different trusts) and a special school (John Watson) with junior and senior levels. These schools also serve other villages and the nearby suburbs of Oxford City, generating a school transport flotilla (a total of 12 buses serve Wheatley Park) and considerable private traffic at drop-off and pick-up times. Some 4-5 minibuses ferry pupils between the John Watson junior and senior sites each morning and afternoon. Wheatley Park and John Watson senior school share the school site adjacent to the OBU site, and both sites lie within the perimeter of medieval Holton Park. Wheatley also has two early learning centres/day nurseries.

3.13 Wheatley Primary Academy has accommodation for further pupils, but there are safety concerns about cross-village access, traffic and parking in the morning and afternoon. A small footpaths questionnaire [19] supported a green route through the village which would be a little over a mile long, and also asked for much-needed crossings at the High Street crossroads. Wheatley Park, with 1019 pupils on roll in March 2016, believes it has accommodation for 180 more pupils; OFSTED disputes this and suggests a figure of 330 more places. Wheatley Park's greatest concern is the problem of staff recruitment due to the cost of housing. It also has an aspiration for a Lord Baker-style technology foundation on the OBU site after the Brookes Formula Student workshop closes, but funding is lacking.

3.14 Wheatley and Holton have no youth service, although 'Fusion', a faith-inspired group, has played a voluntary youth work role. The Wheatley Scout Movement has over 90 members and owns their own building (the former wartime fire station) which is however somewhat run down. A private language school (Oxford House) has thrived on Wheatley High Street since 1983.

Retail and village centre

3.15 The retail activities in Wheatley centre are mainly food shops (the Co-op, Costcutter, a well-established baker and butcher) and catering (pub, restaurant, chip shop and take away). Among other High Street services there is the post office, a solicitor, hairdressers, pharmacy, dog grooming, estate agent, a laundrette and a tattooist. Above the High Street on Church Road services include another pub, an architect's business, garage, dentist, the library, the parish church and a further estate agent. A vet operates on Roman Road. On the village perimeter, there is a motel complex, an ASDA store and petrol station, a car sales outlet, a coach depot and two garden centres. The seven pubs of 1975 have now been reduced to four. There are four worshipping congregations: Anglican, Catholic, United Reform and Community Church.

3.16 There is a light industry park which includes four plant and building materials suppliers together with a garage business and also there is a business park (Wheatley Business Centre). Four car workshops are sited at Littleworth.

3.17 Limited population growth might suggest that the retail outlets do not need to expand, but Wheatley retail outlets also serve the surrounding smaller villages (Cuddesdon, Holton, Little Milton etc). As retail demand is dictated mainly by the population of Wheatley, it

would increase to meet any development of the OBU site (see Section 3.17). Thame, Oxford and the Junction 8A service station also draw Wheatley shoppers.

3.18 The village centre is based on the High Street, a mixture of 18th century town houses, refurbished cottages and a row of 1960s shops with flats above. In 1888, the Millers of Shotover Park constructed The Merry Bells to provide employment and then donated the building to the villagers for use as a temperance hotel. Together with a mixture of listed buildings, this forms the centre of the Conservation Area. Today the building houses a public library and is a significant community centre but can no longer serve the size of the village. The main village crossroads is at the centre of the High Street. Traffic flows one way east of this crossroads, and two ways towards the west. Parking in the High Street and in the neighbourhood is a major concern, with parking in Church Road being highlighted by 16% in the WNP Straw Poll [6]. Shops need access, but unrestricted garage conversions, households with multiple-car ownership and the growing use of Wheatley by non-residents for free parking (due to access to the buses into Oxford, Thornhill Park and Ride and onwards to London and airports) are growing concerns. The latter is particularly significant on Church Road (and also Park Hill and London Road). The practice of parking cars 'For Sale' in laybys and on grass verges is also on the increase.

3.19 The condition of the village centre is a community concern to some extent. The WNP Straw Poll [6] highlighted the need for the centre to be modernised. The WNP Committee formally supported the successful bid by the local Post Office to take over the vacant Barclays Bank building.

3.20 When it is eventually sold, the OBU campus in Holton parish *may* afford an opportunity for a housing development within the Green Belt. Ultimately the outcome will depend on the intentions of the purchaser. New housing would increase the demand on High Street retail services, and on village facilities (including schools and GP services). Net traffic congestion would grow in Wheatley and at the access and exit points on the A40 (already a community issue). Parking facilities (another big issue) would need to be re-thought not only in the centre but also in the wider village.

Transport and movement

The WNP Committee is well aware that the focus of a neighbourhood plan is housing and land use and not traffic, except where new roads, parking infrastructure and management are necessary to integrate new development. The wider community also understands these issues. However, the WNP Straw Poll [6] and the Community Survey [7] identified traffic, parking and footpaths/pavements as the dominant issues that concern the *community*. So, when new housing is proposed, the first question that arises is, 'What about the infrastructure?'

3.21 Wheatley is reliant on bus services and key roads to maintain employment and other services. Its schools rely on bus and private transport. OBU brings 4000 students (40% with cars) to Wheatley Campus during term time. According to a UK Office of National Statistics Survey [11] conducted in 2014, the majority of Wheatley residents travel to work by car, van and bus.

The bus services are as follows:-

Bus Service	Destinations	Status
275	Oxford - High Wycombe	Operational
280	Oxford – Aylesbury	Operational
103/104	Miltons - Wheatley - Horspath - Cowley	Cancelled in 2016
U1	Oxford - Wheatley Campus	Termination when campus is vacated

Loss of the 103/104 services has been keenly felt by the residents of the Miltons, Littleworth and Horspath and as a consequence some have lost jobs.

3.22 The M40 extension to Birmingham in 1990 turned Wheatley into a virtual 2-mile slip road to the M40, but it also brought better access to routes afforded by the M40 from J8/J8A. In 1989-1990 motorway protesters warned that ‘capillary action’ would draw traffic through Wheatley to and from the M40. With ‘access’ comes ‘intrusion’ and perhaps unintended consequences. Statements from Oxford County Council (OCC), the strategic authority, confirm these consequences and are shown in Figure 3.2.

“Wheatley, near J8, M40, has some traffic management problems and is used by some drivers as a rat-run into Oxford to avoid congestion on main routes. Room for pedestrians and for access to the countryside could be improved. Noise from the A40 has been highlighted.”
OCC Local Transport Plan (3) 2011-2030, 26.4, (2012) [20]

“J.8 is not congested, however it does attract traffic through nearby villages for access to the M40”
OCC Local Transport Plan (3) 2011-2030, 27.9 (2012) [20]

“Wheatley is at one the end of a Secondary Interurban Corridor [Oxford to M40] and at one end of a Primary Interurban Corridor [Aylesbury – M40 – Oxford]”
OCC Local Transport Plan (3) 2011-2030, 27.21 (2012) [20]

‘Traffic problems in rural settlements ... excessive traffic on rural roads, particularly lorries, and lack of support for pedestrians and cyclists ...’
OCC Local Transport Plan (4) 2015-31, 26-27, and 9.13 (2015) [21]

Figure 3.2 Extracts from Oxford County Council Local Transport Plans

3.23 A green route footpath east-west across Wheatley for safer access to Wheatley Primary Academy has been mooted (and supported by the Head teacher) in a minor WNP survey. The village also lacks pavements and in some places has pavements that are so narrow they are unsafe for use by a baby buggy, impossible for a double buggy and pose problems for wheelchair users. Pavements are modern urban furniture, but villages now face urban-scale traffic. The WNP Committee has produced a pavement map of the village [22]. No footpaths or pavements connect the nearby villages of Forest Hill, Cuddesdon and Great Milton with Wheatley.

3.24 The WNP Straw Poll [6] highlighted parking as a major issue. The village has become a commuter ‘rat-run’, to and from the M40 to avoid the Green Road roundabout on the Oxford City ring road. There are entries and exits to the village via Littleworth Road, Ladder Hill,

Park Hill and the London Road. At peak times this creates significant congestion in Wheatley, similar to that found in other villages and small towns as 21st century traffic intrudes on roads and pavements designed and furnished for the 19th century. Increasingly, Wheatley roads are used as a free parking alternative to the Park and Ride facilities at Thornhill thereby adding to the parking and congestion issues.

3.25 Modern HGVs (no longer the ‘lorries’ of OCC’s 2015 Local Transport Plan [20]) are rated typically at 40 tonnes gross weight and can tow trailers that are equipped with hoists. Although they were designed to transport goods across such destinations as the Alps they were permitted in the UK only 8 years ago. These HGVs now deliver to the light industrial units, building suppliers, garages, supermarkets and even village centre convenience stores (such as the Co-op). They increase the wear and tear on Wheatley streets, most notably London Road, now a *de facto* internal village bypass. Farm tractors at 5 tonnes gross weight with trailers are now part of mechanised, split-site farming and unfortunately add to the traffic issues. Inappropriate parking has destroyed grass verges on London Road and Park Hill. The London Road has begun to be used for ‘stack parking’, and the link road towards J8A, in some instances, has even been used as an HGV park for those awaiting ferries to the continent. Metal parking signs (2 hour limit) put up by OCC on the road from J8A to Wheatley in March 2016 were stolen within the month and not enforced. Wheatley has no such restriction on parking in the village, or in the long London Road layby created for residents’ access.

3.26 The increased traffic flow through the village poses traffic management problems and parking issues that highlight the need for extensive improvement in the quality and number of pavements in the village. Three pedestrian crossings were requested in July 2016 through the Primary School and Footpath Committee Survey [22]: –

- a) across Station Road/Ladder Hill
- b) between the primary school and the nursery/Littleworth Park
- c) across the bottom of Holloway Road.

There are no pavements [23] by The Sun, along Old Road or throughout Littleworth. Heavy parking outside the primary school, on Littleworth Park Lane and a combination of traffic and parking the full length of Church Road are further safety concerns.

Air quality

3.27 The ford crossing the River Thame, recorded in 956 AD, was replaced by a bridge after 1066 (the current bridge was constructed in 1809), by which time the village was on the main road between London and the new settlement of Oxford. Today, the air quality of modern Wheatley is largely determined by a series of east-west roads.

Saxon highways:

- Old London Road, Church Road, Littleworth Road and Old Road once led to Oxford over Shotover
- Holloway Road and Ladder Hill led from Holton to Cuddesdon
- upper London Road formerly led to Islip and Worcester - the ‘Worcester Road’ of living memory.

18th century (privatised) turnpikes:

- Old London Road, Church Road, Littleworth Road and Old Road to Oxford (1719)
- Old London Road, upper London Road, Shotover Valley to Oxford (1790).

Modern bypasses:

- London Road ‘cut’ (1925)
- A40 bypass (1970)
- M40 (1990).

Currently the traffic on London Road seems to be forming an ‘inner bypass’ within the village boundary, raising concerns about pollution.

