

February
2021



Wallingford Neighbourhood Plan

Policies & Key Maps

FOREWORD

This document lists the policies of the Wallingford Neighbourhood Plan and some of the maps from the document which are required to interpret those policies (not all maps are reproduced here). This short document is intended as a basic aide-memoire for the policies to assist in assessing planning applications.

The reader is encouraged to refer to the complete Wallingford Neighbourhood Plan document to understand the context for the policies and how they relate to the Visions and Objectives, and also for an understanding of how they are underpinned by the SODC Local Plan 2035 policies.

Wallingford Neighbourhood Plan Steering Group.
February 2021

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Policy WS1: The Local Strategy for Wallingford

- WS1.1 Development proposals should take account of the role of Wallingford as a market town in general, and its natural, heritage and environmental characteristics in particular. Development proposals will be supported, as appropriate to their scale and nature, where they positively:
- WS1.1(a) support a locally appropriate level of housing growth in the town, to create a compact form and to use land efficiently, whilst also restricting inappropriate development in the countryside areas outside the town
 - WS1.1(b) focus well designed, sustainable development within the built-up area of Wallingford.
 - WS1.1(c) recognise and address the declining condition of heritage assets, realise their potential as positive assets within the town and conserve and enhance the heritage assets and character of the town
 - WS1.1(d) ensure development conserves and enhances the rural setting of Wallingford, the views leading to and from it, the landscape character and biodiversity
 - WS1.1(e) create a Wallingford Green Network that links public rights of way with the National Trails, Local Green Spaces and public amenity green spaces enabling residents and visitors to easily access natural areas, and to improve and extend biodiversity
 - WS1.1(f) maintain and enhance the town centre as the focal point for Wallingford, while also supporting a vibrant local economy by encouraging suitable conversions or new buildings for business and/or tourism uses
 - WS1.1(g) recognise the importance of community networks in Wallingford and protect and enhance social and economic facilities and activity hubs, with new and expanded community, economic and leisure facilities, which are important to the social fabric of the town and the health and well-being of residents
 - WS1.1(h) ensure that the level of infrastructure and services are maintained and improved so that residents of Wallingford and its dependant villages and rural areas do not have to travel further to access services
 - WS1.1(i) minimise the adverse effects of car travel, particularly air pollution in the town centre, congestion at peak times, discourteous parking and speeding, which makes our roads less attractive for other users, by:
 - WS1.1(i₁) supporting walking and cycling as the first choice for journeys within Wallingford and ensuring new developments bring existing routes up to a high standard making them more attractive and practical to use, and provide new well-lit footpaths and cycle paths or lanes and pedestrian crossing facilities;
 - WS1.1(i₂) supporting bus services to all key destinations including railway stations, and ensuring that new developments provide high quality bus stops and new bus services where required, as well as direct, safe and well-lit walking routes to the bus stops.
 - WS1.1(i₃) ensuring that any new development does not add to air pollution, traffic congestion and speeding on local roads through appropriately sited access arrangements and traffic calming measures or if such impacts do result from new development that these are mitigated appropriately.

Policy WS2: The Land Allocation for Housing in Wallingford

- WS2.1 26.8 ha at Site E land west of Reading Road, south of Bradford's Brook, north of the Wallingford bypass. (A4130) as shown on the Proposals Map is allocated for development of up to 502 new homes. Proposals for the development of the site will be supported where they comply with the following criteria:
- WS2.1 (a) vehicular access is provided via a new junction at the bypass (A 4130) roundabout with formal pedestrian crossing facilities across the bypass, and
 - WS2.1(b) footpath and cycle links through the site and linking to adjacent housing at Portcullis Drive and Brookmead Drive are provided to ensure the development is well connected to the town facilities, and
 - WS2.1(c) buffer planting and green infrastructure along Bradford's Brook and the bypass is provided to ensure that the development is unobtrusive in the wider landscape, and
 - WS2.1(d) green corridors are provided within the site which improve biodiversity and provide attractive walking and cycling routes, and
 - WS2.1(e) the design, layout, orientation and massing of the new homes has regard to the character and appearance of the surrounding area and to the setting of the town within the wider rural landscape, and
 - WS2.1(f) the design, layout, orientation and massing of the new homes does not create unacceptable harm to the setting of designated buildings in the vicinity of the site, and
 - WS2.1(g) provides recreation facilities for young children and for teenagers on the site, and makes these readily accessible, by suitable placing of pedestrian and cycle routes, for use by residents elsewhere in town.
 - WS2.2(h) That areas identified as having archaeological significance of potential national importance, including the two ring ditch monuments identified in the south east of the site¹, are retained as open space with landscaping limited to ensure remains are preserved in-situ and interpreted to aid understanding of the area's heritage.

