

## Annex A – Schedule of Main Modifications (March 2023)

General		
Main Modification Reference	Policy/Paragraph Reference	Main Modification
MM1	New paragraph (to be inserted after paragraph 1.6)	<p>Insert new paragraph after existing paragraph 1.6 as follows:</p> <p><b><u>In relation to the land within the identified boundary of the AAP, the AAP is intended to amend the following in the West Oxfordshire Local Plan -</u></b></p> <ul style="list-style-type: none"> <li>• <b><u>Figure 3.2 of the AAP updates Figure 9.5e of the Local Plan to confirm the boundary of the Garden Village Strategic Location for Growth and include land to the north within it.</u></b></li> <li>• <b><u>AAP Policy 25 supersedes Local Plan Policy H5 in respect of custom and self build housing.</u></b></li> <li>• <b><u>AAP Policy 16 supersedes Local Plan Policy T4 in respect of car parking standards.</u></b></li> </ul>

Climate Action		
Main Modification Reference	Policy/Paragraph Reference	Main Modification
MM3	<p>Policy 1 – Climate Resilience and Adaptation</p> <p>Paragraph 5.25</p>	<p>Amend Policy 1 as follows:</p> <p>Development proposals at Salt Cross will be required to adopt <del>and demonstrate</del> a 'natural capital' based approach which positively exploits the site's environmental characteristics and opportunities to ensure climate resilience and adaptation.</p> <p>Building use, design, siting, orientation and layout will be <del>required to demonstrate resilience</del> <u>resilient</u> to the future impacts of climate change including increased temperatures, wind speeds and changes in rainfall patterns and intensity.</p> <p>Key design decisions <del>must</del> <u>will</u> be guided by consideration of three core elements: flexibility, durability and adaptability.</p> <p>Amend paragraph 5.25 as follows:</p> <p><b><u>Through compliance with the policies in the AAP taken as a whole, development</u></b> Development proposals at Salt Cross will be required to demonstrate that these and other opportunities to achieve climate resilience through the protection and enhancement of the site's natural capital have been fully explored and exploited as fully as possible.</p>

MM5	Policy 3 – Towards ‘Zero Waste’ Through the Circular Economy	<p>Amend the first paragraph of Policy 3 as follows:</p> <p><b><u>So far as practicable, proposals</u></b> <del>Proposals</del> for development at Salt Cross will be required to embed the concept of the ‘circular economy’ and demonstrate a commitment towards reducing waste, increasing material re-use and recycling and minimising the amount of waste sent for disposal.</p>
MM6	Policy 3 – Towards ‘Zero Waste’ Through the Circular Economy	<p>Amend the second paragraph of Policy 3 as follows:</p> <p><del>‘In support of any outline planning application for the whole garden village site and any major* reserved matters or other detailed applications, a</del> <b><u>A</u></b> waste strategy will be required <del>demonstrating to demonstrate</del> how the core components of the circular economy have been taken into account through appropriate design and construction solutions and opportunities to effectively manage waste on or near site.</p> <p>This will include consideration of the potential use of advanced waste collection systems such as URS.</p> <p><i><del>*Defined as 10 or more residential units or 1,000m<sup>2</sup> or more for non-residential development.</del></i></p>

Healthy Place Shaping		
Main Modification Reference	Policy/Paragraph Reference	Main Modification
MM7	Policy 4 – Adopting Healthy Place Shaping Principles	<p>Amend the final paragraph of Policy 4 as follows:</p> <p>A <del>Rapid</del> Health Impact Assessment (HIA) will be required to accompany <del>the outline planning application and</del> any planning application for major development at the garden village, aligned with the <del>emerging</del> Oxfordshire HIA methodology <u>and toolkit</u>, to fully identify the needs of everyone (including vulnerable and excluded groups) in how they will live and work, access and use all types of infrastructure, services and networks. The HIA should include details of implementation and monitoring.</p>
MM8	Policy 5 – Social Integration, Interaction and Inclusion	<p>Amend the final paragraph of Policy 5 as follows:</p> <p>The appointment of a Community Development Officer will be needed early in the development stage of Salt Cross to empower and support the emerging community through an asset based community development (ABCD) approach** and, if required, to help in the co-production of local strategies, such as a community development strategy, cultural wellbeing strategy and public arts strategy. This role will be secured and funded as appropriate <del>through a planning condition or legal agreement</del> <u>proportionate to the needs of the development as they evolve over time</u>.</p>

MM9	Policy 6 – Providing Opportunities for Healthy Active Play, Leisure and Lifestyles	<p>Amend the second paragraph of Policy 6 as follows:</p> <p>Opportunities for healthy active play, leisure and lifestyles will need to be provided <del>in accordance with</del> <u>paying appropriate regard to</u> Sport England's Active Design Principles and Play England's 'Design Principles for Successful Play', and, in particular:</p> <ul style="list-style-type: none"> <li>a) Meet the needs generated by the development, complementing existing nearby provision</li> <li>b) Be based on up to date assessments of local need, and</li> <li>c) Deliver good quality multi-purpose provision that is flexible, adaptable, safe, social and inclusive</li> </ul>
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MM10	Policy 7 – Green Infrastructure	<p>Amend the first paragraph of Policy 7 as follows:</p> <p>The planning, design and delivery of Salt Cross will be underpinned by a comprehensive approach to the provision, maintenance and long term management of a high quality network of green and blue infrastructure, through the submission, for approval, of a Green Infrastructure Strategy <del>with the outline planning application for the garden settlement</del>. The strategy will also be expected to set out the governance and funding mechanisms and the maintenance plans for each element of the green infrastructure.</p> <p>Amend the fourth paragraph of Policy 7 as follows:</p> <p><del>The outline planning application for</del> Development at the garden village will need to be accompanied by a landscaping scheme which identifies how the existing landscape within and around the site has been assessed and how it informs the new community and its green infrastructure network, including long distance views to Wytham Wood and Church Hanborough spire, the treatment of 'water features', network of hedgerows, trees and woodland, historic environment and assets. All structural landscaping schemes should include a detailed phasing and management plan.</p>
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MM11	Policy 7 – Green Infrastructure	<p>Insert new second paragraph into Policy 7 as follows:</p> <p><b><u>The Green Infrastructure Strategy should be prepared in the context of the overall site-specific Infrastructure Delivery Plan (IDP) required under Policy 30 – Provision of Supporting Infrastructure.</u></b></p>
MM12	Policy 7 – Green Infrastructure	<p>Amend the third paragraph of Policy 7 as follows:</p> <p>An ambitious approach to green and blue infrastructure provision is expected for Salt Cross, with the requirement for <b><u>around 50% (including private gardens and green roofs)</u></b> of the area to form the overall green infrastructure network, <del>and for the accessibility</del> <b><u>Accessibility</u></b> and quality standards and minimum quantitative standards for specific green infrastructure types <del>to be met at the outline planning application stage, as set out in</del> <b><u>will be agreed as part of applications for major development, paying regard to</u></b> Tables 6.1 and 6.2. Achievement of high quality will need to be demonstrated, <b><u>which may be through the use of the Building with Nature standards.</u></b> As an exemplary development is proposed, 'Full Award Accreditation – Excellent' will need to be achieved.</p>

MM13	Policy 7 – Green Infrastructure	<p>Delete the fifth paragraph and amend the sixth paragraph of Policy 7 as follows:</p> <p><del>Given the significance of the green infrastructure network, its long term management and maintenance (at least 30 years), to national standards of excellence, needs to be secured. A comprehensive management plan is especially important for the strategic scale green infrastructure, particularly the Biodiverse Country Park.</del></p> <p>Stewardship and maintenance arrangements for the GI network will therefore need to be addressed as part of any Community Management and Maintenance Plan (CMMMP) or equivalent, submitted in accordance with Policy 31 – Long-Term Maintenance and Stewardship.</p>
MM14	Policy 8 – Enabling Healthy Food Choices	<p>Amend the second paragraph of Policy 8 as follows:</p> <p>A food strategy should <del>accompany the outline planning application, setting</del> <u>set</u> out the overall approach to food growing and consumption at the garden village making use of current good practice<sup>33</sup>, including: an assessment of suitable areas for food growing; consideration of approaches to achieve a diversity of food outlets; and the approach to incorporating edible plants within the public realm.</p>

Protecting and Enhancing Environmental Assets		
Main Modification Reference	Policy/Paragraph Reference	Main Modification
MM15	Policy 9 – Biodiversity Net Gain	<p>Amend the second paragraph of Policy 9 as follows:</p> <p>Development at Salt Cross will be required to demonstrate an overall biodiversity net gain of 25%. This will be measured using the DEFRA Biodiversity Metric <del>Version 2.0 (or subsequent updated versions)</del> <u>as may be amended and in force at the time of the application</u>.</p>
MM16	Policy 9 – Biodiversity Net Gain	<p>Amend the third paragraph of Policy 9 as follows:</p> <p>The main focus of this biodiversity net gain approach will be the garden village site itself through <u>maximising opportunities for</u> on-site mitigation and enhancement <del>and then off-site enhancements will be sought to make up the total number of biodiversity units required to deliver the full 25%</del>.</p> <p>The remaining part of the third paragraph which relates to off-site net gain, to be moved to the end of the policy along with the existing fifth paragraph and amended to read as follows:</p> <p><u>... and then off-site enhancements will be sought Whilst the presumption is that net gain will be delivered on-site, where required to make up the total number of biodiversity units required to deliver to the full 25%, off-site enhancements will be sought.</u></p>