3.28 National policy on air quality is set out in the Air Quality Strategy for England, Scotland, Wales and N. Ireland 2007 [24]. This provides a framework for reducing air pollution in the UK and sets standards (objectives) for nine air pollutants to protect health, vegetation and ecosystems. The best-known of these since the international diesel engine emissions scandal are nitrogen dioxide (NO₂) and particulate matter (PM₁₀).

3.29 Modern traffic using Wheatley’s roads creates concern about air quality to add to those about congestion, parking and HGVs. Noise pollution has been offset with new road surfaces on the A40 above Wheatley and on lower London Road (the ‘cut’). Since 2011, the Department of Food and Rural Affairs (DEFRA) has generated maps [24] showing national estimate background concentrations of nitrogen dioxide (NO₂) and particulate matter (PM₁₀) for the whole of the UK on a grid of 1 km x 1 km. For Wheatley and the surrounding areas the background estimate for NO₂ ranges between 13.5 µgm/m³ and 14.9 µgm/m³ and for PM₁₀ the estimate ranges between 16.9 µgm/m³ and 17.9 µgm/m³. These are less than the objectives set out in the government’s Air Quality Strategy [25].

3.30 SODC has monitored NO₂ levels in Wheatley since 2006 as part of a general concern about the M40/A40 corridor. Monitoring began on Beech Road and at 50 High Street (Figure 3.3) in 2006 as the ‘least’ and the ‘worst’ locations respectively. It was discontinued on Beech Road after 2011 but will continue on High Street until 2032. The annual average concentration of NO₂ in Wheatley is described as being high (but without exceeding the maximum allowed). The average over the decade 2006-2015 was 29.4 µgm/m³ per annum, with the dip in 2015 being explained by “unusually stable weather conditions”. It is understood that the NO₂ levels are mainly from HGV emissions.

Location	50 High Street
Year	Annual Mean NO ₂ Concentration (µgm/m ³)
2006	27.3
2007	28.0
2008	30.4
2009	30.9
2010	31.7
2011	29.7
2012	29.8
2013	29.6
2014	28.0
2015	24.0

Figure 3.3 Summary of diffusion tube results in Wheatley [26]

Figure 3.4 Inappropriate use of SatNavs brings HGV traffic into the centre of the village



Further evidence of the issues experienced in Wheatley is shown in Figure 3.4 not only from an air quality standpoint but also as an example of the inappropriate use of SatNavs that take no account of 18th century streets having to deal with 21st century trucks and lorries.

3.31 It is recommended by SODC and endorsed by WNP that no housing development should be considered as acceptable if as a consequence the Air Quality Strategy objectives are exceeded.

Character

3.32 Wheatley has numerous listed buildings, scheduled Ancient Monuments and an interesting history. Continuous habitation since at least Roman times is evidenced by a Roman 'villa' farm (3rd century) and a Saxon cemetery (6th century). As part of a royal Saxon estate, in about AD 956, the village was given to Abingdon Abbey which created Cuddesdon Parish and a medieval chapel-of-ease at Wheatley. Professional historians consider the evidence for continuous use here important. The Manor House (Figure 3.6) was owned by Camoys, one of the three generals at Agincourt. The present building was erected by the Archdale family.



Figure 3.5 Manor House date stone



Figure 3.6 The Manor House

Wheatley Bridge was a provisional treaty boundary between King and Parliament during the Civil War. The Parliamentary commander, Fairfax, requisitioned Holton Park as his billet for the final siege of Oxford. Cromwell's daughter married there and Thomas Carlyle visited the Park for his writing on Cromwell.



Figure 3.7 The Old School designed by G.E.Street

3.33 For two centuries the village was a coaching service area, until coaches gave way to the Oxford to Paddington railway. The village took its identity from the roads and railways it served. The parish church and adjacent schoolhouse (Figure 3.7) are Victorian designs by the architect G.E Street. Numerous buildings, including a restored windmill, date from the 18th century. Wheatley lock-up (Figure 3.8) built in 1834, an evocative pyramidal shape, has become the village's unofficial logo.



Figure 3.8 The lock up



Figure 3.9 War Memorial



Figure 3.10 Local Transport

Environment and landscape

3.34 Wheatley is next to Shotover Country Park (Figure 3.11) and lies totally within the Green Belt. The parish contains a Conservation Area, a Wheatley Common Allotment managed by the Howe Trust and other common (community) land used for grazing horses, for example. A number of public footpaths cross parts of the village and lead to the countryside beyond.



Figure 3.11 Wheatley from Shotover Park in winter

Provision of burial space

3.35 St. Mary's CE Church is surrounded by an extensive cemetery which has served the community since 1857. However the need for further burial capacity is now at a critical level as the cemetery is likely to be closed within the next 12 – 18 months and it is imperative that a new site (approx 0.3 Ha) is found.

Sewage

3.36 In February 2017 Thames Water was convicted and heavily fined for contaminating the Rivers Thames and Thame during the period 2013-2014. In addition there has been concern raised in 2015 regarding the capacity of the sewage treatment works when Thames Water had to use seventy tankers a day for five months to ferry untreated sewage to other works in the county. Treated effluent flows into the River Thame. Sometimes raw sewage is discharged too through an open course. (Residents of nearby bungalows have informed the WNP Committee of the smell.) "The storm tanks are not of sufficient capacity" is one explanation proffered by the Wheatley Flood and Drainage Committee [27]. Adequate capacity is a statutory requirement for planners and Thames Water when new housing is under consideration. Treated effluent also has a high nitrate concentration from field and stream run-off. "There is a belief that the nitrate load from the sewage treatment works discharged into the River Thame adversely affects its ecology." [27] Increased flow to the sewage treatment works from new development may increase nitrate discharge into the River Thame. The normalising of greenfield site run-off levels on a new development can be achieved by ground infiltration, on-site storage and capture of run-off water for domestic use through new house design. In many locations, Wheatley heavy clay is not readily porous.

Flooding

3.37 With streams and tributaries feeding into the River Thame and the run-off from Shotover, parts of Wheatley have always been subject to the risk of flooding. The most-serious recent occurrence was in July 2012 when water and raw sewage entered homes on the High Street. House construction and new roads increase the area of impermeable surfaces, and a risk assessment for knock-on flooding is essential for such projects. The small-scale indicative flood map (Figure 3.12) for Wheatley below is taken from the Environment Agency website (March 2016) [28]. It is recommended that no area considered for housing should be in a flood zone as identified by the Environment Agency.

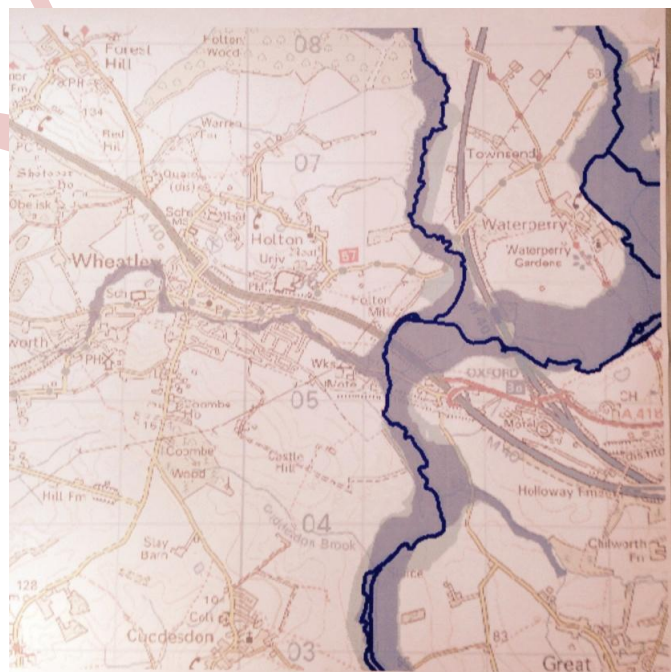


Figure 3.12 Flood map

4 The Community Survey

4.1 A Community Survey [8] was sent to every home in Wheatley and Holton. Parts 1–4 (Housing Needs Survey) of this survey were compiled by Community First Oxford (CFO) and this provided a Housing Needs Survey. Part 5 (Village Opinion Survey) comprised a series of questions compiled by the WNP to ask the residents about their views, concerns and aspirations for the future of the villages. There was a 36% response from a total of 1860 homes in Wheatley and Holton. A copy of the whole survey is available at www.wheatleyneighbourhoodplan.com. With respect to the housing needs, the key messages provided by the CFO Survey are summarised in Figure 4.1.

Housing
Status
Most houses are owner occupied (91%)
Most houses have 3 bedrooms or more (77%)
Aging population (64% aged 45+)
Large retirement population (38%)
42% of individuals in some form of employment
Strong village association (58% have lived in the area for 20+ years)
Aspiration
Appetite for downsizing (26% of respondents might be interested)
Lack of suitable/affordable housing is a major reason given for individuals leaving the village (36% of leavers)
Strong support for affordable housing (63%), starter homes (53%) and supported housing (47%, with preference towards independent accommodation with care)
Strong support for owner occupied/shared ownership properties; home ownership is preferred among families/individuals wishing to move within the next 5 years (80%)
Most families/individuals wishing to move require 2+ bedrooms (90% of respondents)
Need for supported housing among families/individuals wishing to move is low (only 9 expressed a need)
There is demand for housing from households living outside Wheatley; the greatest demand is for 2 and 3 bedroom properties

Figure 4.1 Key results of the housing needs survey (Parts 1-4)

4.2 Like most semi-rural village locations, the community is generally car owning with 50% of households having two or more vehicles. There is a relatively large retirement population in the two villages and, when taken in conjunction with the lack of local employment opportunities for younger people, this means that the population is inevitably aging. There is strong support for the Green Belt (56%), with priority given to the development of brownfield sites (86%).

4.3 Although areas were identified where the standard of living could be improved, the conclusions from Part 5 of the survey showed that in general the residents were pleased with the living conditions in Wheatley and Holton. The local amenities provided are sufficient to ensure that day-to-day needs are catered for without having to leave the villages. The residents enjoy a pleasant rural location and have good access to neighbouring conurbations. However one particular issue gives rise to considerable dissatisfaction viz:- traffic and transport. This confirms the findings of the WNP Straw Poll [6] (Figure 3.1). Figure 4.2 illustrates the residents' concerns. In particular, the traffic flow on a single carriageway

(London Road) corresponds to a rate of one car every 10 seconds in each direction for a period of one hour at peak times.

4.4 It therefore must be a priority for the WNP that, in seeking to satisfy the housing needs, the problems and issues associated with traffic, transport and parking are not exacerbated.