Policy WS3: Development Within the Built-up Area

- WS3.1 Within the built-up area of Wallingford development proposals will be supported subject to the following criteria:
- WS3.1(a) an existing important recreation or educational facility or open space, or space of ecological or environmental value is not lost except where the proposal concerned complies with other policies in this Plan, and
 - WS3.1(b) there is no unacceptable impact on the landscape setting of the town, site and its surroundings including the setting of the adjacent Chilterns AONB and the North Wessex Downs AONB; and
 - WS3.1(c) they do not result in a poor-quality environment for those who live and work in the area in general, and through noise and disturbance in particular.

Chapter 3 Design & Character Assessment

Policy HD1: Design

- HD1.1 New development should be of a high quality and sustainable design, conserving and enhancing local character, especially in relation to distinctive building materials, and should respond positively to local surroundings.
- HD1.2 New development should have regard to the process and principles of the South Oxfordshire Design Guide and where appropriate, the detailed information in the Wallingford Character Assessment Outside the Historic Core (Appendix E), the Wallingford Conservation Area Appraisal and the Winterbrook Character Assessment.

Policy HD2: Sustainable Design

- HD2.1 New development, including extensions, refurbishments and conversions, should be built to improve resilience to the effects of climate change. Well-designed schemes that demonstrate they are zero-carbon or negative carbon; through the use of sustainable energy features (solar panels/heat pumps), and efficient use of water will be particularly supported.
- HD2.2 Sustainable design features in new developments must be sensitive to their location and should safeguard and where possible enhance the character of designated and non-designated heritage assets and buildings in the Wallingford and Winterbrook Conservation Areas.

Policy HD3: Affordable Housing & Housing Mix

- HD3.1 A mix of housing types and sizes to meet the needs of current and future households will be supported within new developments.
- HD3.2 Housing development should be designed to ensure that it avoids segregation by layout, housing type or tenure. New housing development should:
 - HD3.2(a) foster a sense of place that reflects the character of Wallingford, and
 - HD3.2(b) respect the design and layout of existing buildings, and
 - HD3.2(c) provide new, and where appropriate protect existing, public amenity green space as detailed in policies ENV1 and ENV2, and
 - HD3.2(d) integrate affordable housing such that it is indistinguishable in appearance from the market housing on that site.
 - HD3.2(e) not isolate affordable housing, nor concentrate it in clusters of more than 15 dwellings or 10% of the development total whichever is smaller, unless it is necessary for management purposes or to address local authority/registered provider requirements