		<p><del>An</del> <b>In particular, an</b> appropriate financial payment will be sought by the District Council for the delivery of off-site biodiversity net gain (via an off-site delivery provider) and this will be used to meet the aims and objectives of nearby Conservation Target Areas (CTAs), the restoration and enhancement of designated sites, the delivery of a Nature Recovery Network, the restoration of priority habitats and species, and/or the creation of new Green Infrastructure within the local area.</p>
MM17	Policy 9 – Biodiversity Net Gain	<p>Amend paragraphs 6 – 9 of Policy 9 as follows:</p> <p><del>Any application should be supported by a Biodiversity Net Gain Strategy or equivalent with a Biodiversity Impact Map, Biodiversity Proposals Map, a full copy of any net gain metric calculations (not a summary), a justification that all the principles within the Good Practice Principles and associated Practical Guide have been met and an indication of how the delivery of on-site net gain will be implemented, managed and monitored. All assumptions applied within the metric must be explicit (e.g. how proposed habitats might look, use of green roofs) within the strategy.</del></p> <p><del>The complete details of all off site delivery of biodiversity net gain, where the developer takes responsibility for this rather than making a financial contribution to a recognised delivery provider, shall be incorporated into the strategy, including implementation, management and monitoring for a minimum period of 30 years, and details of how this will be audited.</del></p>

	<p>An 'As Built' final biodiversity net gain report will be required to provide a complete audit of the delivery of on site habitats included in the net gain calculations.</p> <p>A Biodiversity Mitigation, Compensation, Monitoring and Management Framework, detailing all the mitigation requirements for the development and incorporating details of compensation, including strategies for farmland birds and rare arable wildflowers, the basic details of a monitoring strategy and indications of habitat and species management requirements, is also required as part of any outline application to provide details that can be used by subsequent reserved matters applications to ensure that they are fully compliant with all the necessary mitigation and compensation measures for biodiversity.</p> <p><b><u>A Biodiversity Net Gain Strategy shall be submitted with applications for major development that includes:</u></b></p> <ul style="list-style-type: none"> <li>i. <u>A full copy of any net gain metric calculations (not a summary);</u></li> <li>ii. <u>Assumptions made within the metric and explicit reasons for these (e.g. how proposed habitats might look, use of green roofs);</u></li> <li>iii. <u>Consideration of the principles within the Good Practice Principles and associated Practical Guide;</u></li> <li>iv. <u>Outline of the design process, including aims and objectives, justifications for the types of habitats that have been incorporated, site context, ecological networks, and species conservation;</u></li> <li>v. <u>Biodiversity Impact Map and Biodiversity Proposals Plan (drawings and GIS map layers of where the habitats are located before and after development so that they can be easily</u></li> </ul>
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MM18	Policy 10 – Water Environment  Paragraph 7.78	<p>Amend the first and second paragraphs of Policy 10 as follows:</p> <p>An ambitious approach to the water environment is expected for the Garden Village and its surrounding catchment, adopting a sustainable integrated management of water that fully incorporates high quality green and blue infrastructure. Achievement of this high quality <del>will need to</del> <ins>may</ins> be demonstrated through the use of the Building with Nature standards.; <del>at the design stage of development, a Design Award accreditation will be required, and in the following stages the delivery of exemplary Green and Blue Infrastructure will be required through the Full Award – Excellent accreditation.</del></p>

		<p>In terms of flood risk, <del>the OCGV development at Salt Cross</del> will be required to be sequentially designed to avoid areas at high flood risk from all potential sources of flooding and reduce surrounding flood risk, particularly through the use of natural flood management techniques. The potential impact of climate change will need to be fully assessed, in accordance with Environment Agency's guidance on flood risk and climate change allowances. Built development will need to be located outside the 70% climate change fluvial flood extent. All major planning applications should be accompanied by:</p> <p>Delete paragraph 7.78 as follows:</p> <p><del>Building with Nature (see Section 6 – Healthy Place Shaping) recognises the relationship between the water environment and development and includes water as a key theme, with a commitment to: improve water quality on site and in the wider area; reduce the risk of flooding; and manage water naturally for maximum benefit.</del></p>
MM19	Policy 10 – Water Environment	<p>Amend criterion a) of Policy 10 as follows:</p> <p>a) a detailed Flood Risk Assessment, including <u>appropriate consideration of cumulative impact and</u>, where required by the Lead Local Flood Authority and the Environment Agency, detailed modelling of any ordinary watercourses on the site using the most up to date model data to define the Flood Zones and model the effect of climate change;</p>

MM20	Policy 10 – Water Environment	<p>Amend criterion d) of Policy 10 as follows:</p> <p>d) an exemplar sustainable drainage system (SuDS), as part of a comprehensive SuDS strategy, making extensive use of diverse SuDS features to provide multifunctional benefits, in particular achieving net biodiversity gain, and giving details of delivery, future management and maintenance.</p> <p><del>Using a methodology first agreed in writing by the local planning authority, the</del> <u>The</u> SuDS features will need to be informed by up to date information obtained through:</p> <ul style="list-style-type: none"> <li>i) Infiltration testing;</li> <li>ii) Groundwater monitoring;</li> <li>iii) Contaminated land surveys;</li> <li>iv) Local data and watercourse survey to calculate greenfield run-off rates for sub-catchment areas; and</li> <li>v) An outline drainage strategy to include an assessment of storage volumes.</li> </ul>
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MM21	Policy 10 – Water Environment	<p>Amend the final paragraph of Policy 10 as follows:</p> <p>For wastewater and water quality, a focused local strategy <del>is required to be undertaken and submitted with the outline planning application, will be required</del> based on an assessment of the wastewater network capacity, highway drainage systems, water quality conditions and flood risk, including impact on the receiving River Thames. The strategy should <del>be prepared in the context of the site-wide Infrastructure Delivery Plan (IDP) required by Policy 30 and set out details of a comprehensive waste water conveyance and treatment solution</del> <u>consider appropriate waste water conveyance and treatment solutions including</u> for the Garden Village, the phasing of new waste water and highway drainage infrastructure and measures to ensure there will not be an adverse impact <del>in</del> <u>on</u> water quality or an increase in the risk of sewer flooding as a result of waste water flows from the development. Opportunities should be taken to improve water quality, including through the use of SuDS, to ensure the discharge of clean water into watercourses.</p>
MM22	Policy 11 – Environmental Assets	<p>Amend the second paragraph of Policy 11 as follows:</p> <p>The following reports are particularly important and will be required <del>to accompany the outline planning application: for major development:</del> <u>for major development:</u></p>

MM23	<p>Policy 12 – Conserving and Enhancing the Historic Environment of Salt Cross</p> <p>Paragraph 7.134</p> <p>Paragraph 7.145</p> <p>Paragraph 7.147</p>	<p>Add a new penultimate bullet point to Policy 12 as follows:</p> <ul style="list-style-type: none"> <li>• <u>Retention of Tilgarsley, its spatial relationship along with other key elements of its setting that contribute to its heritage significance;</u></li> </ul> <p>Amend paragraph 7.134 as follows:</p> <p>There are sixteen non-designated assets identified in the LUC Study, including a number of historic pathways/ tracks/ roads and hedgerows that are historically important and the <del>suggested</del> remains of a deserted medieval village known as Tilgarsley which was purportedly depopulated during the Black Death and abandoned by 1349.</p> <p>Amend paragraph 7.145 as follows:</p> <p>A total of 16 non-designated assets have been identified within the garden village site including a number of historic pathways/ tracks/ roads and hedgerows, the site of a Bronze Age Barrow Complex recorded at New Wintles Farm, an area of cropmarks to the west of New Wintles Farm and in the north-west area of the site, a substantial hollow way leads to an area of earthworks (banks and hollows) and soilmarks, <del>suggested to form forming</del> the remains of the deserted medieval village at Tilgarsley, which was purportedly depopulated during the Black Death and abandoned by 1349. The remains identified here are thought to comprise a village green surrounded on all sides by houses, accessed via a hollow way.</p> <p>Amend paragraph 7.147 as follows:</p>
GV16		

	<p>The gravel deposits recorded within the eastern half of the site are a known focus for settlement, as indicated by the recorded prehistoric and early medieval activity. In the west of the site, many of the fields have been reorganised and amalgamated and as such, there is a good potential for former field boundaries and other low value medieval and post-medieval agricultural features.</p> <p>Opportunities: It will be critical for a programme of archaeological work to evaluate the significance of these assets and to inform a mitigation strategy. The <del>possible</del> Tilgarsley medieval deserted village and its hollow way and earthwork remains could potentially be of high value, although not currently designated, and may require preservation in-situ. Assuming that preservation in-situ is required, then the area including this asset could be demarcated as strategic open land, in which no ground intrusive work, vehicular movement, etc. is permitted.</p> <p>Remains of lesser value may be 'preserved by record'. Depending on their value this could entail full excavation and recording or an archaeological watching brief. Any programme of work would also be designed to clarify the potential for any hitherto unknown heritage assets and the evidence of the past environments of the site which may be high given the recorded presence of alluvial deposits and river terrace gravels.</p> <p>Amend GV16 as follows:</p> <p>To fully address and capitalise on the constraints and opportunities presented by heritage assets including the listed buildings at City Farm and the <del>suspected</del> site of the former medieval village of Tilgarsley.</p>
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Movement and Connectivity		
Main Modification Reference	Policy/Paragraph Reference	Main Modification
MM24	Policy 14 – Active and Healthy Travel	<p>Replace Policy 14 as follows:</p> <p><del>Walking and cycling routes must be coherent, direct, safe and attractive, whilst being inclusive and wide enough to accommodate people with disabilities and young children. Routes must be multi-purpose, providing access to services and facilities including schools and public transport, as well as serving leisure needs.</del></p> <p><del>There must be multiple suitable access points for walking and cycling into the site, which connect to a coherent internal (and external) pedestrian and cycle network including to the proposed improvements to walking and cycling routes along the A40.</del></p> <p><del>Existing public rights of way and cycle routes must be retained and enhanced to improve accessibility for all, both within and in the vicinity of the Garden Village. New roads crossing existing rights of way shall be minimised but where this is necessary, appropriate crossings must be provided.</del></p> <p><del>New routes must be created both within and in the vicinity of the site to provide safe and convenient connections to key services and facilities including schools.</del></p>