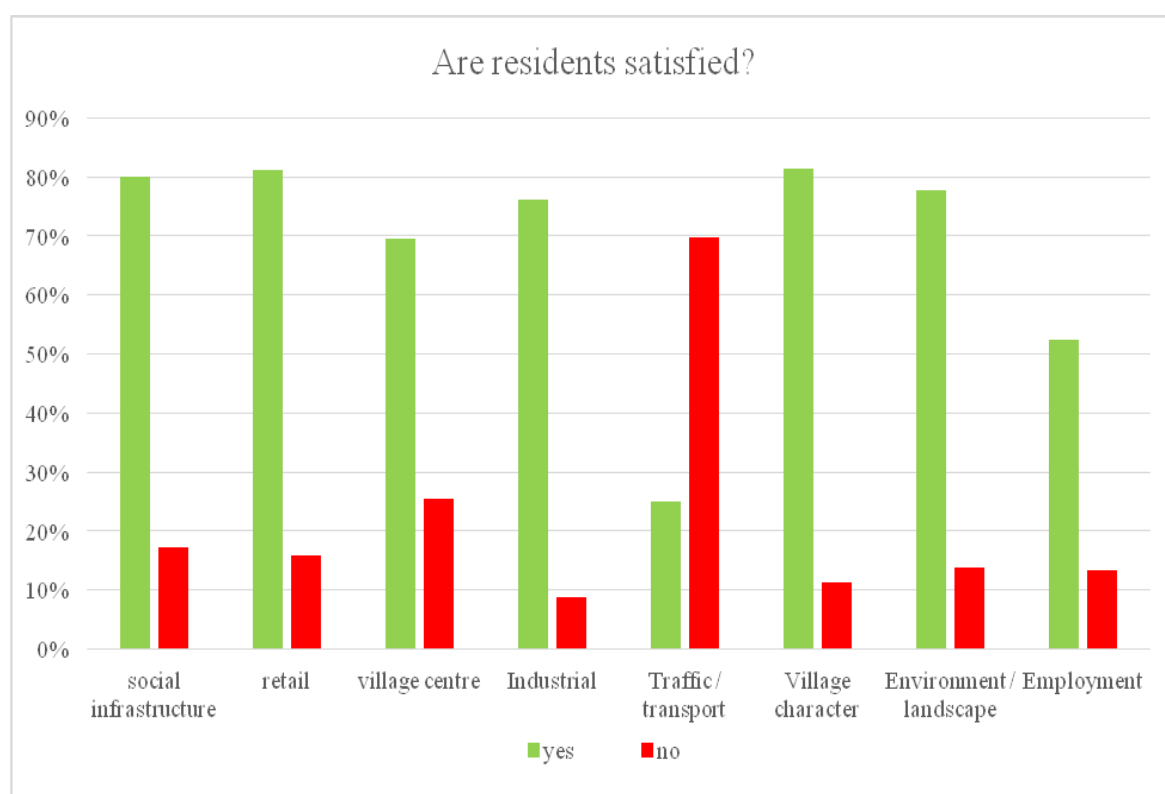


Figure 4.2 Key resident concerns (Part 5)

5 Wheatley Neighbourhood Plan: Vision and objectives

5.1 This section sets out the community's vision for Wheatley, the themes and primary objectives for the WNP, and the strategy for bringing the vision and objectives forward. The planning policies which follow in Section 9 are the delivery tools for realising the vision, objectives and strategy.

5.2 The WNP objectives and policies are organised around a set of main themes that have been the subject of planning policy, planning applications, Parish Council stewardship and community needs for many years. Continuing to address and review these themes is an important part of the WNP and in so doing they have undergone extensive community consultation:-

- Housing and land use
- Social infrastructure
- Retail services
- Village centre
- Industrial and commercial environment and infrastructure
- Traffic and transport
- Village character
- Quality of the environment and natural landscape
- Employment opportunities

5.3 Each of these themes has an individual vision, with primary objectives.

Housing and Land Use		
Vision		Objectives
HL1V	Wheatley will comprise a balanced range and quantity of housing that meets the needs of both current and future residents of all ages. The housing should be mixed in type, including affordable homes, should be thoughtfully located and designed, and integrated into the village of Wheatley to minimise any negative impact on the natural environment.	HL1O1 Provide a range of different types of new houses across all tenures (except 'buy to let') to meet the needs of all income and age ranges, including key workers, within Wheatley and its catchment area using design guidance based on the New South Oxfordshire Design Guide [29] and the Chilterns Building Design Guide [30] HL1O2 Promote the provision of 40% affordable homes, within which there will be equal proportions of social rented and intermediate housing HL1O3 Build new homes within walking distance of the village centre, especially for accommodation designed for the elderly HL1O4 Ensure that affordable dwellings are mixed with, and indistinguishable from, the market housing HL1O5 Prioritise the redevelopment of brownfield sites, and intensify the use of existing land where appropriate HL1O6 Set aside land for housing for the elderly
HL2V	The Green Belt will be retained where it contributes to the environment. Areas of historic heritage will be preserved.	HL2O1 Release land from the Green Belt only if the land does not fulfil all the functions of the Green Belt. HL2O2 Release land from the Green Belt only under specific and appropriate circumstances to accommodate development that is warranted by the needs of the village.

HL3V	The built-up area of the OBU site as shown on the Neighbourhood Plan Area will be transformed to provide additional housing and business amenities in accordance with the community vision for Wheatley. The OBU tower will be demolished, thereby removing a blight on the landscape.	<p>HL3O1 Where possible, ensure that serviceable OBU buildings will be retained for re-use as business/residential units</p> <p>HL3O2 Identify land in accordance with SODC Local Plan 2033 [3] for housing on the OBU site</p> <p>HL3O3 Ensure provision of all new housing and infrastructure will comply with SODC Local Plan 2033 [3]</p> <p>HL3O4 Ensure the OBU tower will be demolished</p> <p>HL3O5 Ensure that the profile of any and all new housing and buildings does not obstruct either the views of the horizon or the listed building and does not protrude above the existing profile of the current buildings (except the tower block).</p>
HL4V	Commercial buildings and non-retail businesses will be relocated where practical to the OBU site and the eastern perimeter of the village, encouraging growth, improving services and also improving the environment for residents.	<p>HL4O1 Promote the relocation of businesses in central village locations in order to facilitate the relief of traffic congestion and parking issues</p> <p>HL4O2 Promote the relocation of businesses in designated area WHE22 to create a site for housing commensurate with the surrounding environment</p> <p>HL4O3 Promote a mixed development on the OBU site with a strong preference to include the re-use of all suitable OBU buildings (also HL3O1)</p> <p>HL4O4 Set aside land to attract new businesses and to accommodate relocated businesses to the east of Wheatley which could include sites released from the Green Belt</p>
HL5V	There will be sufficient burial capacity.	HL5O Set aside land for burial since the present cemetery can no longer be extended
HL6V	Create a more sustainable and low carbon community	HL6O Pay attention to good quality existing design guidance which includes the New South Oxfordshire Design Guide [29] and the Chilterns Building Design Guide [30]

Social infrastructure (including a range of sport, education, healthcare and leisure services)

Vision		Objectives
S11V	There will be a range of high-quality sports, leisure, education, healthcare and social facilities to meet the community needs commensurate with an expanding population of all ages especially the elderly.	<p>SI1O1 Ensure that the social infrastructure is in place to accommodate the increased needs of new and existing residents</p> <p>SI1O2 Maximise the leisure opportunities for all ages, including the allocation of land and identification of ways of delivering new and improved facilities at appropriate locations to meet increased demand</p> <p>SI1O3 Preserve the leisure facilities used by the residents of Holton and Wheatley that are located on the OBU site, including that part of the site that is outside the Neighbourhood Plan Area.</p> <p>SI1O4 Set aside land to build a larger village hall to meet current and increased demand created by new housing</p> <p>SI1O5 Set aside land to re-locate the current accommodation used by the Scout Movement to improve safety and encourage increased participation in the organisation</p>
SI2V	Wheatley will continue to operate as a hub village and Local Service Area	SI2O Expand the amenities to satisfy the increasing demand

Retail Services

Vision		Objectives
RS1V	Wheatley will be served by a thriving hub village economy that provides a diverse range of accessible day-to-day services for its residents and those of the surrounding villages.	<p>RS1O1 Retain and support a mix and variety of shops in the village centre</p> <p>RS1O2 Improve traffic flow to ease congestion in the village centre</p> <p>RS1O3 Provide adequate parking close to the village centre</p>

Village Centre

Vision		Objectives
VC1V	The village centre will provide a pleasant, attractive, safe and convenient place for residents of all ages to shop, socialise and generally enjoy life.	<p>VC1O1 Ensure the provision of a public toilet for the village centre</p> <p>VC1O2 Set aside land for controlled parking</p>

VC2V	The village centre will be a vibrant place for use by the community that is regularly reviewed for opportunities to provide improvement and regeneration.	VC2O New homes will be built within walking distance of village centre, to maximise use of the shops, reduce parking needs and provide ease of access for the elderly
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Industrial and commercial environment and infrastructure

Vision		Objectives
IC1V	Wheatley will remain home to the growing number of small enterprises covering all ownership sectors (private, voluntary and public) across the tertiary sector and light manufacturing sectors.	IC1O To provide more business units capable of flexible use and expansion
IC2V	New businesses will be located around the eastern end of the village, close to existing ones, and at the OBU site, with some flexibility for future expansion.	IC2O Relocate existing commercial units to provide opportunities to develop Littleworth industrial area (WHE22) brownfield site for residential use (see Figure 6.1)

Traffic (motorists, pedestrians and cyclists) and transport

Vision		Objectives
TT1V	Wheatley will be supported by a safe and efficiently functioning road network with sufficient village parking.	TT1O1 Ensure that new developments minimise congestion TT1O2 Enhance parking management and provision TT1O3 Ensure that new developments do not exacerbate the issues with existing traffic black spots, rat runs and movement of HGVs
TT2V	The village centre, all schools and leisure facilities will be safely accessible by walkers, cyclists and the elderly and infirm.	TT2O1 Provide new and improved pavements throughout Wheatley TT2O2 Promote safe cycling and walking routes east to west for access to schools TT2O3 Promote safe walking routes in the High Street TT2O4 Provide a new pedestrian link to OBU which will include a new pedestrian and cycling bridge for safe and practical access to the village centre TT2O5 Ensure that parking provision for the health and education services are met for future population levels
TT3V	Wheatley will continue to be provided with good public transport.	TT3O Promote public transport as the first-choice mode of transport for residents

TT4V	Under all circumstances air quality standards will be met.	TT4O Ensure air quality monitoring is maintained and extended to include critical locations in addition to the High Street (eg outside Primary School etc)
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Village character

Vision		Objectives
VCh1V	Wheatley will enhance its reputation as a welcoming village, respectful of its heritage, where residents experience a strong community spirit.	VCh1O Preserve and enhance the village character by providing, within walking distance, safe access from all new housing to a vibrant village centre and all retail locations

Quality of the environment and natural landscape

Vision		Objectives
EL1V	Residents will continue to enjoy the natural landscape that offers a range of green spaces and outstanding local vistas.	EL1O1 Preserve the Green Belt except in those areas where criteria are not fully met EL1O2 Ensure that the key visual landscapes are preserved
EL2V	The rural habitat and ecological diversity will be protected and enhanced.	EL2O1 Promote enhancement of wildlife sites through the creation of features such as ponds, spinneys, wetlands and grassland

Employment opportunities

Vision		Objectives
EO1V	There will be increased employment opportunities for the communities served by the Wheatley hub especially for our young people.	EO1O1 Encourage business expansion in Wheatley through improved and new business infrastructure EO1O2 Encourage businesses onto the OBU site to offset the loss of local employment due to the relocation of the university

6. Identification of sites which could come under consideration for future development

6.1 In order to fulfil the housing needs, the WNP must identify sites that are suitable for development and are compatible with the vision and objectives. Despite the provisions outlined in the SODC Local Plan 2033 [3] in which Wheatley is excluded from a target of 15% growth (due to the likely development on the OUB site), the WNP Committee considers that it is still appropriate to identify sites for possible development with well-defined characteristics that reflect the needs and wishes of the residents and provide community benefits for the foreseeable future. The WNP Committee considers this to be prudent in view not only of the as yet undecided future of the OBU site, but also to express the community views for consideration in the future Local Plan Process.