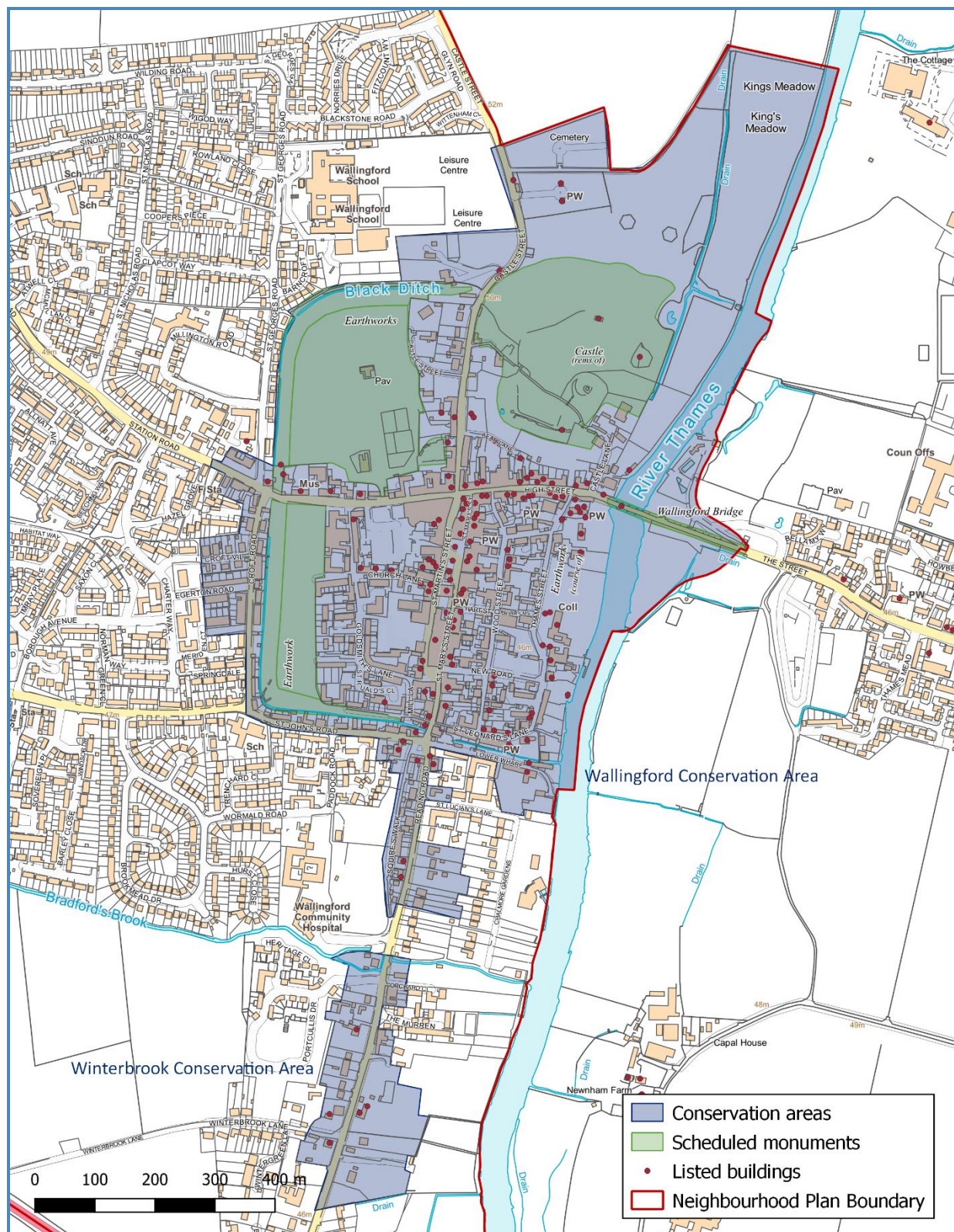
Policy HD4: Self Build

- HD4.1 Proposals for the development of self-build housing either on infill sites or within strategic developments will be supported.

Policy HD5: Avoidance of Light Pollution

- HD5.1 Proposals for new lighting systems, including neon and industrial lighting, on new and existing developments (residential, recreational, retail, car parks or employment sites) should avoid upward light spill and should, in particular, mitigate the impacts of light pollution affecting residential areas.
- HD5.2 Developments should be designed to minimise the detrimental impact of glare and light spill on sensitive locations including housing, local amenity, biodiversity, highway and waterway users.

Chapter 4 Historic Environment



Map 4. Designated heritage assets within the Plan Area. This illustrates the Wallingford and Winterbrook Conservation Areas, the Scheduled Monuments and the listed buildings. For a definitive listing please consult Heritage England.

Policy HA1: The Historic Environment

- HA1.1 As appropriate to their scale or nature development proposals should protect, conserve or enhance the town's historic environment. This includes historic buildings and structures, Conservation Areas, landscapes and archaeology.
- HA1.2 Development proposals should:
- HA1.2(a) ensure that vacant historic buildings are appropriately re-used to prevent deterioration of condition
 - HA1.2(b) ensure that alterations (internal or external to the fabric of the building (eg to improve energy efficiency), are balanced alongside the need to retain the integrity of the historic environment and to respect the character and significance of the asset
 - HA1.2(c) make provision for the realisation of the potential of the heritage assets, through their enhancement, interpretation and education (See also TC4).
- HA1.3 Development proposals are required to take into account any impact, including cumulative impacts from other developments, on Wallingford's nationally important Saxon and Medieval layout, and to conserve or enhance the grid plan roads, lanes and burgage plots. It is expected that where an impact is likely to occur proposals will identify its significance and appropriate ways in which the impact can be mitigated.