		<p><del>A grade separated crossing (underpass) shall be provided between the Garden Village and Eynsham. The Salt Cross and West Eynsham Strategic Development Area developers will need to cover the design and construction costs of the underpass, with costs reasonably apportioned.</del></p> <p><del>Segregated cycle and pedestrian provision via Lower Road to Hanborough Station shall be provided, with segregated facilities for cyclists and pedestrians also the preference within the Garden Village.</del></p> <p><del>The concept of 'school streets' will be promoted, including along Cuckoo Lane and on other roads linking to the schools. Cuckoo Lane will be closed to through traffic whilst ensuring properties at the southern end are accessible.</del></p> <p><del>Specific cycle and pedestrian zones will be included within the masterplan such that access for motor vehicles will be restricted at certain times (or at all times) to specific streets, or networks of streets.</del></p> <p><del>The spine road through the Garden Village must be designed with a strong sense of place, where pedestrians and cyclists have a safe presence. Traffic calming measures and a 20mph speed limit across the whole Garden Village site should be introduced. It is important to ensure that the spine road does not lead to severance and divide the Garden Village, and adequate crossing points for pedestrians and cyclists must be provided.</del></p> <p><del>Improvements of existing routes into Eynsham e.g. to ensure safe connections from the new underpass must be provided.</del></p> <p><del>Evidence of safe routes to school must be provided and shall include crossing points on routes to school; school signage; barriers; zig zag 'keep clear' markings at crucial crossing points outside the school; appropriate</del></p>
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	<p><del>roads/pavement/verge design; and appropriate highway parking provision which must be inline and not head on parking. Where a site is provided for e.g. a 2FE school but initially only a 1FE school is to be built, the pupil drop requirements will be for the maximum potential size of the site i.e. 2FE or 3FE.</del></p> <p><del>Planning permission will not be granted for development that compromises the delivery of these pedestrian and cycle improvements.</del></p> <p><del>Planning permission will only be granted for new roads within or serving Salt Cross if they are based on low vehicle speeds and are designed to prioritise pedestrian and cycle movements, and easy access to public transport.</del></p> <p><b><u>Cycle parking</u></b></p> <p><del>Ample cycle parking must be provided at appropriate points around the development, including provision for electric bikes and bike/ electric bike hire. Cycle parking must be provided in accordance with the minimum standards below:</del></p> <ul style="list-style-type: none"> <li>• <del>Residential cycle parking:</del></li> <li><del>1 bed – at least 2 spaces per dwelling</del></li> <li><del>2 bed – at least 3 spaces per dwelling</del></li> <li><del>3+ bed – at least 4 spaces per dwelling</del></li> <li>• <del>Employment cycle parking (covered): 1 space per 50m<sup>2</sup></del></li> <li>• <del>Retail cycle parking: 1 space per 75m<sup>2</sup> (gross internal area)</del></li> </ul>
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		<p>Residential: If a garage is suitably sized then it can be considered as secure cycle storage. Where no garage is available then secure, enclosed cycle parking must be provided. This is likely to be in a rear garden in the form of a specific cycle store or garden shed. Convenient access will be required to the cycle storage area without the need to go through the house. Alternatively, cycle storage could be provided to the front of the house, designed as part of the house facade design. Residential areas should include provision of at least a 13A power supply for charging electric bikes although consideration will be needed for the provision of a higher power supply where necessary e.g. for charging cargo bikes.</p> <p>Apartments: Communal cycle storage must be in close proximity to the entrance of the apartment block for convenience and security. This could comprise:</p> <ul style="list-style-type: none"> <li>• Communal ground floor storage within the building, with secure external access and positioned in a well overlooked area.</li> <li>• Communal separate secure covered cycle store which should be suitably lit.</li> </ul> <p>Employment sites: Facilities must be provided to support sustainable travel including appropriate provision of lockers, showers and changing facilities.</p> <p>Financial contributions towards off site cycle parking provision will be required including at Hanborough Station, Eynsham Park &amp; Ride, Eynsham Village Centre and Oxford City Centre.</p>
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		<p><del>Schools: Covered cycle parking must be provided, which is future proofed for expansion. For the Primary School: 1 space per 5 pupils plus 1 space per 3 staff. For the Secondary School: 1 space per pupil plus 1 space per 3 staff. Entrances must be provided at various points around the school sites with excellent and safe access for all users including deliveries and school buses. Access for vehicles must be possible via a continuous circular route. The design of the school site shall accord with OCC requirements and standards for schools.</del></p> <p><b>A40 infrastructure improvements for pedestrians and cyclists</b></p> <p><del>S106 planning obligations will be required to secure financial contributions towards cycle and walking infrastructure including the B4044 cycle route and improvements to be delivered as part of the A40 Corridor improvements. Specifically, the following will be provided along the A40 to support walking and cycling to/from the Garden Village, and the internal network of routes within Salt Cross must link into these:</del></p> <p><b>Pedestrian and cycle crossings on A40</b></p> <ul style="list-style-type: none"> <li>● <del>A40/ Witney Road signalised junction: Upgraded pedestrian and cycle crossing.</del> ● <del>Crossing near Spareacre Lane: A new signalised crossing</del></li> <li>● <del>Crossing near Hanborough Road: A new signalised crossing</del></li> </ul> <p><b><del>Improved pedestrian/cycle provision at A40 junctions</del></b></p>
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	<p><del>To improve provision for pedestrians and cyclists at junctions along the A40 in the vicinity of Eynsham, junction reconfiguration and improvements will be provided at the following locations:</del></p> <ul style="list-style-type: none"> <li>• A40/Cuckoo Lane • A40/Witney Road</li> <li>• Esso petrol station entry/egress</li> <li>• Eynsham Roundabout</li> <li>• A40/Cassington Signals</li> <li>• Horsemere Lane: closure to traffic with access maintained for equestrians, pedestrians and cyclists</li> </ul> <p><b><u>Upgraded A40 footway/cycleway</u></b></p> <p><del>Upgraded shared use footways and cycleways will be provided along the A40 as part of the A40 Corridor improvements ensuring that a continuous route is provided between Witney, Eynsham Park &amp; Ride and Oxford.</del></p> <p><b><u>A40 Duke's Cut Bridge works</u></b></p> <p><del>The A40 Corridor improvements will involve widening and/or strengthening these structures to enable the delivery of improved footway/cycleway provision. A new foot/cycle path connection from the A40 to the National Cycle Network (Route 5) along the canal towpath will also be delivered in the vicinity of the structures.</del></p>
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	<p><b>Speed limit</b></p> <p><del>The speed limit along the A40 in the vicinity of Eynsham will be reduced from the National Speed Limit to a maximum of 50 mph.</del></p> <p><del>Smart Technology: Provision of infrastructure to enable the smart, real-time monitoring of the take up of sustainable transport modes and car use must be provided within the Garden Village and on roads in the vicinity of the site.</del></p> <p><del>Precise mapping of utilities' infrastructure to support long term maintenance must be provided within the Garden Village and as part of the A40 Corridor improvements.</del></p> <p><b><u>The development of Salt Cross should make walking and cycling the most attractive forms of local transport, supported by an extensive network of high quality walking and cycling routes both on and off-site. These shall include:</u></b></p> <ul style="list-style-type: none"> <li><b><u>- The southern section of the Lower Road segregated cycle route in the eastern part of the development.</u></b></li> <li><b><u>- Improved crossing facilities of the A40. In addition to at grade crossings, this shall include a grade separated crossing. The grade separated crossing shall be an underpass unless it is clearly demonstrated that the crossing is not necessary to meet placemaking objectives or cannot be delivered due to technical feasibility.</u></b></li> <li><b><u>- A spine road design that ensures a safe and attractive environment for walking and cycling and minimises severance of the site.</u></b></li> </ul>
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- Subject to the necessary order(s), Cuckoo Lane closed to through traffic and incorporated into the walking and cycling network of the site.

- Improvements to existing connections including to Freeland, Long Hanborough and Eynsham for walking and cycling.

Any masterplan for the Garden Village site must include specific cycle and pedestrian zones such that access for motor vehicles will be restricted at certain times (or at all times) to specific streets, or networks of streets. Evidence of safe routes to school will also be required.