6.2 The WNP Committee has therefore:-

- identified sites which might come under consideration for future development
- assessed these sites based on their suitability, unrestricted nature and availability for development
- subjected the resulting sites to a more-rigorous selection process based on key strategy considerations, land use and any possible review of their Green Belt status

This selection process is described in more detail in section 7 below. The sites identified are shown in Figure 6.1 and are described in Figure 6.2.

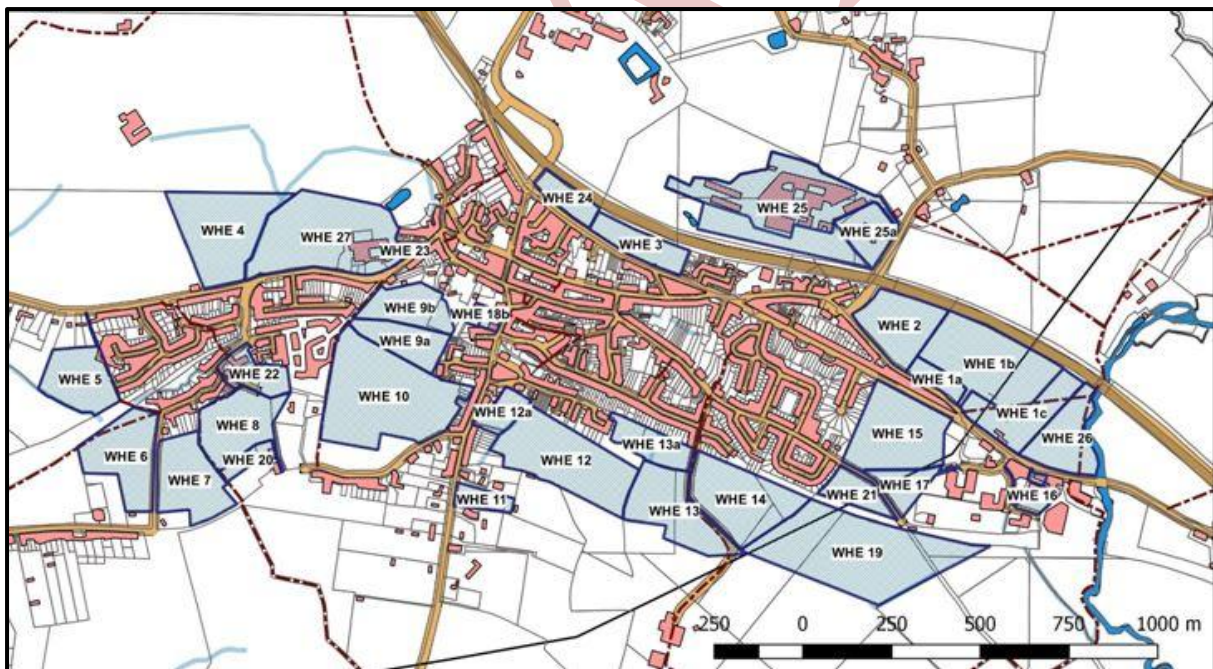


Figure 6.1 Sites which could come under consideration for future development

Ref	Site	Source
WHE1A	N of Old London Road, S of Christmas tree area	SO SHLAA 2011 / 2013
WHE1B	Christmas tree cultivation area, S of A40, N of Old London / London Road	SO SHLAA 2011 / 2013
WHE1C	Farm shop and equestrian area	SO SHLAA 2011 / 2013
WHE2	N A40, W Waterperry Road, S Old London Road	SO SHLAA 2011 / 2013
WHE3	Between A40 and London Road	SO SHLAA 2011 / 2013
WHE4	W of Primary School site, part of Shotover Estate	SO SHLAA 2011 / 2013
WHE5	W of Kelly's Road	SO SHLAA 2011 / 2013
WHE6	W of road through Littleworth towards Gidley Way	SO SHLAA 2011 / 2013
WHE7	E of road through Littleworth, N of Windmill lane	SO SHLAA 2011 / 2013
WHE8	Between Littleworth and the Windmill	SO SHLAA 2011 / 2013
WHE9A	S of the old railway line, N of the Howe	SO SHLAA 2011 / 2013
WHE9B	N of the old railway line, SW of the Manor	SO SHLAA 2011 / 2013
WHE10	The Howe nature reserve and Allotments	SO SHLAA 2011 / 2013
WHE11	Earlywood Paddock	SO SHLAA 2011 / 2013
WHE12	E of Ladder Hill, S of Kelham Hall drive	SO SHLAA 2011 / 2013
WHE13A	S of Beech Road, W of lane to Castle Hill Farm	SO SHLAA 2011 / 2013
WHE13B	S of WHE13A	SO SHLAA 2011 / 2013
WHE14	S of Beech Road, E of lane to Castle Hill Farm	SO SHLAA 2011 / 2013
WHE15	E of the Avenue, S of London Road	SO SHLAA 2011 / 2013
WHE16	W of Asda, S of London Road	SO SHLAA 2011 / 2013
WHE17	S of WHE15	SO SHLAA 2011 / 2013
WHE18	The Railway Inn and BT Exchange	Sale particulars for development issued
WHE19	To the S of line of railway at E end of village	Local knowledge, for completeness and to explore S link road possibility
WHE20	Immediately N of windmill	Local knowledge, encroaching development spoiling setting of windmill
WHE21	S of Roman Road, N of line of railway	SO SHLAA 2011 / 2013
WHE22	Littleworth industrial area	Local knowledge, improvement opportunity
WHE23	E end of Primary School Site	Local knowledge, improvement opportunity
WHE24	Wooded area between A40 and London Road	Local Knowledge, similar to WHE3
WHE25	Oxford Brookes U. - built on area only	Pre-defined by SODC
WHE26	E end of village adjacent to river	Local knowledge, flood plain
WHE27	W end of the Primary School	Local knowledge, improvement opportunity

Figure 6.2 Descriptions of sites shown on the map in Figure 6.1

7 Assessment of the suitability of the sites for future development

7.1 The potential sites were subjected to a selection process based on their suitability, unrestricted nature and availability for development. The resultant sites were then subjected further to a more-rigorous selection process based on key strategy considerations and the land demands factors as shown schematically in Figure 7.1. This process was continued to develop and plan policies for implementation within the WNP, as outlined in Sections 8 and 9.

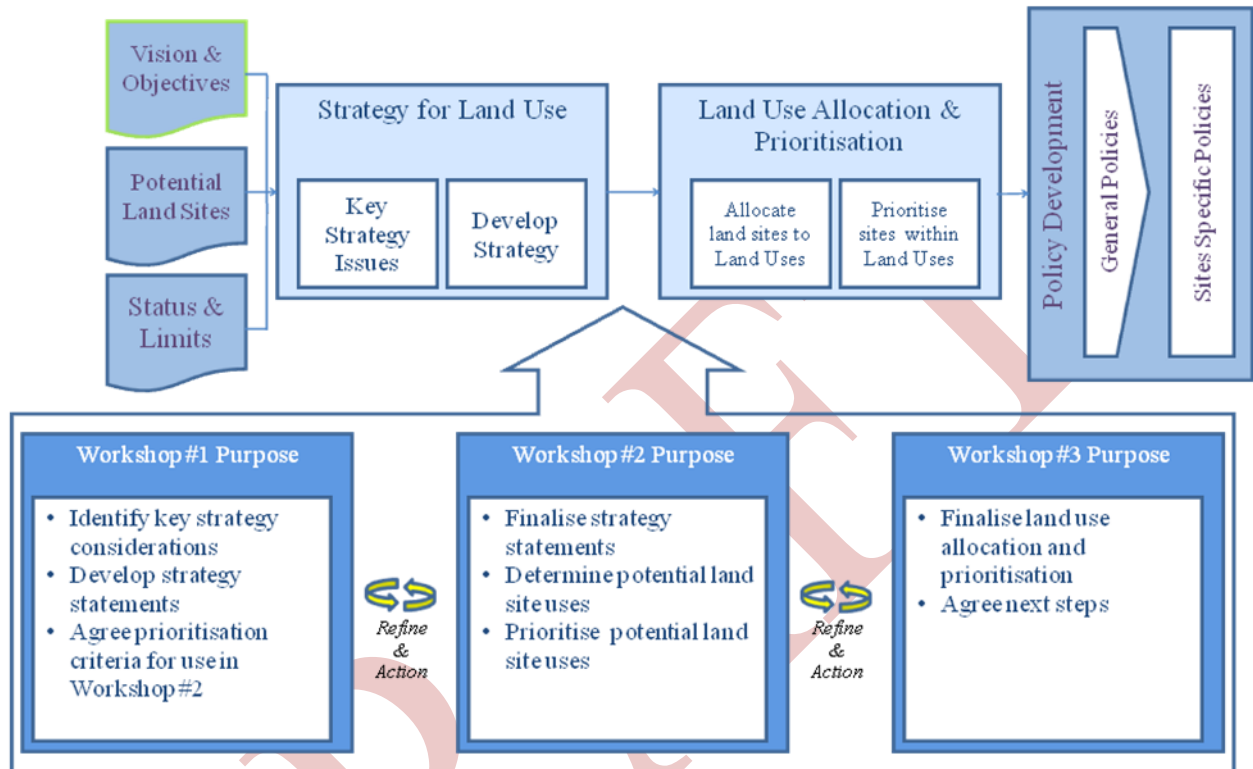


Figure 7.1 The process used for assessing potential development sites

7.2 The outcome of the selection process showed that the key issues for considering land use were as follows:-

1. There is sufficient land that is available and unrestricted to provide housing for “at least 300 homes” (SODC Local Plan 2033 [3]) when the built form of the OBU site is developed
2. Land availability in the centre of the village is limited and must be strictly prioritised
3. There are specific sites at the east/west extremities of the village which, subject to Green Belt review by SODC, could be made available.