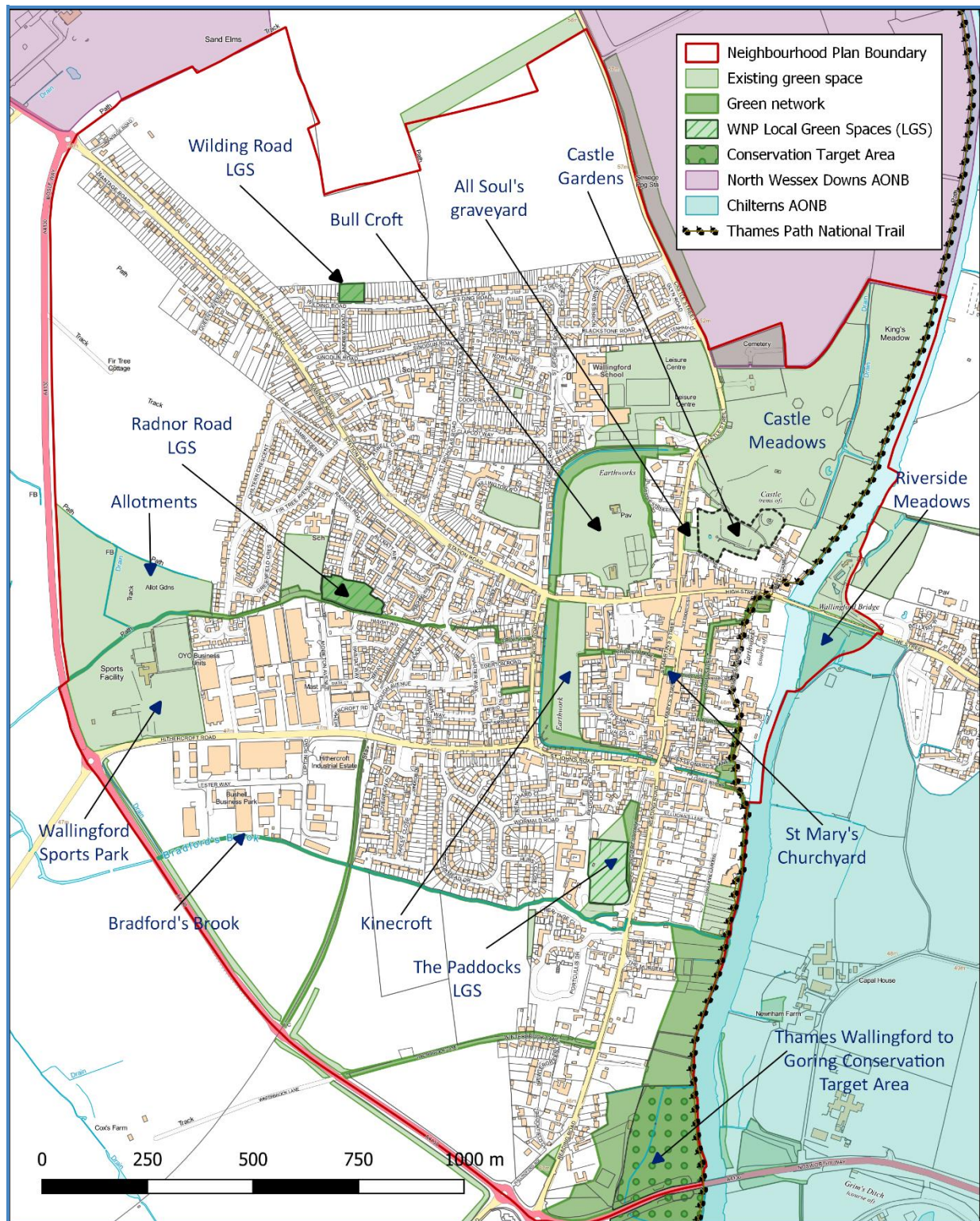
Policy HA2: Effects of Development on Historic and Heritage Assets

- HA2.1 Proposals for development that would result in harm (whether substantial or less than substantial) to, or loss of, the significance of a designated or non-designated heritage asset (from its alteration or destruction, or from development within its setting) will require clear and convincing justification. Demolition of these buildings or any alterations should not destroy or obscure any part of their historic interest except where the tests in national policy have been met. Applicants will be expected to provide an historical analysis and statement of significance report to aid understanding of the heritage asset.
- HA2.2 Proposals for new development should be sensitively designed and should not cause harm to the historic environment. Proposals that have an impact on heritage assets (designated and non-designated) should:
- HA2.2(a) conserve or enhance the significance of the heritage asset and the contribution of their setting. The more important the heritage asset the greater the weight that will be given to its conservation; and
 - HA2.2(b) make a positive contribution to local character and distinctiveness (through high standards of design, reflecting the asset's significance, including through the use of appropriate materials and construction techniques); and
 - HA2.2(c) make a positive contribution towards wider public benefits; and
 - HA2.2(d) provide a viable future use for a heritage asset that is consistent with the conservation of its significance; and/or
 - HA2.2(e) protect a heritage asset recorded on the Heritage At Risk Register.

Policy HA3: Views and Vistas

- HA3.1 Development proposals should have appropriate regard to Wallingford's nationally important Saxon and later layout, and conserve or enhance the planned views, key views, dynamic views and panoramic views in the Wallingford and Winterbrook Conservation Areas as indicated in Map 12 of the Wallingford Conservation Area Appraisal, April 2018.
- HA3.2 Where impacts are identified on either the layout of the town or the identified views, development proposals should identify ways in which the impacts can be appropriately and sensitively mitigated.

Chapter 5 Natural Environment



Map 7. Green spaces in and around Wallingford showing the proposed Green Network. The Thames Wallingford to Goring Conservation Target Area lies just within the south-eastern region of the Plan area. The Castle Gardens and Kinecroft are owned by the Town Council. The Bull Croft is managed by the Town in its role as Trustee of the Bull Croft Trust. Not all green spaces on this map are publicly accessible.