Ample cycle parking must be provided at suitably accessible locations around the site (including provision for electric bikes and bike/electric bike hire) in accordance with the following minimum standards:

• Residential cycle parking:

1 bed – at least 2 spaces per dwelling

2 bed – at least 3 spaces per dwelling

3+ bed – at least 4 spaces per dwelling

• Employment cycle parking (covered): 1 space per 50m<sup>2</sup>

• Retail cycle parking: 1 space per 75m<sup>2</sup> (gross internal area)

	<p><u>Financial contributions towards off-site cycle parking provision will be required including at Hanborough Station, Eynsham Park &amp; Ride, Eynsham Village Centre and Oxford City Centre.</u></p> <p><u>Financial contributions will also be required in respect of the B4044 cycle route and the segregated cycle route connection from the northern boundary of the Garden Village to Hanborough Station.</u></p> <p><u>Development of the Garden Village must demonstrate effective integration with the walking and cycling elements of the A40 corridor improvements. As these will be forward funded through HIF, S106 planning obligations will be required to secure financial contributions towards repayment of HIF which has enabled their early delivery.</u></p> <p><u>Provision of infrastructure to enable the smart, real-time monitoring of the take up of sustainable transport modes and car use must be provided within the Garden Village and on roads in the vicinity of the site.</u></p>
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MM25	Policy 15 – Public Transport	<p>Replace Policy 15 as follows:</p> <p><del>An integrated and innovative approach must be taken to public transport to facilitate high bus and rail patronage.</del></p> <p><del>The Sustainable Transport Hub (centred on a new Park &amp; Ride site) and supporting A40 infrastructure developments must be integrated in the Garden Village design, with a focus on pedestrian and cycle connectivity, whilst restricting private vehicular access to the Park &amp; Ride site from the Garden Village.</del></p> <p><del>Connections to Hanborough Station must be significantly improved and take account of the Masterplan being developed for the station. Consideration must be given to a new entrance from Lower Road south of the railway, with a focus on bus, pedestrian and cycling accessibility.</del></p> <p><del>Development must ensure provision of high quality, comfortable and fully accessible bus stops. If bus stops are located further than 400 metres from dwellings due to a higher frequency service being provided, appropriate provisions must be in place that enable the elderly and less mobile to still reach a bus stop easily.</del></p> <p><del>Financial contributions will be required for the improvement of A40 corridor bus services between Carterton, Witney, Oxford and the Eastern Arc, including a bus service (3 buses per hour) through the Garden Village itself.</del></p> <p><del>The planning application for the Park &amp; Ride includes an 850 space car park, whilst the Local Plan Policy allows for 1,000 spaces. Consideration should therefore be given to accommodating means for future expansion of the site.</del></p>
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	<p><b>A40 corridor</b></p> <p><del>S106 planning obligations will be required to secure financial contributions towards the A40 Corridor infrastructure schemes and the required repayment of the HIF funding secured to facilitate the delivery of these schemes ahead of the receipt of S106 funding. S106 contributions will be required from developers at Salt Cross and other development sites proposed along the A40 corridor.</del></p> <p><del>Specifically, the following will be provided by S106 funding:</del></p> <ul style="list-style-type: none"> <li>• <del>A40 Eastbound bus lanes: Between Eynsham Park &amp; Ride and Wolvercote roundabout (including widening and/ or strengthening works to the bridge structures at Duke's Cut).</del></li> <li>• <del>A40 Westbound bus lanes: Between Eynsham Park &amp; Ride and Duke's Cut Bridges.</del></li> <li>• <del>Adjustments to A40 junctions and the provision of bus gates to give priority to buses joining the general traffic lane where continuous bus lanes cannot be provided.</del></li> <li>• <del>Improved bus stop provision.</del></li> </ul> <p><del>Land will be safeguarded along the southern boundary of the Garden Village to support widening of the A40 to accommodate the bus lanes and shared foot/ cycle paths.</del></p> <p><b>Rail improvements</b></p>
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	<p>Financial contributions towards the North Cotswold Line Transformation will be required from developers at Salt Cross and other strategic development sites proposed along the A40 corridor that will benefit from improved rail accessibility in West Oxfordshire.</p> <p>Specifically, there will be a focus on the development of Hanborough as a transport hub (as part of the wider infrastructure and service upgrade proposed for the North Cotswold Line). Details regarding the enhancement of Hanborough Station will be set out in a Station Masterplan Supplementary Planning Document, but is likely to include: a station building; provision of a second platform; an accessible footbridge with lifts; new seating and waiting facilities; a secure cycle hub; new bus stops and waiting shelters; high quality real time bus and train service information; and additional car parking.</p> <p><u>An integrated and innovative approach must be taken in relation to public transport to facilitate high levels of bus and rail use.</u></p> <p><u>The Garden Village design must be integrated with the Sustainable Transport Hub (centred on a new Park &amp; Ride site) and supporting A40 infrastructure developments, with consideration given to accommodating means for future expansion of the Park and Ride site. There will be a focus on pedestrian and cycle connectivity, with private vehicular access to the Park &amp; Ride site from the Garden Village to be restricted, wherever possible.</u></p> <p><u>Development must ensure the provision of high quality, fully accessible bus stops in suitable locations across the site and financial contributions will be required for the improvement of A40 corridor bus services</u></p>
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**between Carterton, Witney, Oxford and the Eastern Arc, including a bus service through the Garden Village itself.**

**Development of the Garden Village must demonstrate effective integration with the public transport elements of the A40 corridor improvements. As these will be forward funded through HIF, S106 planning obligations will be required to secure financial contributions towards repayment of HIF which has enabled their early delivery.**

**To facilitate the widening of the A40 in order to accommodate bus lanes and shared foot/cycle paths, any comprehensive masterplan prepared in accordance with AAP Policy 28, must make provision for land along the southern boundary of the Garden Village as necessary.**

**Connections to Hanborough Station must be significantly improved, with a focus on bus, pedestrian and cycling accessibility and consideration to be given to a new entrance from Lower Road south of the railway.**

**Financial contributions will be required towards improvements at Hanborough Station which will be set out in a masterplan for the station, reflecting its increasing importance as a key transport hub forming part of the wider infrastructure and service upgrade proposed for the North Cotswold Line.**

MM26	Policy 16 - Reducing the Overall Need to Travel Including by Car	<p>Replace Policy 16 as follows:</p> <p><del>Robust evidence must be provided to demonstrate that all reasonable efforts have been made to reduce the overall need to travel to include as a minimum:</del></p> <ul style="list-style-type: none"> <li><del>• the overall mix of different land uses which are appropriately phased;</del></li> <li><del>• the provision of 'clusters' of complimentary mixed-use development;</del></li> <li><del>• shared use facilities; and</del></li> <li><del>• the provision of flexible working spaces within residential and employment areas, including within individual houses.</del></li> </ul> <p><del>Full fibre broadband and considerations for 5G provision must be implemented early in the development; the site, including every property within Salt Cross, must be fitted with the necessary infrastructure to enable the provision of Ultrafast Fibre to premises' broadband and to assets such as street lights and traffic lights which will provide important connectivity in public spaces. There should also be flexibility in the ducting to future proof additional connectivity.</del></p> <p><del>Car Parking</del></p> <p><del>The physical provision of car parking is a key tool in influencing travel behaviour and reducing dependency on the private car, alongside other demand management measures and the provision of more sustainable travel options. Applications for development must therefore be supported by:</del></p>
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	<p><del>A Spatial Car Parking Management Plan setting out:</del></p> <ul style="list-style-type: none"> <li><del>The areas of the site that will be car free development (minimum 15% of total dwellings).</del></li> <li><del>Site wide demand management measures including Car Free Zones.</del></li> <li><del>Details of how future technological development will be included and provided for e.g. parking sensors in business areas to monitor car parking occupancy/ usage; digital mapping of all parking spaces to facilitate repurposing.</del></li> <li><del>An indication as to how land used for car parking could cost effectively be converted to other uses (such as open space) as demand reduces.</del></li> <li><del>Parking restrictions including any Controlled Parking Zones (CPZs) required within Salt Cross and the wider Eynsham area. This will include any restrictions that may be required to discourage displaced parking to the Park &amp; Ride.</del></li> <li><del>On and off site principles of car parking for local centre land uses and schools including kerbside management and provision of drop off zones.</del></li> <li><del>Measures for discouraging driving to the Park &amp; Ride from Salt Cross.</del></li> </ul> <p><del>Each subsequent Phase/Parcel of the development shall provide a Detailed Car Parking Management Plan which will:</del></p>
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	<ul style="list-style-type: none"> <li>• Take all reasonable opportunities to provide private car parking at the lowest reasonable levels</li> <li>• Make use of current, and where appropriate anticipated, technological developments.</li> <li>• Account for both current and anticipated travel behaviours in the design proposals, as well as enabling adaptation for emergency planning.</li> <li>• So far as is possible, integrate car parking into the street design and allow for cost effective conversion, particularly for private areas.</li> <li>• Provide for appropriate levels of EV charging within each parking area; EV charging points must be provided at the following locations within the Garden Village: <ul style="list-style-type: none"> <li>— All residential properties with a parking space</li> <li>— 50% of non-allocated parking spaces</li> <li>— 25% of non-residential development parking spaces</li> </ul> </li> </ul> <p>Charging points in non-allocated spaces must be located conveniently for residents with no longer than a 5 minute walk (approximately 500 metres) from any property with non-allocated parking and their nearest EV charging point. To future proof developments and reduce longer term costs, all non-allocated parking areas should include appropriate cable provision to prepare for increased demand in the future.</p>
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	<p><del>The absolute maximum car parking provision shall be 1 space per 60 m<sup>2</sup> of employment space with residential provision as below:</del></p> <p><del>1 bed units - 0.75 non-allocated per property</del></p> <p><del>2 &amp; 3 bed units - 1 off street bay per property</del></p> <p><del>4+ bed units - 1 off street bay per property plus the equivalent of 1 non-allocated bay per property</del></p> <p><del>Electric Vehicle charging</del></p> <p><del>Future increases in energy demand must be anticipated and measures delivered to ensure sufficient electrical capacity within Salt Cross for the long term, including potential implications for street lighting and Alternative Fuels Infrastructure Regulations 2017 and the Open Charge Point Protocol (OCPP) or agreed alternative standard. EV charger units for non-allocated parking should be managed by a professional contractor with demonstrable experience and appropriate maintenance to ensure that EV chargers remain functional.</del></p> <p><del>Travel Demand Management</del></p> <p><del>Car clubs and a bike hire scheme should be established at accessible locations throughout the Garden Village, with robust arrangements in place for long term management.</del></p>
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		<p>Proposals will be required to demonstrate the use of innovation to enable residents and employees to plan their journeys by means other than the car.</p> <p>TDM measures should be implemented to encourage sustainable travel, including car sharing. This should include residents of Eynsham Village and the West Eynsham Strategic Development Area where their wider involvement improves the viability of initiatives.</p> <p>Incentivised travel initiatives including public transport discounts and bike vouchers should be provided.</p> <p>A Framework (site wide) Travel Plan and subsidiary Travel plans will be required to cover all residential areas, schools, employment sites and mixed use areas. The Travel Plans must include robust monitoring programmes and be linked to the Transport Assessment. Achieving trip generation and mode split targets will be incentivised and secured through planning conditions.</p> <p>School Travel Plans will be required that will include the provision of pupil drop-off parking spaces. The number required will need to be agreed with OCC, based on the developers' evidence-based assessment of the school's requirements.</p> <p>An effective monitoring approach will be required, utilising smart technologies which should be set out in an Innovation Plan and linked into the Framework Travel Plan. Monitoring data will need to be provided to the Council directly via an Application Programming Interface (API) to enable live, integrated monitoring of travel patterns and Travel Plan targets. This will include specific monitoring of the School Travel Plan.</p>
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Proposals will be required to demonstrate versatility in the Garden Village strategy/ design to allow for the implementation of other demand management measures beyond those that have been explored in the AAP, where they are deemed effective in reducing private use and improving inclusivity.