Each site was weighted according to its potential

- to maximise delivery of the WNP vision and objectives
- to minimise any negative impact on infrastructure.

7.3 On the basis of these considerations, a strategy for apportioning and prioritising land use was developed which is summarised in Figure 7.2.

Land use	Strategy statements
Housing for first-time buyers and key workers	Should be near schools
Housing for the elderly	Housing for the elderly to be central or near bus stops
Housing for the general public - 60%	Broad mix of housing options
Housing mix	Affordable housing not less than 40% (for sites with >8 units)
General housing needs	Infill linear development to meet housing needs should not be ruled out
Business	Move non-retail businesses out of residential areas Concentrate non-retail businesses on limited, serviced sites Encourage mixed use on the OBU site
Leisure (physical)	Playing fields No net loss of sports facilities Good access required Walking pathways
Leisure (social)	No net loss of social amenities (pubs, restaurants, clubs) Bigger community hall close to core village population (S side of A40)
Parking	Additional space near the village centre and/or bus stops
Burial space	A dignified setting Suitable ground conditions
Change of use	Change of land use to improve the environment

Figure 7.2 The strategy for allocating and prioritising land use

7.4 In compliance both with National Policy and with community sentiment, all the sites were reviewed on the basis that no development in the Green Belt would be allowed. From this lengthy selection process, two sites emerged: WHE18 ('The Railway' site) and WHE25 (the OBU site). However, although these sites were suitable for development, it was recognised that they may not fully support both the land needs and the vision and objectives criteria identified by the WNP.

7.5 'The Railway' site (WHE18), approximately 0.53ha, is located on Station Road. Given its size and proximity to the village centre, the site would be suitable for housing for the elderly, and ideally for some car parking for the community.

7.6 The built form of the OBU site (WHE25) is approximately 12.11ha. If all the WNP aspirations are to be fulfilled, this would need to support mixed use, to include all types of housing, to allow commercial relocation/use and to make provision for burial land and

leisure/playing fields. The whole of OBU Wheatley campus lies within the Green Belt, however the part within the WNP area is designated a brownfield site. The remainder of the OBU campus that lies outside the WNP area is critical Green Belt to be protected at all costs. Since this part of the OBU Wheatley campus lies within the Green Belt, the WNP would expect that this part of the site would be retained as Green Belt to maintain separation between the settlements of Wheatley and Holton.

7.7 As already noted, it may be the case that ‘The Railway’ site (WHE18) and the OBU site (WHE25 (partial)) will not be able to fulfil all the needs identified by the WNP. The vision and objectives set out by the WNP are both exciting and ambitious driven by a desire to revitalise and regenerate the village at the same time as delivering its needs. Recognising this possibility has led the WNP to consider some contingency planning and this has been facilitated by SODC Local Plan LP2033 [3] wherein alterations to the Green Belt to accommodate “appropriate development” have been proposed. For Wheatley, these proposed Local Plan alterations consist of releasing land to the east end of the village from the Green Belt comprising WHE15, WHE16, WHE17 and WHE21.

7.8 Wheatley has experienced substantial expansion since the early 1960’s which resulted in the creation of a site for light industry towards the eastern parish boundary. The idea for this site was to accommodate the relocation of badly sited industry in other parts of the village. Development of this light industrial area has had benefits in terms of employment and also in providing a location for the village sewage works. Planning however has not been well coordinated to the extent that a small development of 6 bungalows (#’s 148 – 158 London Road (even numbers)) has become isolated within the area, serviced only by an unadopted road and located next to the sewage works. WHE16 lies almost completely within the light industrial area and adjacent to the bungalows. If it was developed it would add to the isolation and generally unattractive environment for these residential buildings. It would be desirable to reconcile the effects of historical planning decisions that would now appear to be inappropriate and also present a barrier to creating a well managed and comprehensive modern light industrial site that would provide local employment.

7.9 The designated areas WHE15, WHE16 and WHE21 lie between the light industrial site and the village proper and prevent unrestricted sprawl of built up areas. The land is visually important, particularly when approaching the village from the east and is a desirable and much needed green space within the parish boundary.

7.10 Mindful of the community sentiment to protect the Green Belt the WNP can only support the SODC Local Plan LP2033 [3] proposal to release Green Belt where there is a clear need and benefit to Wheatley and its environment and also that such a release has the consensus of the residents of Wheatley. After careful consideration the WNP will support development and utilisation of Green Belt that delivers the following:-

- WHE16 to be released for development for light industry and commercial. WHE16 cannot be deemed to fulfil all the criteria for the Green Belt. This change of use may be sufficient to relocate all (or perhaps only part) of the commercial properties from WHE22 (the Littleworth industrial area) if this cannot be accommodated with the redevelopment of WHE25. Subsequently, WHE22 would be redeveloped for housing and general improvement of the environment.

- Release of only a suitable part of WHE15 for housing. Adjacent to WHE16 there is a small development of 6 bungalows (#'s 148 – 158 London Road (even numbers)). With due consultation and respect for the views of the occupants of the bungalows then as part of the redevelopment and rationalisation of the eastern aspect of the village it would be desirable to facilitate the relocation of these occupants to equivalent housing as part of a limited development on WHE15 with the subsequent vacated land being made available for development and incorporated into the overall development of WHE16 and the eastern end of the village for light industry.
- The part of WHE15 not used for development to be maintained as public green space with nature corridors to maintain a break to prevent urban sprawl.
- Provision of a suitable location for a burial ground (0.3 ha) if this cannot be accommodated on the OBU site (WHE25). It should be noted that provision of such land use is permitted within the Green Belt.

In addition to complying with all the relevant building regulations these developments, if authorised, should also comply with the Design Brief described in policy H1, the Type and Size of New Housing described in policy H2, the criteria for Change of Land Use described in policy H5.

These proposals would achieve a major amount of rationalisation of land use in Wheatley and Littleworth together with providing additional housing and opportunities for business expansion and local employment at the expense of only a small loss of Green Belt (ie WHE16 and only part of WHE15 without needing the release of WHE17 and WHE21).

7.11 In the event that there is increased industrial development at the eastern end of the village this will inevitably lead to an increase in HGV traffic delivering goods and services to the businesses located therein. Under these circumstances there must be a review of the OCC Highway regulations governing HGV access to the village from the A40 and also a review of the weight bearing capacity that can be accommodated by the Wheatley Bridge (1809) which is located on the eastern boundary of the designated NP area.

7.12 If WHE23 (land at the east end of the primary school) and/or WHE27 (land at the west end of the primary school) do become available for redevelopment, then priority should be given to education, community/sports facilities and housing for the elderly. If any other sites become available, then they should conform to our land use strategy, with all central sites being used primarily for housing for the elderly and community parking. Ideally, such developments should not incur any net loss of shops, social amenities (pubs, restaurants, clubs) and community/sports facilities.

8 Wheatley Neighbourhood Plan: Policies

Introduction

8.1 The policies are organised by themes and relate to the WNP objectives described in Section 5. For clarity, the WNP objectives should not be confused with the WNP policies. The table in Figure 8.1 shows how the policies of the WNP will meet the objectives set out in Section 5.

WNP Objectives	WNP Policies
Housing and land use	
HL1O1 – 6	H1, H2, H3, H4
HL2O	H5
HL3O1 – 4	H1
HL4O1 – 3	H5
HL5O	B1
HL6O	DQS1, DQS2
Social infrastructure (including a range of sport, education, healthcare and leisure services)	
SI1O1 – 5	SCI1, SCI2
SI2O	SCI1, SCI2
Retail services	
RS1O1 – 3	T1
Village centre	
VC1O1 – 3	VCE1
VC2O	VCE1, H2
Industrial and commercial environment and infrastructure	
IC1O	H5
IC2O	H5
Traffic (motorists, pedestrians and cyclists) and transport	
TT1O1 – 3	T1, P1
TT2O1 – 5	T1, P1
TT3O	T1
TT4O	T1
Village character	
VCh1O	T1, VCE1

Quality of the environment and natural landscape	
EL1O1	EN1
EL2O	EN1
Employment opportunities	
EO1O1 – 2	E1

Figure 8.1 Relationship between the WNP objectives and the WNP policies

Housing and land use

8.2 SODC Local Plan LP2033 [3] indicates that as a Larger Village Wheatley is being allocated “at least 300 homes” as part of a housing development on the former OBU campus.

8.3 To inform the housing site allocation process, WNP Land Availability Assessments have been undertaken which identified a number of potential sites suitable for development. Following resident-led site assessments, public consultation feedback, further focus group feedback and consideration by the WNP Housing Group both in terms of site suitability and overall strategy two sites have been identified for housing, or housing as part of a mixed-use development.

POLICY H1: SUPPORT PROPOSAL FOR HOUSING ON TWO SITES

Support use of land for new housing at the sites listed below. Development within each site is subject to the Site Allocation Policies set out in this Plan.

Site Name	Use	Gross site area (ha)
WHE18, The Railway Inn and BT Exchange	Housing for the elderly and public parking	0.53
WHE25, OBU – built form	Housing with mixed use	12.11

8.4 In addition to enabling communities to decide where new development should go, one of the key purposes of neighbourhood planning is to enable local communities to say what new development should look like. To ensure Wheatley and Holton residents and businesses are able to influence and shape new developments at an early stage in the design process, allocated sites within the WNP are expected to prepare a Design Brief. In preparing the Design Brief the following three stage process is encouraged.

POLICY H2: DESIGN BRIEF

For each of the sites listed in Policy H1, a Design Brief (or its equivalent at time of housing construction) must be produced for the whole site, setting out the principles for development, prior to the submission of a planning application. Development must be implemented in accordance with the principles set out in the Design Brief. Applicants must discuss the content of the Design Brief with Wheatley Parish Council and, for the OBU site, with Holton Parish Council. The Design Brief must demonstrate consideration of the following issues:

- i. Location, type and management of open space and recreation facilities
- ii. Location, type and management of landscaping
- iii. Management, impact and mitigation of views, vistas and adjacencies
- iv. Building use, scale, height, density and massing
- v. Materials palette
- vi. Removal and disposal of asbestos in accordance with current legislation
- vii. How the development responds to local character
- viii. Connecting walking and cycling routes
- ix. Promotion of sustainable development and energy efficiency.

- a) Offer to meet with Wheatley Parish Council, Holton Parish Council and SODC to discuss initial design proposals for the site.
- b) Undertake a minimum of a one-day public consultation event that is appropriately attended by a technical team.
- c) Provide Wheatley Parish Council and Holton Parish Council with the opportunity of an accompanied site visit.

Stage Two: Design refinement

- d) Provide Wheatley Parish Council and Holton Parish Council with a short summary statement of the public consultation feedback and offer to meet with the parish councils to discuss and review the feedback and any resulting proposal modifications.