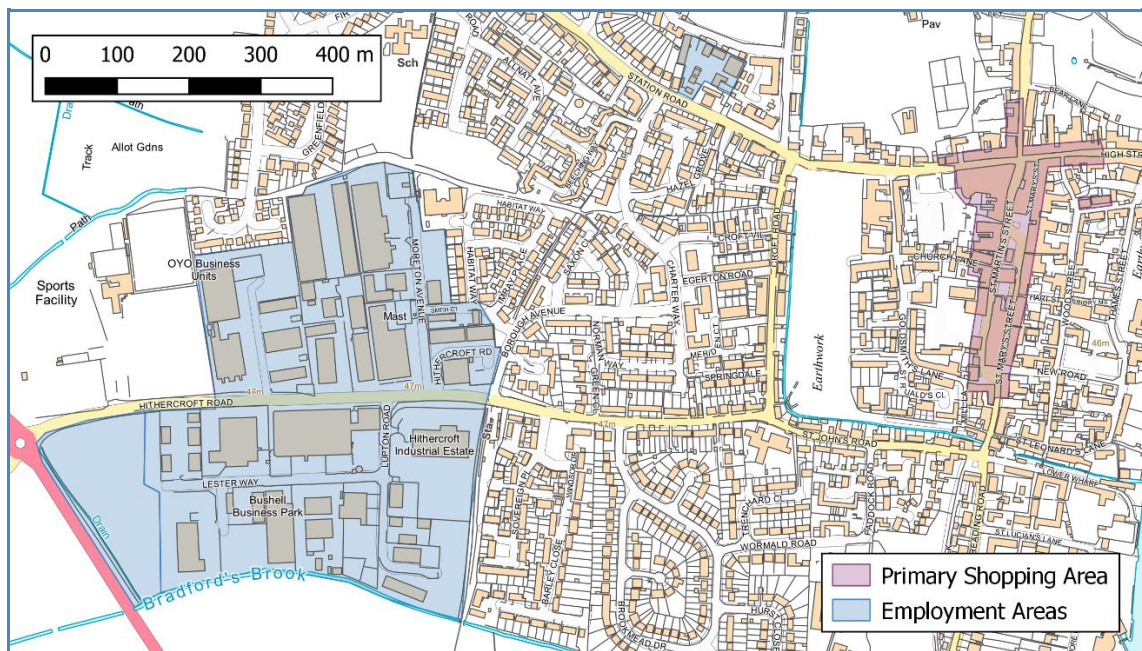
Policy EV1: New Green Spaces and Green Corridors

- EV1.1 As appropriate to their scale and nature new development proposals should incorporate new public and private amenity green spaces and wildlife corridors that:
- EV1.1(a) improve and enhance biodiversity by:
 - EV1.1(a₁) creating new permeable green corridors that allow wildlife to move from one area of habitat to another. Traditional barriers to movement, such as fences and walls should incorporate features that will allow the dispersal of wildlife through areas of green space and gardens.
 - EV1.1(a₂) creating new habitats e.g. ponds, urban meadows and hedgerows and enhance existing biodiversity assets.
 - EV1.1(a₃) ensuring new development provides a measurable net gain for biodiversity using the most up-to-date information available.
 - EV1.1(b) connect new public and private amenity green spaces and wildlife corridors with the Wallingford Green Network to benefit wildlife and people having regard to the South and Vale Green Infrastructure Strategy.
 - EV1.1(c) respect and restore blue infrastructure, especially creating a minimum of 10m wildlife buffer to Bradford's Book and the River Thames, except where existing development prevents this
 - EV1.1(d) respect and protect the setting of the Chilterns and North Wessex Downs AONBs, the River Thames and its floodplain to enhance the ecological and natural capital value of the river, its banks, the Thames Path National Trail and use of the river for formal and informal recreation and promote tourism.
 - EV1.1(e) explore opportunities for positive management of wetland habitats, such as linking up and expanding small isolated wet woodlands within the Thames Wallingford to Goring CTA to meet Oxfordshire BAP Targets.

Policy EV2: Protect Existing Amenity Spaces and Wallingford Green Network

- EV2.1 Where appropriate new development proposals should link to existing public and private amenity green spaces and wildlife corridors. Proposals which deliver the following outcomes will be particularly supported:
- EV2.1(a) enhance the biodiversity of existing public amenity spaces, including proposed Local Green Spaces
 - EV2.1(b) improve and enhance biodiversity with regard to the recommendations from Natural England Character Assessment for the Upper Thames Clay Valley to:
 - EV2.1(b₁) conserve existing natural and green corridors
 - EV2.1(b₂) use landscape features and create habitats e.g. ponds, urban meadows and new hedgerows
 - EV2.1(c) connect existing amenity spaces with the Wallingford Green Network to benefit wildlife and people having regard to the South Oxfordshire Green Infrastructure Strategy.

Chapter 6 Employment and Economy



Map 8.. Enlargement of Proposals Map showing the employment areas - Ayres Yard in the north and the Hithercroft Industrial Estate in the south-west. The Primary Shopping Area (shown for reference) is also a major area of employment but this is primarily for retail and is considered separately.