The design of the Garden Village must seek to reduce the overall need to travel, particularly by car, with robust evidence required that all reasonable efforts have been made.

Development at Salt Cross must be supported by innovative travel demand measures including, but not limited to, the establishment of car clubs and bike hire schemes at accessible locations, car sharing and incentivised travel initiatives including public transport discounts and bike vouchers.

A Framework (site-wide) Travel Plan and subsidiary Travel plans linked to a Transport Assessment (TA) will be required to cover all residential areas, schools, employment sites and mixed use areas, with trip generation and mode split targets incentivised and secured through the planning process. Proposals for effective monitoring utilising smart technologies should be set out in an Innovation Plan.

A Spatial Car Parking Management Plan will be required to address site-wide considerations including the use of parking restrictions and car-free zones, areas of car-free development (minimum 15% of total dwellings) kerbside management and provision of drop-off zones, use of technologies (e.g. to monitor and map usage) and the potential to re-purpose parking to other uses as demand reduces.

A Detailed Car Parking Management Plan will be required for each subsequent phase. This must take all reasonable opportunities to reduce the amount of private car parking, make use of and account for, current and anticipated technological changes and travel behaviours as well as enabling adaptation for emergency planning. So far as is possible, car parking should be integrated into the street design and allow for cost effective conversion, particularly for private areas.

The following maximum car parking standards will apply:

Residential

- 1 bed units – 0.75 non-allocated per property
- 2 & 3 bed units – 1 off-street bay per property
- 4+ bed units – 1 off-street bay per property plus the equivalent of 1 non-allocated bay per property

Office and Research and Development Space (Use Classes E(g) (i) and E(g) (ii)

- 1 space per 60 m<sup>2</sup> of employment space

Other Commercial, Business and Service Uses

- Parking for other supporting land uses will be determined through transport evidence supporting the relevant application and should represent the lowest level capable of efficiently serving those uses.

		<p><u>Electric Vehicle (EV) charging points must be provided as follows (or as determined in any subsequent government guidance or legislation):</u></p> <ul style="list-style-type: none"> <li>• <u>All residential properties with a parking space</u></li> <li>• <u>50% of non-allocated parking spaces</u></li> <li>• <u>25% of non-residential development parking spaces</u></li> </ul> <p><u>Charging points in non-allocated spaces must be located conveniently for residents with no longer than a 5 minute walk (approximately 500 metres) from any property with non-allocated parking and their nearest EV charging point. To future proof developments and reduce longer term costs, all non-allocated parking areas should include appropriate cable provision to prepare for increased future demand.</u></p>
MM27	Policy 17 - Road Connectivity and Access	<p>Replace Policy 17 as follows:</p> <p><del>The principal vehicular access points for Salt Cross will comprise:</del></p> <ul style="list-style-type: none"> <li>• <del>A new roundabout (the 'Western Development Roundabout') located on the A40 to the west of the proposed Park &amp; Ride access junction. Additional junctions on the A40 will not be permitted as this would impact on traffic flow and congestion, and would undermine the benefits of the A40 corridor improvements.</del></li> <li>• <del>A new junction with Lower Road which will form the eastern access point for the spine road through the Garden Village.</del></li> </ul>

		<p>Additional highway infrastructure to be provided will include:</p> <ul style="list-style-type: none"> <li>• A spine road through the site, accessed from the 'Western Development Roundabout' on the A40, west of the Park &amp; Ride access junction. This should be a through road in at least the early phases of development although the route should be future-proofed to enable it to be bisected (allowing for walk, cycle and bus access only) in future years if traffic conditions on the external road network enable this. The mechanism (triggers and a long stop) for the contribution beyond build out of the site will be needed, as will innovative infrastructure to enable monitoring of those triggers. An Innovation Plan will be needed for the site, which will include details of how monitoring will be undertaken using smarter technologies, how innovations within the development site will be future-proofed and what innovations will be integrated into the design and build, to be funded by the development.</li> <li>• Signalisation of the A4095/ Lower Road junction.</li> <li>• Measures to deter through traffic travelling between the A40 and A4095 via Cuckoo Lane and Freeland village. A change in priority on Cuckoo Lane to discourage traffic routing through Freeland village must be provided and technologies to support monitoring of the effectiveness of this will be required.</li> </ul> <p>All new infrastructure should be connected in real time to traffic management.</p> <p>Section 106 planning obligations will be required to secure financial contributions towards the A40 Corridor infrastructure schemes and the required repayment of the HIF funding secured to facilitate the delivery of</p>
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~~these schemes ahead of the receipt of S106 funding. S106 contributions for these schemes will be required from developers at Salt Cross and other sites proposed along the A40 corridor. Specifically, Section 106 contributions will be required towards the following highway schemes:~~

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

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

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

~~All commercial uses at the Garden Village must be supported by a Delivery and Servicing Plan to reduce and mitigate the impact of deliveries on the local road network e.g. through freight consolidation. This must be submitted and agreed as part of the full planning application. For~~