Stage Three: Agree the design brief

- e) Offer to present the final proposals and planning application submission to Wheatley Parish Council and Holton Parish Council
- f) Within an agreed reasonable time, prior to the submission of any planning application, Wheatley Parish Council, Holton Parish Council and SODC will provide a Design Brief Position Statement to the applicant confirming the satisfactory completion of the Policy H2 Design Brief process. This Position Statement would form the basis of any subsequent statutory public consultation comments made by Wheatley Parish Council and/or Holton Parish Council to SODC as part of the decision-making process for any formal planning application.

8.5 On windfall sites of 10 or more net additional dwellings, or comprising 500sqm or more of additional new employment, retail, hotel, community service, or leisure floor space, the preparation of a Design Brief is encouraged in the spirit of good planning and positive frontloading of the decision-making process. The use of development proposal websites and other social media to provide residents with information and an opportunity to comment on emerging proposals is encouraged.

8.6 It is important to ensure that the local community, through Wheatley Parish Council and Holton Parish Council, maintains an active and positive role throughout any decision-making process undertaken by SODC and OCC on a planning application. Where appropriate, a Planning Performance Agreement between the applicant, SODC, OCC, Wheatley Parish Council and Holton Parish Council would be welcomed, particularly for the sites allocated for development within the WNP.

8.7 It is also important to ensure that new housing meets the housing needs of Wheatley and Holton now, over the lifetime of the WNP and into the future. As housing needs in terms of size, type and tenure will vary over the lifetime of the WNP, a flexible policy approach is required to ensure that future development proposals are able to respond to the housing needs at that time. This policy should take advantage of any opportunities afforded if or when land that is considered to be not of a suitable 'green space quality' is removed from the Green Belt within the framework of a Local Plan and made available for residential or commercial development.

8.8 To achieve this flexibility, where appropriate, development proposals are required to prepare a Dwelling Statement to show how the proposal meets the specific housing needs and demand of Wheatley and Holton.

8.9 Dwellings Statements should be proportionate and should rely predominantly on secondary data (possible sources include: SODC Housing Market Area Assessments, Housing Need Assessment and Housing Strategy [32], and the 2014 Housing Standards Review [33]).

8.10 For Wheatley and Holton, SODC Local Plan 2033 [3] does not address housing on suitable infill and redevelopment sites. The provision of new housing through infill and redevelopment opportunities is classed as 'windfall'. Windfall sites are those that have not been specifically allocated in the WNP and have unexpectedly become available.

8.11 Self build is an important element of the government's housing strategy as this not only provides new homes but also can help get empty and redundant buildings back into productive use, and supports action to help new house building firms.

POLICY H3: TYPE AND SIZE OF NEW HOUSING

Development proposals providing 8 or more net additional dwellings will set out a Dwelling Statement. This will be submitted as part of any planning application to show how the proposal provides an appropriate choice of homes that meet the specific housing needs of Wheatley and Holton. The Dwelling Statement should provide details on how the proposed development

- a) meets the needs of different groups in the community, such as but not limited to, young people, local workers, small families, older residents (55+), and people with disabilities
- b) provides a high-quality of internal and external living space.

Development proposals for 8 or more net additional dwellings should also provide details of how housing types, sizes and tenures are appropriately ‘pepper-potted’ across the site to avoid large areas of uniform type, size and tenure.

POLICY H4: INFILL AND SELF-BUILD DWELLINGS

Infill housing developments and proposals for the construction of self-build dwellings within the Neighbourhood Plan Area will be supported where it is demonstrated that the proposed development constitutes sustainable development consistent with the WNP vision, objectives and land-use strategy

POLICY H5: CHANGE OF LAND USE

If plots of land, especially at the eastern end of the village, are taken out of the Green Belt within the framework of a Local Plan, then proposals for their residential and commercial development will be supported if they satisfy the needs of Wheatley and are supported by consensus of the residents of Wheatley. Preference will be given to appropriate sites where they afford the creation of new businesses and allow improvement and relocation or expansion of existing light industry within the village.

POLICY P1: PARKING PROVISION

Parking standards for new residential developments recognise that ‘tandem’ parking is inconvenient and should generally be avoided, as both spaces are rarely used. Given this, and in order to guard against overspill onto the existing busy and constrained road infrastructure, tandem car parking spaces will count for only 50% of a parking space when calculating the level of parking provision for new residential developments.

Action point: Contingency

8.12 If the sites listed within Policy H1 are not delivered as anticipated within the WNP timescales, Wheatley Parish Council and Holton Parish Council will pro-actively work with the land owner(s), and or developer(s), to address any issues preventing the site(s) coming

forward. If this is unsuccessful, they will undertake a review of the WNP to identify alternative deliverable site(s).

8.13 Wheatley Parish Council and Holton Parish Council will also pro-actively update the WNP to address strategic policy changes arising from the future replacement of SODC Local Plan 2033 [3].

Transport and movement

8.14 Traffic congestion within Wheatley causes major inconvenience to road users, cyclists and pedestrians, and creates an unpleasant environment, particularly within the village centre. To monitor the air pollution, an Air Quality Management Area (covering the High Street) is designated at Wheatley due to the traffic issues.

8.15 The WNP seeks to minimise the impact of existing and additional congestion on the road network, particularly the village centre. Any increase in traffic volumes is a very strong concern and has influenced the housing site selections. Proposals should not seek to increase housing numbers on the sites allocated in the WNP as this will be likely to result in unacceptable traffic congestion and air quality impacts around Wheatley.

POLICY T1: IMPACT OF DEVELOPMENT ON THE ROAD NETWORK

Allocated residential developers will be required to provide a Travel Plan, setting out how opportunities for encouraging, facilitating and supporting use of, and improvements to, sustainable transport modes have been maximised. The Travel Plan will address the specific issues of minimising congestion, parking management, relief of existing traffic black spots and impact on general air quality. This Travel Plan will be delivered as part of the proposed development. The provision of new or improved walking or cycling routes, improvements to public transport, and the incorporation of electric car charging points, will be supported.

8.16 To help to improve Wheatley's transport issues over the longer term, Wheatley Parish Council will be encouraged to commission a study (in collaboration with OCC Highways) to develop schemes to manage and mitigate traffic flow through the village:

- a) To improve cycling routes (access, quality and safety) across and beyond the WNP area
- b) To promote information on existing cycle routes and facilities, and to explore the potential for new sustainable transport initiatives
- c) To promote information on existing walking routes, especially those used for 'health walks' and to improve alternative walking routes along parallel secondary routes
- d) To increase the accessibility of the village to pedestrians, including reviewing opportunities to increase the one-way system and through short-term initiatives (eg temporary street closures for weekly and/or seasonal markets)
- e) To support the introduction of electric cars and buses and low-emission vehicles (eg through the provision of charging points for electric cars)
- f) To explore the feasibility of a low-emission zone in the village centre

- g) To ensure that schools and educational establishments work with SODC to seek ways to improve the safety and well being of their students in terms of walking and cycling
- h) To introduce 20mph zones on roads adjacent to the village centre
- i) To ensure that all major village businesses, employers and institutions, including schools and educational establishments, complete a travel plan that identifies how they are minimising congestion on the roads
- j) To deliver public transport improvements in Wheatley, including the running of buses with enhanced energy efficiency and electrification, reviewing the location of existing bus stops, and to provide real-time information
- k) To engage with the highway authorities to re-direct strategic traffic, where appropriate, away from Wheatley village centre
- l) To install sufficient signage to control and reduce the passage of HGVs through the village by restricting weights over the flyover and Wheatley Bridge. Further restrictions to be implemented in the village centre, Ladder Hill and Littleworth Road, with hours of access (i.e. night time) restrictions together with SatNav and strategic route advisory management
- m) To remain open to new forms of traffic infrastructure, such as roundabouts, that may aid the safe flow of traffic
- n) To address road safety along a number of routes perceived as particularly dangerous
- o) To encourage a review of car parking throughout the village and to remain open to implementing Controlled Traffic Zones as appropriate
- p) To encourage the development of additional car parking spaces, including the provision of 'load and go' bays in the village centre for short-term car parking
- q) To continue to fund the bus services through S106 funding [34]

Social and community infrastructure

8.17 Redevelopment of the Wheatley Primary School (WHE27) site for educational use to include provision of a new village hall would improve and enhance the character of the village, especially if the redevelopment addressed the current traffic congestion and parking issues associated with collection and transport of pupils.

8.18 Constraints on land availability in Wheatley reduce opportunities to deliver new community facilities. Existing facilities, notably the Merry Bells, Wheatley Scout Movement etc provide important community services in relatively outdated buildings. Opportunities to provide these services within larger facilities that retain the existing services and provide space for additional community functions should be explored and supported, including consideration of a 'sustainability hub' which brings together ideas and organisations related to low-carbon living.

8.19 Community facilities wishing to apply for renewal utilising S106 [34] or CIL [35] funds should register with Wheatley Parish Council who will engage with SODC on their behalf.

POLICY SCI1: RENEWAL AND ENHANCEMENT OF COMMUNITY FACILITIES

There will be no net loss of recreational space, educational facilities, high-quality sports, leisure, healthcare and social facilities to meet the community needs commensurate with an expanding population of all ages.

POLICY SCI2: RENEWAL AND ENHANCEMENT OF COMMUNITY FACILITIES

The renewal and enhancement of community facilities in line with the WNP objectives will be supported.

POLICY B1: BURIAL PROVISION

No new developments will be supported until a suitable site for an additional burial ground is identified and confirmed.

Retail and town centre

8.20 Wheatley has a strong and healthy village centre, with a diverse mix of independent traders serving the local rural district. In keeping with national trends in recent years, the village has lost a number of its pubs and at present has only two restaurants. It is important that the village's vitality and viability is maintained and where possible improved. It is also important that Wheatley village centre remains at the heart of the community as a destination not just for shopping, but also as a place where current and future residents want to work, socialise and live.

POLICY VCE1: WHEATLEY VILLAGE CENTRE

Proposals for any new housing, retail, leisure and office development within the defined village boundary on allocated or unallocated sites outside the village centre must be in locations which are accessible to the village centre by walking, cycling and public transport, and have appropriate on and/or off-street car parking provision. Such proposals will be subject to a sequential test and, for proposals comprising 1,500sqm or more net additional floor space, an impact assessment. Proposals which fail the sequential test, reduce the existing parking provision or are likely to have a significant adverse impact will not be supported.

8.21 Wheatley provides some important opportunities for local employment which need to be retained and enhanced. In particular, the needs of small and medium-sized businesses in the business, professional, creative industries and information technology sectors must be supported, as well as more traditional industries and arts and crafts.

8.22 Pressures on land due to additional housing requirements focus the strategy employed to be on intensification (including higher density) and partial redistribution and/or change of use of land.