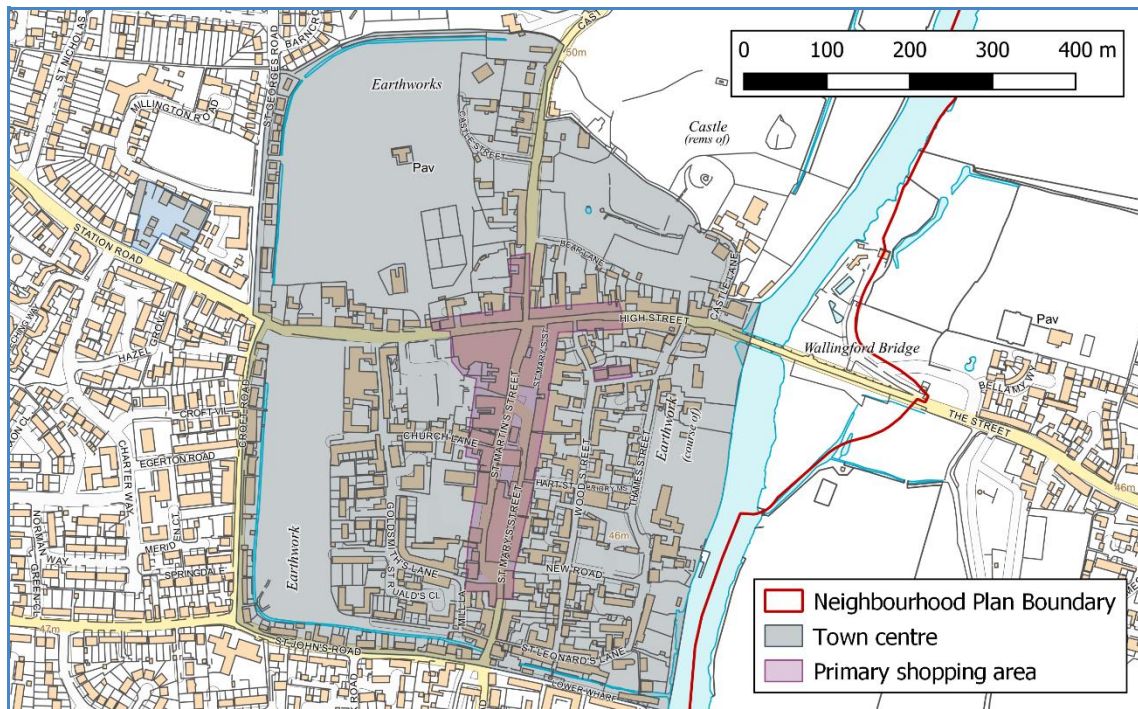
Policy EE1: Allocation of Employment Land at Site C

- EE1.1 At least 3.10 ha of new B class employment land is allocated on land known as Site C to the west of Hithercroft Industrial Estate as shown on the Proposals Map.

Policy EE2: Safeguard Existing Local Employment Sites

- EE2.1 Hithercroft Industrial Estate and Ayres Yard (as shown on the Proposals Map) are safeguarded for employment purposes (Use Classes E, B2 and B8). Within these areas proposals for change of use to residential purposes will not be supported.
- Proposals for the extension or the redevelopment of existing employment land and premises at the Hithercroft Industrial Estate and Ayres Yard for employment uses within Use Classes E, B2 and B8 will be supported where they:
- EE2.1(a) have no unacceptable harm on the landscape setting or green infrastructure of the area
- EE2.1(b) encourage pedestrian and cycle links to the town centre
- EE2.2 Where an existing employment use is close to residential properties any extension of the premises or an employment redevelopment of the site should not have unacceptable impacts on residential amenities including by;
- (i) Loss of privacy, daylight or sunlight;
 - (ii) Dominance or visual intrusion;
 - (iii) Noise or vibration;
 - (iv) Smell, dust, heat, odour, gases or other emissions;
 - (v) Pollution, contamination or the use of / or storage of hazardous substances; and
 - (vi) External lighting.
- EE2.3 Development proposals for incubator units for small start-up businesses (up to 150m²) and grow-on-space (up to 500m²) or to provide flexible sized units for small and medium sized businesses will be supported within the safeguarded employment areas.

Chapter 7 Town Centre, Retail and Tourism



Map 9. Boundaries of the Town Centre and the Primary Shopping Area

Policy TC1: Primary Shopping Area

- TC1.1 The Primary Shopping Area is defined on the Proposals Map.
- TC1.2 Where planning permission is required, proposals that result in the loss of Class E uses at ground floor level within the Primary Shopping Area should demonstrate that:
- TC1.2(a) they do not undermine the vitality and viability of the town centre or reduce an active frontage at ground floor level, or
 - TC1.2(b) the new use meets an evidenced community need, and
 - TC1.2(c) that there is no market interest in the premises concerned for Class E uses following one year of active and effective marketing.

Policy TC2: New Uses for Buildings within the Primary Shopping Area

- TC2.1 Within the Town Centre the provision and retention of active uses at first floor level and above will be supported. Employment and/or residential uses will be particularly supported.
- TC2.2 Proposals for the use of upper floors should be designed in a fashion which does not detrimentally affect the commercial use of the ground floor of the property concerned.

Policy TC3: Regal Site

- TC3.1 The Regal site is designated for community use on the Proposals Map. Proposals for community use will be supported.
- TC3.2 Proposals for the development of the Regal site should allow for the creation of a community hub with flexible accommodation.