	<p><del>residential areas, deliveries and servicing must be covered within the Travel Plan, with appropriate targets set.</del></p> <p><del>Planning conditions/ planning obligations will be used to secure the measures identified through the Construction &amp; Logistics Plan and Delivery and Servicing Plan, and the targets included within them.</del></p> <p><del>Any laybys impacted by proposed access arrangements must be mitigated/ relocated with any associated costs of doing this funded by the Salt Cross/ West Eynsham SDA developments as appropriate.</del></p> <p><del>Permission for development will only be granted where the Council is satisfied that the impact on the local and strategic road network and density of the development would be acceptable and does not compromise the delivery and benefits of the A40 Corridor improvements.</del></p> <p><del>Planning applications for built development must be accompanied by details of how proposed development will help facilitate the delivery of transport improvements and mitigation measures.</del></p> <p><del>First occupation of Salt Cross (unless car-free) will not be permitted until completion of the A40 bus lanes, and completion of the junction improvements at Pear Tree roundabout. Car-free development close to the A40/ Park &amp; Ride would however be considered in advance.</del></p> <p><del>Mitigation measures must be implemented in accordance with an agreed phasing of development, with full implementation prior to occupation of the final development phase.</del></p>
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	<p><u><b>The principal vehicular access points for Salt Cross to be funded by the development will comprise:</b></u></p> <ul style="list-style-type: none"> <li><u><b>• A new roundabout (the 'Western Development Roundabout') located on the A40 to the west of the proposed Park &amp; Ride access junction; and</b></u></li> <li><u><b>• A new junction with Lower Road which will form the eastern access point for the spine road through the Garden Village.</b></u></li> </ul> <p><u><b>Additional junctions onto the A40 to those above will not be permitted.</b></u></p> <p><u><b>Any laybys impacted by proposed access arrangements must be mitigated/ relocated, with any associated costs to be funded on a proportionate basis as necessary.</b></u></p> <p><u><b>Additional highway infrastructure to be provided will include:</b></u></p> <ul style="list-style-type: none"> <li><u><b>• A spine road through the site, accessed from the 'Western Development Roundabout' and connecting to Lower Road, enabling direct and indirect access to all areas of built development within the garden village. The spine road will need to be completed at an early phase of development as access via Cuckoo Lane to the Garden Village will be limited in later phases. The route should be future proofed to enable it to be bisected in future years (allowing for walking and cycling access only);</b></u></li> <li><u><b>• Signalisation of the A4095/ Lower Road junction; and</b></u></li> </ul>
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	<ul style="list-style-type: none"> <li>• <u>Measures to deter through traffic travelling between the A40 and A4095 via Cuckoo Lane and Freeland village.</u></li> </ul> <p><u>Planning applications must be accompanied by details of how proposed development will help facilitate the delivery of transport improvements and mitigation measures and permission will only be granted where the Council is satisfied that the impact on the local and strategic road network, including the A34, would be acceptable and does not compromise the delivery and benefits of the A40 Corridor improvements.</u></p> <p><u>Mitigation measures must be implemented in accordance with an agreed phasing of development, with full implementation prior to occupation of the final development phase.</u></p> <p><u>All new infrastructure should be connected in real-time to traffic management and the number of houses that can be accessed via a single road link should comply with OCC's 'Street Design Guide'.</u></p> <p><u>Development of the Garden Village must demonstrate effective integration with the A40 corridor improvements including increased highway capacity and additional junctions/reconfiguration. As these will be forward funded through HIF, S106 planning obligations will be required to secure financial contributions towards repayment of HIF which has enabled their early delivery.</u></p> <p><u>All planning applications submitted for the Garden Village must include a Construction &amp; Logistics Plan with commercial uses to be supported by a Delivery and Servicing Plan. Planning conditions/planning obligations will be used to secure any agreed measures/targets.</u></p>
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Enterprise, Innovation and Productivity		
Main Modification Reference	Policy/Paragraph Reference	Main Modification
MM28	Policy 18 – Salt Cross Science and Technology Park	<p>Amend the third paragraph of Policy 18 as follows:</p> <p>The campus will include a range of integrated and accessible complementary uses such as shops, coffee shops / restaurants, gym and crèche. <u>The potential impacts of any larger complementary uses over 500m<sup>2</sup> net sales floorspace (either individually or cumulatively) on the viability of nearby local centres including Eynsham, should be assessed in accordance with Local Plan Policy E6.</u></p>
MM29	Policy 20 – Homeworking	<p>Amend the third paragraph of Policy 20 as follows:</p> <p><u>Unless justified on the grounds of technical feasibility, every</u> household and shared space will be supported by all necessary infrastructure to enable the provision of Ultrafast Fibre to the Premises (FttP) broadband.</p>

MM30	Policy 21 – Employment Skills and Training	<p>Amend the first paragraph of Policy 21 as follows:</p> <p><del>Any outline planning application or subsequent application for major development</del> <b><u>Applications for major development</u></b> at Salt Cross will be required to be supported by a Community Employment Plan (CEP) to ensure that local people are able to benefit from training and job opportunities arising from the development.</p>
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Meeting current and future housing needs																																
Main Modification Reference	Policy/Paragraph Reference	Proposed Main Modification																														
MM31	Figure 10.1	<p>Replace Figure 10.1 with the following indicative trajectory:</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Projected Housing Needs</th> </tr> </thead> <tbody> <tr><td>2026</td><td>50</td></tr> <tr><td>2027</td><td>70</td></tr> <tr><td>2028</td><td>135</td></tr> <tr><td>2029</td><td>160</td></tr> <tr><td>2030</td><td>180</td></tr> <tr><td>2031</td><td>195</td></tr> <tr><td>2032</td><td>195</td></tr> <tr><td>2033</td><td>210</td></tr> <tr><td>2034</td><td>210</td></tr> <tr><td>2035</td><td>210</td></tr> <tr><td>2036</td><td>195</td></tr> <tr><td>2037</td><td>180</td></tr> <tr><td>2038</td><td>135</td></tr> <tr><td>2039</td><td>75</td></tr> </tbody> </table>	Year	Projected Housing Needs	2026	50	2027	70	2028	135	2029	160	2030	180	2031	195	2032	195	2033	210	2034	210	2035	210	2036	195	2037	180	2038	135	2039	75
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MM32	Policy 22 - Housing Delivery	<p>Amend the first paragraph of Policy 22 as follows:</p> <p>The total number of new homes expected to be delivered within the boundary of Salt Cross as defined in the AAP is 2,200 <del>units</del> <u>homes</u> in line with the working assumption contained in the West Oxfordshire Local Plan 2031.</p>
MM33	Policy 22 - Housing Delivery	<p>Amend the second paragraph of Policy 22 as follows:</p> <p>This is not however a maximum 'ceiling' to development and may be exceeded. <del>Any increase over and above this indicative quantum will need to be robustly justified having regard to 'if it is demonstrated to accord with</del> the overall vision, core objectives and relevant policies set out in the AAP and relevant policies of the West Oxfordshire Local Plan 2031 and Eynsham Neighbourhood Plan.</p>
MM34	Policy 22 - Housing Delivery	<p>Amend the third paragraph of Policy 22 as follows:</p> <p>The delivery of new homes will be phased in accordance with the provision of supporting infrastructure, drawing from the Eynsham Area Infrastructure Delivery Plan (IDP) and <del>any the</del> site-specific IDP <del>as appropriate</del> (see also Policy 30 – Provision of Supporting Infrastructure)</p>

MM35	Policy 22 - Housing Delivery	<p>Delete the fourth paragraph of Policy 22 as follows:</p> <p><del>Residential development proposals at Salt Cross will be expected to demonstrate exemplary design standards alongside a commitment to the acceleration of housing delivery. This should be in the form of a housing delivery statement (or equivalent) which includes consideration of the following measures:</del></p> <ul style="list-style-type: none"> <li><del>— Timely provision of supporting infrastructure, in particular social and community infrastructure such as schools, meeting spaces and transport;</del></li> <li><del>— A diversity of housing including a range of different housing products, types, tenures and styles within each phase of development;</del></li> <li><del>— The use of Modern Methods of Construction (MMC);</del></li> <li><del>— ‘Non traditional’ housing delivery mechanisms including community led housing and custom/self build;</del></li> <li><del>— The potential to support multiple sales outlets at different locations within the development scheme, as part of each phase;</del></li> <li><del>— Integration of affordable housing within development phases;</del></li> <li><del>— Catering for different specialist market segments, such as build-to-rent; elderly persons accommodation, student/ graduate and employer linked housing.</del></li> </ul>
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MM36	Policy 23 - Housing Mix	<p>Amend the seventh paragraph of Policy 23 as follows:</p> <p>This indicative mix provides a guide only and in determining proposals, the Council will take into account other relevant factors including the profile of need revealed by <del>the West Oxfordshire District Council's Housing Register and Oxford City Council's Housing Register</del>, taking account of not just the overall needs profile but relative priority needs.</p>
MM37	Policy 23 - Housing Mix	<p>Amend the penultimate paragraph of Policy 23 as follows:</p> <p><del>Affordable homes proposed as part of the overall mix of development should demonstrate 'genuine affordability'.</del> Affordable rent should be <del>set having regard to the living rents identified in Table 10.2 and capped at no higher than the Local Housing Allowance (LHA) limits set out in Table 10.2 (and any subsequent updates).</del></p>
MM38	Policy 24 - Build to Rent	<p>Amend the fifth paragraph of Policy 24 as follows:</p> <p>It is anticipated that the proportion of affordable housing provided as part of any Build to Rent scheme will accord with the <del>default requirement benchmark</del> set out in national policy/guidance – currently 20%.</p>

MM39	Policy 25 - Custom and Self-Build Housing	<p>Amend the first paragraph of Policy 25 as follows:</p> <p>To ensure that Salt Cross provides opportunities for community-led housing and individuals to build or commission their own homes, <del>at least</del> 5% of the total number of homes will be set aside as serviced plots for the purposes of custom and self-build housing. Serviced plots must be provided in line with the definitions in the Self-build and Custom Housebuilding Act 2015 (as amended by the Housing and Planning Act 2016) Section 1(A1) and (A2).</p>
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MM40	Policy 25 - Custom and Self-Build Housing  Paragraph 10.71	<p>Amend the third paragraph of Policy 25 as follows:</p> <p><del>Serviced plots will be expected to be provided</del> <b><u>As an indicative guide serviced plots will be encouraged</u></b> in clusters of 10 or more homes, included as part of each phase of development across the garden village as a whole and set out in a Phasing Plan.</p> <p>Paragraph 10.71 to be amended as follows:</p> <p>The Council <del>expects that</del> <b><u>will encourage</u></b> custom and self-build plots <del>will to</del> be delivered as an element of each phase of Salt Cross to ensure a phased supply of serviced plots comes forward to address both current and future demands. <del>The proportion and mix of such plots and the broad locations for each phase will be agreed at the outset having regard to demand</del></p>
MM41	Policy 25 - Custom and Self-Build Housing	<p>Amend the fifth paragraph of Policy 25 as follows:</p> <p>A range of Custom and Self Build housing delivery models <del>to be supported, shall be considered</del> including those which can deliver affordable homes and require some form of discount, subsidy or equity/land ownership being held by a third party such as a Registered Provider or a Community Land Trust. Where such serviced plots are provided as affordable homes they will be required to remain affordable in perpetuity and will count towards the overall affordable housing requirement for the Garden Village.</p>