8.23 Industrial and office activity will be directed towards the eastern end of the village at the industrial estate which will be protected for employment. Where possible, opportunities for

new office-based employment and hubs for smaller businesses will be distributed within the village and as appropriate mixed use on the OBU site.

POLICY E1: SUPPORTING WHEATLEY'S ECONOMY

The development of existing businesses and forging of new commercial initiatives will be supported.

Environment

Community action: Viewing Corridors

8.24 The parish councils of Wheatley and Holton will seek to progress the work already undertaken to preserve Viewing Corridors within the Neighbourhood Area, with the aim of providing precise information that can help provide the basis of future planning policy.

8.25 The Parish Councils of Wheatley and Holton will seek to encourage development proposals to take full account of the important views and landscapes that are in the district. The following development considerations will be supported:-

- Redevelopment of a site that affords the opportunity to improve the visual aspect of the site and its surroundings
- Enhancement of the approaches to any site under development
- Enhancement of the views to, from and within the site and its surroundings
- Preservation of existing tree avenues (especially those of significant age and historic nature)
- Creation within the site of a built form that has a scale and massing that reflects the local context
- Creation of a network of secondary spaces that responds to the built form around them and respects the location of mature trees, ecological features and ancient monuments
- Enhancement of the biodiversity and landscape setting of any site under development
- Improvement of the quality of the built environment/public realm especially with respect to the needs of young families and the elderly



Shotover



..... and its residents



Wheatley.....



..... and its residents



The Howe looking towards Shotover



Wheatley stone



Brill from OBU



Holton House from OBU

Figure 8.2 Scenes from around Wheatley

Community action: Environmental protection

8.26 The parish councils of Wheatley and Holton will seek to progress the significant work already undertaken on Viewing Corridors within the WNP, with the aim of providing precise information that can help provide the basis of future planning policy. In addition, Sites of Special Scientific Interest will be protected (eg Littleworth Brick pit).

POLICY EN1: BIODIVERSITY

The protection and enhancement of urban and rural biodiversity will be supported. Net gains in biodiversity, through the creation of new habitats, the enhancement of existing sites, and the development and implementation of ecological management plans, will be supported.

8.27 Wheatley is a Larger Village inset within the Green Belt. It is important that new developments make and maintain provision for green space within the site. Contributions and arrangements will be sought for management of spaces, expected to be carried out by SODC or Wheatley Parish Council. Green infrastructure should be considered in conjunction with playing pitches and the facilities to support them.

Design quality and sustainability

8.28 Attention should be paid to good-quality existing design guidance which includes the New South Oxfordshire Design Guide [29] and the Chilterns Building Design Guide [30] with particular reference to low carbon sustainable development.

8.29 The community welcomes the development of innovative high-quality sustainable homes that can act as exemplars for other villages and towns, and for the country as a whole.

8.30 In 2014 the UK government launched a Community Energy Strategy making it easier for the owners of buildings to install renewable energy. Proposals in Wheatley and Holton that promote community energy projects taking advantage of initiatives within the government's Community Energy Strategy including the Rural and Urban Community Energy Funds will be supported.

8.31 The Wheatley and Holton communities will also take advantage of Oxfordshire's pioneering role in the community energy field. The expertise of the organization Low Carbon Hub, a promoter of community energy initiatives working in partnership with Oxfordshire County Council and Oxford City Council, will be utilised, exploring the possibility of carrying out a schools photovoltaic project financed through the issue of community shares.

POLICY DQS1: LOCAL CHARACTER

All new development should be sensitive and make a positive contribution to the local character of the area. The key visual landscapes will be preserved. Where Design Briefs are required, they should demonstrate how the proposed development will respond to the local character in terms of design and materials.

POLICY DQS2: COMMUNITY ENERGY PROJECTS

Conformity to good-quality existing design guidance provided by the New South Oxfordshire Design Guide [29] and the Chilterns Building Design Guide [30].
Individual and community energy-efficient and sustainable projects will be supported.

9 Wheatley Neighbourhood Plan: Site policies

WHE18, 'The Railway' site

9.1 'The Railway' site is a brownfield site which originally sited The Railway Hotel, garden facilities and a large car park. The existing buildings and the whole site have been sold (February 2017) to Beechcroft Developments Ltd, a company that specialises in the development of retirement homes.

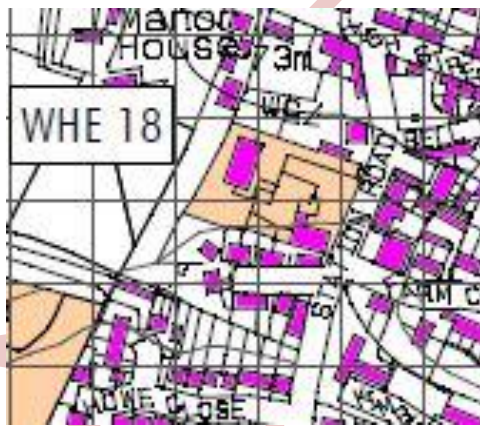


Figure 9.1 Location of 'The Railway' site, WHE18

9.2 Proximity to the village centre makes it ideal for a development of retirement homes.

9.3 Ideally the site should also accommodate some public car parking for the village

9.4 Provision of a 'green route' through the site should be encouraged to enable a pedestrian walkway through to the primary school.

POLICY SP1 – WHE18 – 'The Railway' Site

The Railway site is approximately 0.53ha (as shown in Figure 9.1). Any development scheme which ensures delivery of the following will be supported:-

- a) new homes designed for retirement housing
- b) retention of sufficient land for a pedestrian walkway to the primary school
- c) retention of some space for public parking.

The Design Brief prepared for this site should demonstrate how the proposed development

- d) incorporates provision of a pedestrian crossing for Station Road
- e) incorporates sufficient parking to include adequate visitor, and some public, parking
- f) provides for future access to the BT site when development is considered.

WHE25, the OBU site

9.5 Given that the established use on this site is unlikely to be continued in the future when the site is sold, LP2033 [3] has allocated the site for residential use. There are several relatively new buildings that can be considered for re-use (eg the Turing Building for residential units, the Motor Technology Building for industrial units, the Post Graduate Building for community use) and these would provide the basis for a development with residential and mixed-use. The mixed-use element could comprise a small retail hub, some light industrial units (which possibly could be used to relocate some of the light industry from Littleworth) and provision for burial space for Wheatley. Currently the site provides sports facilities for Wheatley, which must be retained or relocated on the site.

9.6 The OBU site is a brownfield site located within the Green Belt.

9.7 The site lies adjacent to an area of ancient archaeology containing a moated area as a Scheduled Ancient Monument. A full archaeological assessment of the brownfield area of the site and an ecological assessment should be undertaken to inform the Design Brief and will be required with any planning application. The full archaeological assessment will need to include an archaeological field evaluation to identify the full extent of the moated area.

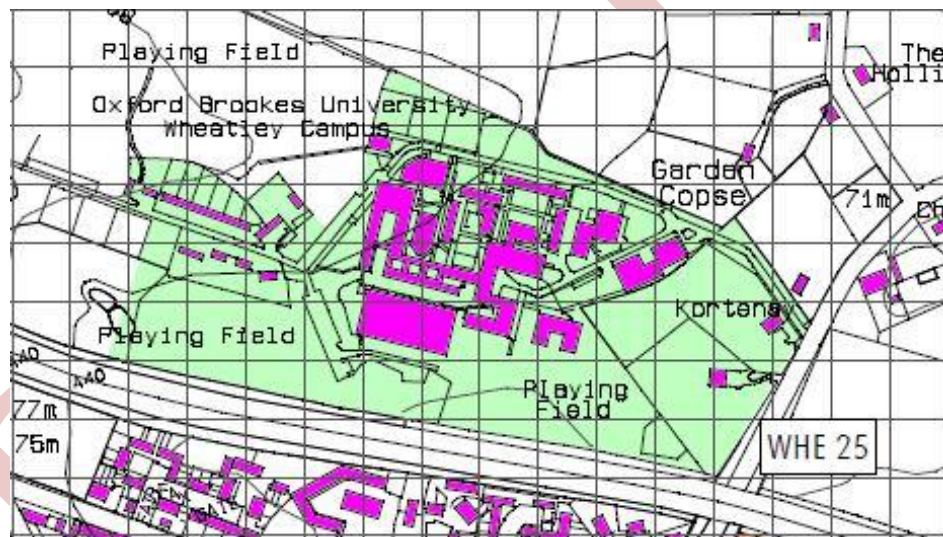


Figure 9.2 Location of the OBU site, WHE25

9.8 The OBU site currently falls within the Holton Parish boundary, but is considered to be primarily related to Wheatley given its proximity to the village. Integration with the Wheatley community will be welcome but mitigation of any and all potential adverse impacts on Wheatley must be provided as part of the development of the site.

9.9 Whilst the built form of the developable area could support a density of around 24 dwellings per hectare, the mixed-use elements of retail, community and business space will

reduce the land available for residential development. Furthermore the built form includes existing areas of public green space, outstanding views and protected trees (TPOs, see Figure 9.3) of which 54 have been identified [36] as Grade “A” and therefore worthy of retention. These landscape features are expected to be retained or replaced (as appropriate).

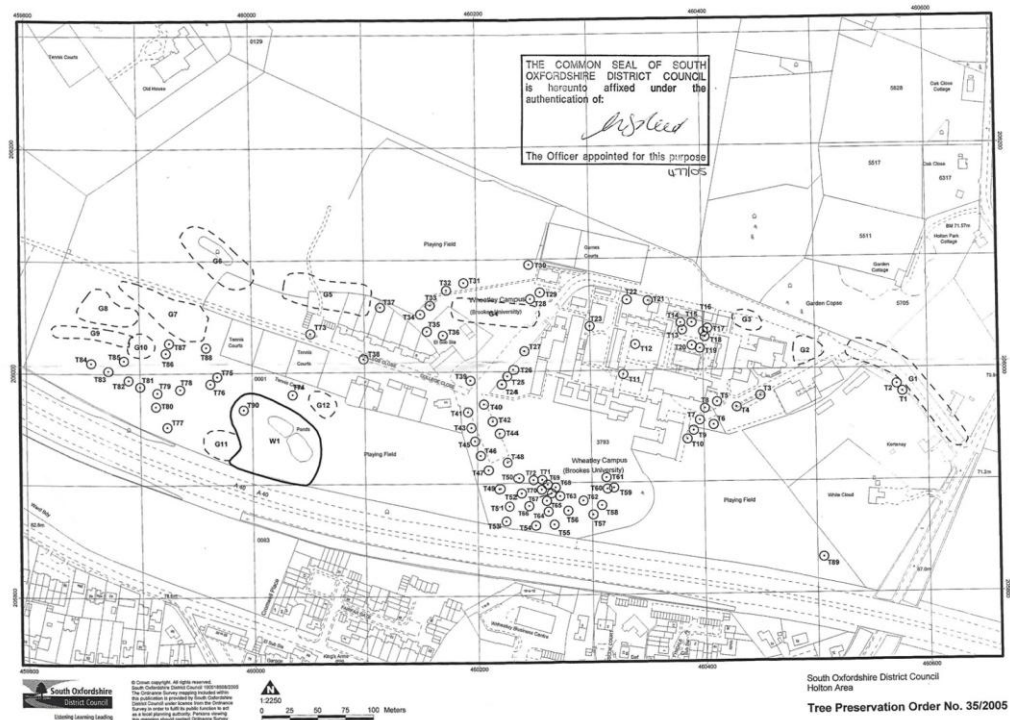


Figure 9.3 Location of TPOs on the OBU site



Figure 9.4 The OBU Tower



Figure 9.5 Looking east from Wheatley

POLICY SP2 – WHE25 - OBU Site

The OBU site is approximately 12.11ha (as shown in Figure 9.2). Any development scheme which ensures delivery of the following will be supported:-