Policy TC4: Improve the Visitor Economy

- TC4.1 Proposals for the provision of new visitor accommodation and tourism facilities, which encourage people to spend more time in Wallingford, will be supported provided that they protect the distinctive character of Wallingford.
- TC4.2 The provision of new tourism focussed facilities which recognise, celebrate and promote the town's heritage and community will be supported where they complement existing facilities and do not lead to an unacceptable loss of amenity for local residents.

Policy TC5: Public and Private Car Parks

- TC5.1 Development proposals in Wallingford Town Centre that would result in the loss of public or private car parking spaces will not be supported unless the proposal concerned demonstrates that it will create at least the same number of spaces as will be lost elsewhere within the town centre.

Policy TC6: Provision of Coach Parking

- TC6.1 Proposals which provide coach-parking facilities for tourism activities will be supported. Support will be given to development proposals for coach-parking providing there is no unacceptable harm to heritage assets or to safe movement of pedestrians and cyclists and there is no conflict with other development plan policies.

Policy TC7: Preservation of Visitor Accommodation

- TC7.1 Insofar as planning permission is required, proposals for change of use which would result in the loss of visitor accommodation will only be supported if:
- TC7.1(a) the applicant can demonstrate that any visitor accommodation use is no longer viable; and
- TC7.1(b) it is evidenced that there is no market interest in the site for use as visitor accommodation following one year of active and effective offline and online relevant marketing media and where the property has been offered for sale or letting on the open market for such uses at a realistic price and no reasonable offer has been refused.

Chapter 8 Movement and Connectivity

Policy MC1: Transport Statement and Travel Plan Statement

- MC1.1 All development proposals generating significant amounts of movement will require Travel Plans to be submitted, implemented and monitored. These documents should include measures to be taken to avoid any increased congestion of the streets within the Town Centre area as defined on the Proposals Map.
- MC1.2 All development proposals should demonstrate that significant adverse impacts can be adequately mitigated so that congestion and poor air quality is not increased, the safety and attractiveness of roads and routes for pedestrians and cyclists is not worsened and parking availability is not reduced.
- MC1.3 Appropriate provision for works and/or contributions will be required towards providing an adequate level of accessibility by all modes of travel and mitigating the impacts of development proposals on the road network. Consideration should be given to cumulative impacts. This should take account of the latest evidence and will inform the scoping of the Transport Assessment and Travel Plan.
- MC1.4 Transport Assessments or Statements and Travel Plans should, where relevant:
 - MC1.4(a) illustrate accessibility to the site by all modes of travel, and;
 - MC1.4(b) show the likely modal split of journeys to and from the site, and;
 - MC1.4(c) detail the proposed measures to improve access by public transport, cycling and walking to reduce transport impacts, and;
 - MC1.4(d) illustrate the impact on the highway network and the impact of proposed mitigation measures where necessary, and;
 - MC1.4(e) include a travel plan (that considers all relevant forms of transport including accessible transport for disabled people) where appropriate; and
 - MC1.4(f) outline the approach to parking provision.

Policy MC2: Access to Public Transport

- MC2.1 As appropriate to their scale, nature and location, new residential, commercial and recreational development proposals should provide access to public transport, with bus stops located within 400m of all homes and buildings accessed by the public via a safe and attractive walking route.
- MC2.2 New development proposals should not unacceptably detract from access to existing bus services and/or their routes. Proposals which seek to improve bus services will be supported.
- MC2.3 As appropriate to their scale, nature and location, high quality supporting infrastructure should be included in major development proposals.

Policy MC3: Promotion of Cycling

- MC3.1 New residential development proposals should provide covered, secure and safe cycle storage for each home. Commercial development proposals should provide covered, secure and safe cycle parking for 50% of the expected workforce where appropriate.

Policy MC4: Safe Travel

- MC4.1 As appropriate to their scale, nature and location development proposals should:
- MC4.1(a) provide for a safe and convenient access to the highway network for all highway users and for convenient access to important destinations in Wallingford including the town centre, schools, employment areas and health facilities;
 - MC4.1(b) provide safe and convenient routes for cyclists and pedestrians, both within the development, and including links to rights of way and other off-site walking and cycling routes where relevant, this may include the use of shared surfaces in line with current DfT guidance;
 - MC4.1(c) provide for covered, secure, convenient and safe cycle parking both at residents' homes and in the town centre, complemented by other facilities to support cycling where relevant;
 - MC4.1(d) be designed to facilitate access to high quality public transport routes, including safe and attractive walking routes to bus stops;
 - MC4.1(e) provide for appropriate public transport infrastructure;
 - MC4.1(f) be served by an adequate road network which discourages pavement parking and can accommodate traffic without creating traffic hazards or damage to the environment and demonstrates the use the 'Streets for All' guidance from Historic England to enable all highway users to be safely accommodated particularly within the constraints of the historic town centre;
 - MC4.1(g) where new roads, pedestrian routes, cycleways and street lighting are constructed as part of the development, they should be to adoptable standards and completed as soon as they are required to serve the development;
 - MC4.1(h) make adequate provision for those with impaired mobility and parking for disabled people;
 - MC4.1(i) be designed to enable charging of plug-in and other low emission vehicles in safe, accessible and convenient locations;
 - MC4.1(j) provide for loading, unloading circulation and turning space;
 - MC4.1(k) be designed to enable the servicing of properties by refuse collection vehicles;
 - MC4.1(l) where appropriate provide for traffic calming and the use of shared surfaces in line with current DfT guidance.