MM42	Policy 25 - Custom and Self-Build Housing	<p>Amend the seventh paragraph of Policy 25 as follows:</p> <p>Serviced plots must be marketed at a fair market price which reflects the form and type of custom and self-build housing to be provided, for a period of 12 months, in line with a marketing strategy <u>agreed as part of any planning permission</u> which must be agreed with the Council prior to the commencement of the development. If suitable purchasers have not come forward at the end of this 12 month period then plots may remain on the market or be built out by the developer for market housing.</p>
MM43	Policy 25 - Custom and Self-Build Housing	<p>Delete the final paragraph of Policy 25 as follows:</p> <p><del>The Council will seek to secure the implementation of this policy through a Section 106 legal agreement or, where appropriate, planning conditions.</del></p>

MM44	Policy 26 - Specialist Housing Needs Paragraph 10.90	<p>Amend the first paragraph of Policy 26 as follows:</p> <p>As part of the overall type and mix of housing opportunities at Salt Cross, <u><b>the District Council will encourage</b></u> provision <u><b>should to</b></u> be made for specialist housing to meet identified needs including, but not limited to, the needs of older people and persons with disabilities as well as opportunities for communal housing and housing linked to key employers and educational institutions.</p> <p>Amend paragraph 10.90 as follows:</p> <p><u><b>The West Oxfordshire Local Plan 2031 suggests that in order to achieve the current Oxfordshire average of 133 units of older persons housing per 1,000 population, an additional 1,891 new properties would need to be provided in West Oxfordshire in the period 2011 – 2031 (95 per year) rising to 2,588 new properties (129 per year) to achieve the current national average of 170 units per 1,000 population.</b></u> The AAP housing strategy suggests that given the projected changes in the number of older people living in Eynsham, there is likely to be a requirement for specialist housing options moving forward, including 147 units of 'housing with support' development (i.e. retirement/ sheltered housing) up to 42 housing with care units (extra-care housing/enhanced sheltered housing) and 70 care home bedspaces. <u><b>This is however a point in time assessment and should not be construed as a 'cap' or 'ceiling' to the number of specialist housing units that may come forward in the Eynsham area.</b></u></p>
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MM45	Policy 26 - Specialist Housing Needs	<p>Delete the second paragraph of Policy 26 as follows:</p> <p><del>All new homes at Salt Cross will be designed to meet Building Regulations Requirement M4 (2) – accessible and adaptable dwellings unless it be robustly demonstrated that achieving the standard is not practical (e.g. where level site access cannot be achieved) or viable. 5% of new homes will be designed to meet Building Regulations Requirement M4 (3) – wheelchair adaptability.</del></p>
MM46	Policy 26 - Specialist Housing Needs	<p>Further amend the first paragraph of Policy 26 in line with MM44 above as follows:</p> <p>As part of the overall type and mix of housing opportunities at Salt Cross, <u><b>the District Council will encourage</b></u> provision <u>should to</u> be made for specialist housing to meet identified needs including, but not limited to, the needs of older people and persons with disabilities as well as opportunities for communal housing, <u><b>travelling communities</b></u> and housing linked to key employers and educational institutions.</p> <p>Also amend the penultimate paragraph of Policy 26 as follows:</p> <p>Proposals for education and employment-linked housing <u><b>as well as</b></u> <u><b>accommodation for travelling communities</b></u> will be supported as part of the overall mix of housing at Salt Cross. Any such proposals should be located in an accessible location in terms of available services and facilities including public transport.</p>

Building a Strong, Vibrant and Sustainable Community		
Main Modification Reference	Policy/Paragraph Reference	Main Modification
MM47	Policy 27 - Key Development Principles	<p>Delete Policy 27 as follows:</p> <p><del>All development proposals at Salt Cross must:</del></p> <ul style="list-style-type: none"> <li><del>— Be consistent with the vision and core objectives of the AAP together with the TCPA garden city principles set out in Figure 2.3;</del></li> <li><del>— Accord with and not prejudice the delivery of, any agreed overall masterplan for the garden village site;</del></li> <li><del>— Demonstrate a high quality standard of design that contributes to a distinct sense of place in accordance with Policy 29;</del></li> <li><del>— Be designed to be resilient to, and mitigate against climate change in accordance with Policies 1 and 2 in particular;</del></li> <li><del>— Encourage behavioural change away from the private car, towards active travel and public transport in accordance with Policies 13, 14 and 15 in particular;</del></li> <li><del>— Be designed to embed the principles of community safety, cohesion and inclusivity in accordance with Policies 4 and 5 in particular;</del></li> <li><del>— Demonstrate high levels of digital connectivity in accordance with Policy 20;</del></li> </ul>

	<ul style="list-style-type: none"> <li>— Be supported by appropriate and timely investment in infrastructure to facilitate inclusive place making, in accordance with Policy 30;</li> <li>— Make efficient use of land and resources including the use of higher density development in suitable, accessible locations;</li> <li>— Be durable and sustainable over the whole lifetime of the development, not just in the short term in accordance with Policies 1 and 29 in particular; and</li> <li>— Contribute to the health and well-being of all in accordance with Policies 4–8 in particular.</li> </ul>
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MM48	<p>Paragraph 11.12</p> <p>Table 11.1</p>	<p>Replace paragraph 11.12 as follows:</p> <p><u>Where applicable, the table includes reference to different uses by 'Class,' in line with the national Use Classes Order<sup>1</sup> which splits land and buildings into various categories known as 'Use Classes'. There are four main 'parts' to the use classes order:</u></p> <ul style="list-style-type: none"> <li>• <u>Part A (A1 – A5) which includes commercial uses such as shops, financial services, restaurants, cafes, bars and takeaways;</u></li> <li>• <u>Part B (B1(a), B1(b), B1 (c), B2 and B8) which includes business uses such as offices, research and development, industrial, storage and warehousing;</u></li> <li>• <u>Part C (C1 – C4) which includes hotels, care homes, training centres, dwellinghouses and houses in multiple occupation; and</u></li> <li>• <u>Part D (D1, D2) which includes community and leisure uses such as health centres, nurseries, day centres, schools, halls places of worship and indoor sports.</u></li> </ul> <p><u>Where applicable, the table includes reference to different uses by 'Class,' in line with the national Use Classes Order<sup>1</sup> which splits land and buildings into various categories known as 'Use Classes'. There are four main 'parts' to the use classes order:</u></p> <ul style="list-style-type: none"> <li>• <u>Part B (B2, B8) including industrial, storage and distribution;</u></li> <li>• <u>Part C (C1, C2, C3, C4) including hotels, residential institutions, dwellinghouses and houses in multiple occupation;</u></li> </ul>
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- Part E – commercial, business and service such as offices, research and development, shops, cafes/restaurants, financial services and indoor sport and recreation; and
- Part F (F1, F2) including learning and non-residential institutions such as schools and local community uses such as community halls, meeting spaces and small-scale shops.

Amend Table 11.1 as follows:

Land Use	Quantum/size	Commentary
Residential (C3, C2)	About 2,200 units of varying densities.	As outlined earlier, Salt Cross is expected to accommodate around 2,200 new homes although this is not an exact, fixed figure and should not be treated as such. The majority of new homes are expected to be in the form of 'mainstream' housing (C3a) but it is likely that a proportion of other forms of housing including 'supported living' (e.g. C3(b) and C2 uses) will come

			forward, in line with Policy 26 – Meeting Specialist Housing Needs.
	<p>Employment <del>(B1(a) B1 (b)) (E)</del></p>	<p>About 40 hectares including around 80,000m<sup>2</sup> of floorspace within Salt Cross Science and Technology Park and other opportunities across the site including within village/ neighbourhood centres.</p>	<p>As outlined earlier, a core element of Salt Cross is the creation of a large-scale Science and Technology Park to the west of Cuckoo Lane. This is expected to be accommodated on around 40 hectares of land and include around 80,000m<sup>2</sup> of floorspace – thereby allowing for extensive green and blue infrastructure to create a highly attractive place to work. Other, smaller-scale employment space is expected to come forward as part of any village or neighbourhood centre which will include a mixture of different</p>

			uses including potentially some flexible <del>B-class</del> <b>E-class</b> floorspace.
	Sustainable Transport hub	8ha	A sustainable transport hub to the west of Cuckoo Lane including park and ride comprising 850 car parking spaces for Park & Ride users, cycle parking spaces and electric vehicle charging points.
	Education <del>(D1)</del> <b>(F1)</b>	A primary school site of 3.01 ha to accommodate either a new 2-form or 3-form entry primary school (depending on arrangements made in respect of the West Eynsham SDA).	Development at Salt Cross will increase the number of families and school age children within Eynsham Parish. To accommodate this, a 3.01 ha site will be provided which is large enough to cater for a 2-form entry or