- a) Housing in accordance with LP2033 [3] of which 40% are deemed affordable
- b) Retention of some of the land/existing buildings for light industrial or SME (Small Business Enterprise) together with adequate parking facilities
- c) Enhancement of the public realm in the vicinity of the site through design and landscape measures, public open space and/or financial contributions, subject to viability.
- d) Playing pitches and tennis courts together with indoor changing facilities
- e) A community hub comprising some retailing and community space (eg day care, transport links)

The Design Brief prepared for this site should demonstrate how the proposed development fulfils the following criteria:

- f) Incorporates and reinforces or maintains (possibly by land use exchange) the existing landscaping, pitches, green infrastructure, and biodiversity features, particularly along the site's northern and western boundary edges
- g) Ensures that the development has no greater impact on the surrounding environment than the existing development on the site, and that development conserves and where possible utilises existing buildings and enhances the landscape and scenic beauty of the site
- h) Assesses the impact of the proposed development on the landscape by undertaking a Landscape and Visual Impact Assessment
- i) Delivers new and improved cycle and pedestrian links (to include a bridge across the A40) public transport accessibility to enhance integration with Wheatley village centre including improved pavements (especially on Church Road and Friday Lane) and pedestrian crossings on roads as necessary
- j) Incorporates a package of highway and junction improvements to ensure that the development is serviced by two access roads that are linked and
 - as a minimum, has no greater impact on traffic congestion than the existing permitted development on the site at Waterperry Road and Holton Way with measures to be agreed with OCC
 - provides improved vehicle management for London Road and Old London Road
- k) Protects/enhances Ancient Monument and its setting located on the adjacent land
- l) Achieves point k through a geological survey to ensure the Ancient Monument is protected and to help inform the design of the site
- m) Responds to the site's environmental and landscape context, including preservation of current views of adjacent listed buildings and views to neighbouring villages (see Figures 8.2 and 9.5)
- n) Ensures that the profile of any and all new housing and buildings does not obstruct to any appreciable extent views of the horizon or protrude above the existing profile of the existing buildings (with the exception of the Tower block).
- o) Provides a detailed brief as to the method of all contamination (in particular, asbestos) removal and disposal from the buildings on the site according to agreed procedures
- p) Includes removal of the existing tower block to restore the natural views across to the Chilterns (see Figure 9.4)
- q) Maximises the number of retained TPOs as part of appropriate and reasonable development in accordance with **BS583712012** [37]
- r) Delivers more employment opportunities

Contingency Sites for “appropriate development”

9.10 If the SODC Local Plan LP2033 is adopted and includes the incorporation of WNP POLICY H5 for alterations in the Green Belt then in the event that the combination of developments at WHE18 and WHE25 cannot achieve the Vision and Objectives of the WNP the contingency plan for development will be implemented, subject to all permissions, regulations and community opinion being agreed.

POLICY SP3: CONTINGENCY SITES

If plots of land, especially at the eastern end of the village, are taken out of the Green Belt within the framework of a Local Plan, then proposals for their residential and commercial development will be supported if they satisfy the needs of Wheatley and are supported by consensus of the residents of Wheatley. Similarly, brownfield sites can be considered for change of use. Preference will be given to appropriate sites where they afford the creation of new homes, new businesses and allow improvement and relocation or expansion of existing light industry within the village. These will include:-

- a) WHE16 for light industrial use
- b) WHE22 for conversion from light industrial to housing (see Figure 9.6)
- c) WHE15 for housing, bungalow relocation and public open space (see Figure 9.6) together with burial provision if this cannot be accommodated on WHE25

Land designation	Specific criteria for change of land use
WHE15	Developed with a balanced split between housing and public open space
	Following SODC policy at least 40% of the dwellings to be low cost for potential first time buyers
	Housing development at least 20m from pylons/power cables.
	Vehicular access to housing development from London Road with no through access to Roman Road except for pedestrians and cycles
	Nature corridor (at least 20m wide) with winding path and planting to eastern and western boundaries of the development to ensure gap between the rear gardens of the Avenue and proposed new housing
	Facilitate cycle/footpath link from London Road to Roman Road
	Provide games area adjacent to Elton Crescent
WHE22	Maximum height of the dwellings to be 2 storeys (also possibility of rooms in the roof). The development should follow the natural contours of the site with feeder roads to each group of dwellings as the progress made up the site.
	With good access to the primary school, smaller low cost dwellings appear appropriate, some of which could be terraced to reflect those on the adjoining main road and also target first time buyers particularly those with young families.

	Existing access to be retained and used as the main feeder road to the proposed dwellings
	Retain an area adjoining the road as an open green space/village green and provide a footpath that links with the main footpath to Coopers Close.

Figure 9.6 Criteria for change of Land Use for WHE15 and WHE22

10 Delivery

10.1 When completed, the WNP will provide policies that will form part of the development plan for the area and will thus help to determine planning applications. The Wheatley and Holton Parish Councils will monitor the impact of the policies of the WNP.

10.2 The following items have been identified to help guide any spending by Wheatley and Holton Parish Councils of funds resulting from Section 106 Agreement [34] and/or Community Infrastructure Levy [35] payments:

- Transport strategy
- Transport strategy implementation (including strategic cycle routes)
- Community hall/multi-service centres (including a youth centre component), including the renewal and enhancement of existing community facilities
- Provision of public toilets
- Indoor and outdoor sports facilities, including football fields and tennis courts
- Junior, mini and adult playing pitches
- Children's play areas
- Wheatley village centre action plan priorities
- New and replacement or enhanced green infrastructure including parks and gardens, accessible natural and semi-natural green space, allotments and amenity green space
- Improved green spaces.

10.3 The prioritisation and use of Community Infrastructure Levy funds will be updated separately and maintained in a fully transparent and democratic manner.

11 Glossary

Affordable housing: Affordable housing includes social rented, affordable rented and intermediate housing, provided to specified eligible households whose needs are not met by the market. Most affordable housing will be provided through a registered social landlord at rates substantially lower than the prevailing market rates. It does not include lower-cost market housing.

Area of Outstanding Natural Beauty (AONB): Statutory national landscape designation, the primary purpose of which is to conserve and enhance natural beauty. Together with National Parks, AONB represents the nation's finest landscapes. AONBs are designated by Natural England.

Brownfield site: Previously developed land, which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure.

Built form: A term used in urban planning to describe a site in terms of the man-made building aspects including the man-made spaces between the buildings

Community Infrastructure Levy (CIL): CIL regulations introduce a levy whereby developer payments contribute to the provision of infrastructure or refurbishment of existing provision to support the additional burden that new development makes on both local and strategic infrastructure.

[Developer Payments - Community Infrastructure Levy, s106 agreements and Viability, \(April 2014\).](#)

Conservation Area: An area designated by the District Council under Section 69 of the Planning (Listed Building and Conservation Areas Act 1990 [38]) as an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. There are additional controls over demolition, minor developments and the felling of trees. The emphasis will be on careful control, positive management of change and positive enhancement, to enable the area to remain alive and prosperous, but at the same time to ensure that any new development accords with the area's special architectural or historic interest. Designation as a Conservation Area puts an onus on prospective developers to produce a very high standard of design which respects or enhances the particular qualities of the area in question.

Flood zones:

- Zone 1 (low probability) comprises land assessed as having a less than 1 in 1000 annual probability of river or sea flooding (<1%).
- Zone 2 (medium probability) comprises land assessed as having between a 1 in 100 and 1 in 1000 annual probability of river flooding (1% - 0.1%).
- Zone 3a (high probability) comprises land assessed as having a 1 in 100 or greater annual probability of river flooding (>1%).
- Zone 3b (the functional floodplain) comprises land where water has to flow or be stored in times of flood.

Green infrastructure: A network of multi-functional green spaces, urban and rural, that is capable of delivering a wide range of environmental benefits for the local communities.

Greenfield site: Land which is usually farmland, which has not previously been developed.

OFSTED: A non-ministerial department, the Office for Standards in Education, Children's Services and Skills has the responsibility for inspection and regulation of services that care for children and young people, and services providing education and skills for learners of all ages.

OCC: Oxfordshire County Council

Section 106 (S106): Planning obligations under Section 106 of the Town and Country Planning Act 1990 (as amended), commonly known as s106 agreements, are a mechanism which make a development proposal acceptable in planning terms, that would not otherwise be acceptable. They are focused on site-specific mitigation of the impact of development.

s106 agreements are often referred to as 'developer contributions' along with highway contributions and the Community Infrastructure Levy.

<http://www.legislation.gov.uk/ukpga/1990/8/section/106>

Sequential Test (Flooding): The Sequential Test ensures that a sequential approach is followed to steer new development to areas with the lowest probability of flooding. The aim is to steer new development to Flood Zone 1 (areas with a low probability of river or sea flooding). Where there are no reasonably available sites in Flood Zone 1, local planning authorities may consider available sites within Flood Zone 2 (areas with a medium probability of river or sea flooding).

Sequential Test (Retail): The Sequential Test ensures that a sequential approach is followed to steer new development to areas in the most sustainable location. This requires that applications for main village centre uses (eg shops) should be located in village centres. If that is not possible, then they should be located in edge-of-centre locations, and only if suitable sites are not available should out-of-centre sites be considered.

Site of Special Scientific Interest (SSSI): A Site of Special Scientific Interest in Great Britain or an Area of Special Scientific Interest (ASSI) in the Isle of Man and Northern Ireland is a conservation designation denoting a protected area in the United Kingdom and Isle of Man.

SODC: South Oxfordshire District Council

SHLAA: The Strategic Housing Land Availability Assessment is a technical study to inform future planning policy development. It also assists in monitoring whether there is an adequate supply of deliverable housing land.

Sustainable development: Sustainable development balances social, economic and environmental needs.

Tree Preservation Order (TPO): A mechanism for securing the preservation of single or groups of trees of acknowledged amenity value. A tree subject to a tree preservation order may not normally be topped, lopped or felled without the consent of the local planning authority.

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