Policy MC5: Vehicle Parking

- MC5.1 Development proposals should meet Oxfordshire County Council's minimum parking standards. Where feasible and appropriate, proposals for residential development should also meet the parking provision included in paragraph 8.3.13:
- MC5.2 Within Wallingford Town Centre, as defined on the Proposals Map, parking provision as appropriate to the proposed use should take account of, and respond positively to, its historic environment. A reduced level of parking will be supported where it directly relates to the site concerned, the proposed use and to evidence of the way in which the proposed car parking provision can be satisfactorily accommodated in the local highway network.

Policy MC6: Cholsey and Wallingford Railway Corridor

- MC6.1 Land immediately to the west of the existing railway line, 10m in width, as shown on the Proposals Map shall be protected from built development to facilitate the provision of commuter train services from Wallingford Station, and to provide an enhanced walking and cycling route. Development proposals within this corridor which would preclude its use for transport and movement will not be supported.

Policy MC7: Provision of Electric Vehicle Charging Points

- MC7.1 New residential developments should be designed to enable charging of plugin and other ultra-low emission vehicles (including both cars and cycles) in safe, accessible and convenient locations.

Chapter 9 Community Facilities and Infrastructure

Policy CF1: Protecting Existing Facilities

- CF1.1 Proposals which would result in the loss or reduce the use or effectiveness of existing essential community or leisure facilities or services, through change of use or redevelopment, will not be supported unless:
- CF1.1(a) suitable alternative provision or the significant improvement of an existing facility of equivalent community value is made in the neighbourhood plan area in an equally convenient and accessible location to the existing facility.
 - CF1.1(b) it has been determined that the community facility is no longer needed; or
 - CF1.1(c) in the case of commercial services, it is not economically viable

Policy CF2: Support for New Formal and Informal Sport and Community Facilities

- CF2.1 Proposals for development of new or enhanced community and recreation facilities to improve formal and informal community and sport provisions will be supported where:
- CF2.1(a) they are located within or adjacent to the town
 - CF2.1(b) they would meet an identified local need; and
 - CF2.1(c) they are accessible for all members of the community and promote social inclusion
- CF2.2 Proposals for the following will be particularly supported:
- (i) At the Regal Centre site – a replacement community hall
 - (ii) At the Bull Croft – a replacement pavilion
 - (iii) At the Sports Park – proposals to expand capacity for hockey and football.

Policy CF3: Local Green Spaces

- CF3.1 The following spaces, which are identified on the Proposals Map, are designated Local Green Spaces:
- (i) Wilding Road
 - (ii) Radnor Road
 - (iii) The Paddocks Playing Field
- CF3.2 Proposals for development on a Local Green Space will not be supported except in very special circumstances.

Policy CF4: Wallingford's Riverside

- CF4.1 The Riverside Meadows south of Wallingford Bridge are safeguarded for ecological and informal recreation use. Proposals that generate unacceptable harm to:
- the ecology or natural landscape character of the area, or
 - the setting of the Chilterns AONB, or
 - the important heritage assets including Wallingford Bridge, will not be supported.
- CF4.2 The Riverside Park and Pools area to the north of Wallingford Bridge is safeguarded for tourism, leisure and recreation uses. Proposals for an improved water-sports leisure centre, which may include a covered swimming pool, or those which improve opportunities for residents and visitors to enjoy Wallingford's location beside the River Thames will be supported, provided they do not unacceptably harm:
- the ecology, natural landscape character of the area, or
 - the setting of the Chilterns AONB, or
 - the important heritage assets or their settings, including Wallingford Bridge.
- CF4.3 Proposals which improve facilities for rowing and other river-based sport or recreation uses without causing unacceptable harm to the ecology, natural landscape character of the area or to the important local historic assets or their settings, will be supported

Policy CF5: Local Amenity Provision

- CF5.1 The provision of local business premises to serve the needs of the residents of the development on new housing developments in excess of 50 houses will be supported. The provision of convenience shops and public houses will be particularly supported

Policy CF6: Health & Wellbeing Service Provision

- CF6.1 Proposals that result in increasing the health and social care facilities through contributions to new/extended buildings will be supported.
- CF6.2 Proposals for the expansion of the medical centre will be supported provided they have regard to the protection area adjoining Bradford's Brook and to the historic environment.