			<p>A secondary school site of 4.88 ha intended as a 'satellite' for Bartholomew school in Eynsham.</p>	<p>3-form entry primary school. The size of the school will be determined by decisions made in respect of the West Eynsham SDA. In addition, the cumulative impact of planned growth in the Eynsham area including the West Eynsham SDA means that additional provision needs to be made for secondary school pupils and as such, a 4.88 ha site will be provided within Salt Cross to accommodate a secondary school facility. This is likely to form a satellite facility to Bartholomew School which would then operate on a split-site basis. There are a number of options as to how this</p>
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			<p>could be provided (e.g. separate sixth form, separate upper school, or separate lower school). The decision will be taken by the academy trust, based on educational grounds, alongside ensuring sufficiency of school places, and may evolve over time.</p>
	<p>Other community uses</p>	<p>A mixture of different community uses, the size and mix of which will be determined at a later date through detailed/reserved matters planning applications.</p>	<p>In addition to two new schools, Salt Cross is expected to provide a range of other community buildings/spaces including for example crèches, day nurseries, day centres, halls and potentially a place or places of worship. The Eynsham Area IDP identifies a potential need for around 385 m<sup>2</sup> of floorspace</p>

			for culture and the arts and around 1,056 m <sup>2</sup> for community meeting space. There is also the potential to create space for primary health care – depending on future decisions regarding any expansion/ re-location of the Eynsham medical practice. In this respect, the Eynsham Area IDP identifies that Salt Cross generates a need for an additional 460m <sup>2</sup> of primary care floorspace.
	Green and Blue Infrastructure (GI)	Extensive green and blue infrastructure including, but not limited to, at least 40 hectares of formal parks and gardens,	The Eynsham Area IDP identifies the need for a minimum of 40 hectares of certain green infrastructure components including

			<p>amenity green space, natural and semi-natural green space, outdoor sports, allotments, community orchards, play areas and other outdoor provision (e.g. multi-use games areas, extreme sports, events, festivals and activities spaces etc.)</p>	<p>formal parks and gardens, amenity green space, natural and semi-natural green space, outdoor sports, allotments, community orchards, play areas and other outdoor provision (e.g. multi-use games areas, extreme sport sports, pop up events and festivals) This excludes a range of other potential forms of GI within the garden village which will come forward additionally including, but not limited to, nature reserves, private gardens, drainage infrastructure, verges and incidental open space; stand-off corridors and on-plot landscaping. There is also the opportunity to provide additional</p>
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				burial space for which there is an identified need in the Eynsham area.
		Commercial uses <u>A1</u> <u>A5</u> <b><u>(E, F2, Sui Generis)</u></b>	A mixture of different commercial uses, the size and mix of which will be determined at a later date through detailed/ reserved matters planning applications.	Development at Salt Cross is expected to include a range of small-scale commercial uses falling within the <u>A1</u> <u>A5</u> <b><u>E, F2 and Sui Generis</u></b> use classes including for example shops, cafes, professional services and public houses. These are expected to be located within the main village centre and within individual neighbourhood centres as part of a mix of different uses to create interest and activity throughout the day. At this stage, we do not consider it

				appropriate for the AAP to stipulate the amount of land or floorspace expected to come forward for commercial uses as this will evolve in response to a number of factors including market demand and changing trends e.g. retail habits and online shopping.
MM49	<p>Policy 28 - Land uses and layout – the spatial framework</p> <p>New paragraph (to be inserted after Paragraph 11.9)</p> <p>Paragraph 11.14</p> <p>Paragraph 11.15</p>	<p>Amend the tenth paragraph of Policy 28 as follows:</p> <p>A comprehensive, <u>detailed</u> masterplan will be required <del>at the outline planning application stage, reflecting the key elements</del> <u>that takes account</u> of the illustrative Spatial Framework Plan at Figure 11.6 <del>including and includes consideration of:</del></p> <p>Add new paragraph after existing paragraph 11.9 as follows:</p> <p><u>It is expected that the detailed layout of Salt Cross will follow a comprehensive masterplan agreed as part of the planning application process. The following pages of the AAP set out detail on layout that should be regarded as illustrative but should also be taken into account as part of drawing up the masterplan (in accordance with Policy 28).</u></p>		

	<p>Paragraph 11.16</p>	<p>Amend paragraph 11.14 as follows:</p> <p>As well as guiding the amount and mix of different uses at Salt Cross, the AAP has a key role to play in terms of <u>determining guiding</u> how those uses are distributed across the site. <del>Whilst the AAP does not get down to the detailed level of a masterplan, it does provide a clear indication of what is expected at Salt Cross, in the form of an 'Illustrative Spatial Framework.'</del></p> <p>Amend paragraph 11.15 as follows:</p> <p>This includes key connections and points of access, the main areas of 'built development' (housing, jobs, schools etc.) and the main areas of 'undeveloped' green and blue spaces. The advantage of such an approach is that it <del>provides certainty</del> <u>provides an appropriate level of certainty</u> to the local community and other stakeholders but is sufficiently flexible so as to not inhibit the more detailed masterplanning process undertaken by the site promoter.</p> <p>Delete paragraph 11.16 as follows:</p> <p><del>Essentially the two processes are complementary, with the AAP illustrative Spatial Framework setting the overall parameters within which any more detailed masterplan needs to come forward.</del></p>
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MM50	Policy 29 – Design Requirements  Paragraph 11.50  Paragraph 11.60  Figure 11.12	<p>Amend the first paragraph of Policy 29 as follows:</p> <p>Development at Salt Cross will be expected to achieve a high quality, innovative and inclusive approach to design which is consistent with garden village principles, <del>and draws on key references as appropriate including the National Design Guide, the West Oxfordshire Local Plan and Design Guide, the AAP, the Eynsham Neighbourhood Plan and best practice.</del></p> <p>Amend the eleventh paragraph of Policy 29 as follows:</p> <p>The design rationale for development at Salt Cross should be set out in a comprehensive masterplan supported by a site-wide design code and design and access statement. This must be consistent with the key design principles above and other relevant considerations including the National Design Guide <b><u>and National Model Design Code</u></b>.</p> <p>Amend paragraph 11.50 as follows:</p> <p>At the national level, the importance of achieving well-designed <b><u>and beautiful</u></b> places is embedded in the NPPF which in itself is illustrated through the National Design Guide <b><u>and National Model Design Code</u></b> which sets out the characteristics of well-designed places and demonstrates what good design means in practice. The guide is based around 10 characteristics which work together to create physical character, nurture and sustain a sense of community and address environmental issues affecting climate. The ten characteristics are:</p> <p>Amend paragraph 11.60 as follows:</p>
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	<p>Any masterplan and design code will need to be consistent with these key principles as well as the National Design Guide <u>and National Model Design Code</u>, the West Oxfordshire Local Plan, the West Oxfordshire Design Guide and the Eynsham Neighbourhood Plan.</p> <p>Amend the first box of Figure 11.12 as follows:</p> <p>NPPF and National Design Guide <u>and National Model Design Code - design guides or codes should be consistent with the principles in the National Guide and Code</u> —establishes high level design principles including the 10 characteristics of well designed places</p>
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MM51	Policy 29 – Design Requirements	<p>Delete the tenth paragraph of Policy 29 as follows:</p> <p><del>Building for a Healthy Life (BHL)</del></p> <p><del>In accordance with the Eynsham Neighbourhood Plan, residential development proposals will be expected to comply with Building for a Healthy Life – the latest edition of Building for Life 12 (BfL12) or equivalent principles unless it can be demonstrated that these cannot be achieved or are being met in an alternative way.</del></p>
MM52	Policy 30 – Provision of Supporting Infrastructure	<p>Amend the third paragraph of Policy 30 as follows:</p> <p>The site-specific IDP should <del>be based on</del> <u>include consideration of</u> the identified requirements set out in the Eynsham Area Infrastructure Delivery Plan (IDP). <u>A phasing plan must also be included covering the lifetime of the development.</u></p>

MM53	Policy 30 – Provision of Supporting Infrastructure	<p>Delete fourth paragraph of Policy 30 as follows:</p> <p><del>Appropriate mechanisms including the use of planning obligations and planning conditions will be used to secure an appropriate package of improvements for the long term benefit of the local community.</del></p>
MM54	Policy 30 – Provision of Supporting Infrastructure	<p>Add new fourth paragraph into Policy 30 as follows:</p> <p><u><b>The phasing plan may include triggers and particular circumstances that would justify the need for a viability assessment of the cumulative effects of all policies in the AAP. This must be subject to robust evidence being presented by an applicant. Consideration of such evidence will balance the need to not compromise sustainable development with ensuring that all policies are realistic and will not undermine deliverability of the development.</b></u></p>

MM55	Policy 31 – Long Term Maintenance and Stewardship	<p>Delete the second paragraph and amend the third paragraph of policy 31 as follows:</p> <p>Development proposals at Salt Cross must be supported by robust, cost-effective and transparent maintenance and stewardship arrangements including appropriate financing arrangements and management responsibilities in perpetuity.</p> <p><del>This is anticipated to take the form of a new, independent body—the Salt Cross Garden Village Trust—with interim measures to be put in place as appropriate to support the early phases of development.</del></p> <p><del>This and other suitable</del> <b>Suitable</b> options should be explored through the submission of a Community Management and Maintenance Plan (CMMMP) or equivalent which will be required in support of any outline and where appropriate, detailed planning applications.</p> <p>This must include consideration of appropriate governance arrangements and demonstrate flexibility to adapt to changing circumstances throughout the life of the development phase and beyond.</p>
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